



JB Racing Twin-Plug Distributor Instructions For Porsche 911/964/993 Engines For Counter-Clockwise Rotation Distributors

**Please read this instruction sheet in its entirety
before installing the distributor**

Thank you for purchasing a **JB RACING** distributor. We believe you will find the quality unsurpassed. The following are some tips regarding the installation and wiring of this distributor. As you read through these instructions, please refer to the attached wiring and installation diagrams.

The distributor has two internal magnetic pickups. It is designed to be used with either MSD or Mallory CD boxes. Other brand CD boxes that recognize a magnetic pickup signal may also work.

The distributor requires the use of two CD boxes and associated components. Ultimately, you will need two stand alone ignition systems. One will fire the top plugs and the other will fire the bottom plugs. The distributor has two internal magnetic pickups. There are two ways to use the internal pickups. You can use both pickups to fire both CD boxes or you can use one pickup and split the signal to fire two CD boxes. This is the preferred method and will leave you with an internal pickup for a spare.

Magnetic pickup polarity is very important.

We have found that the wire color used in magnetic pickups and CD box cables may vary between ignition system manufacturers. You must make sure that the positive and negative wires from the pickups match the positive and negative wires from the ignition system regardless of wire color.

(SEE WIRING DIAGRAMS)

If the polarity is reversed, the engine may or may not run. If it does run, it will run poorly. If the engine is run in this condition for very long, it will damage the inside of the distributor cap and rotor.

Make sure that the positive and negative wires coming from the magnetic pickups are going to the positive and negative wires of the ignition system magnetic pickup cables.

11/2008

Installing the Distributor

1. The **JB RACING** distributor you have purchased has an advance mechanism for **counter-clockwise rotation**. Check to make sure you have a counter-clockwise rotation gear on the crankshaft. The 1978 through 1983 3.0 liter Non-Turbo and 3.3 liter based Turbo models have counter-clockwise rotation distributors. Early Turbo and Euro 3.0 liter Non-Turbo have clockwise rotation distributors.
2. The distributor cap diagram is viewed from standing on the 1-2-3 side of the engine looking down at the distributor.
3. Take the distributor cap off and set it aside for now. Next to the bottom cap mounting hole you will see a dowel pin that indexes the cap. This mounting hole and dowel pin need to be in approximately the 6:00 position towards the bottom of the engine.
4. On the distributor housing where the cap mounts, you will find three marks that will help with positioning the rotor. The first mark is at the 7:30 position and is marked with a "T". The second mark is at the 12:30 position and is marked "CW". The third mark is at the 2:30 position and is marked "CCW". Since this is a counter-clockwise rotation distributor, position the upper contact on the rotor on the "T" mark and the bottom contact on the rotor will line up on the "CCW mark.
5. The 7:30 position or "T" mark is basically pointing at the #1 cylinder and is the rotor index point for the top rotor contact and the top plugs.
6. The 2:30 position or "CCW" mark is the rotor index point for the bottom rotor contact and the bottom plugs.
7. Set the engine at TDC #1 firing.
9. Remove the old distributor and old ignition system related items. Lube the o-ring seal on the distributor housing and apply some light grease to the distributor gear.
10. Install the distributor (without the cap) in the position described above.
11. Turn the rotor so it is close to the marks on the distributor housing.
12. Engage the gear with the crank and push the distributor into the engine until it is against the distributor clamp plate. Position the distributor housing so that the bottom distributor cap mounting hole is approximately in the 6:00 position. See how the rotor lines up with the 7:30 "T" mark and 2:30 "CCW" mark on the housing.

13. You may have to remove the distributor and turn the distributor shaft one tooth one way or the other to get everything to line up better. When you are close, you can turn the housing a few degrees to make the 7:30 "T" mark and 2:30 "CCW" mark line up with the center line of the rotor.
14. With the marks lined up, you can now snug the pinch bolt on the distributor mounting bracket.
15. Install the cap.
16. Wire the cap as per the diagram attached.

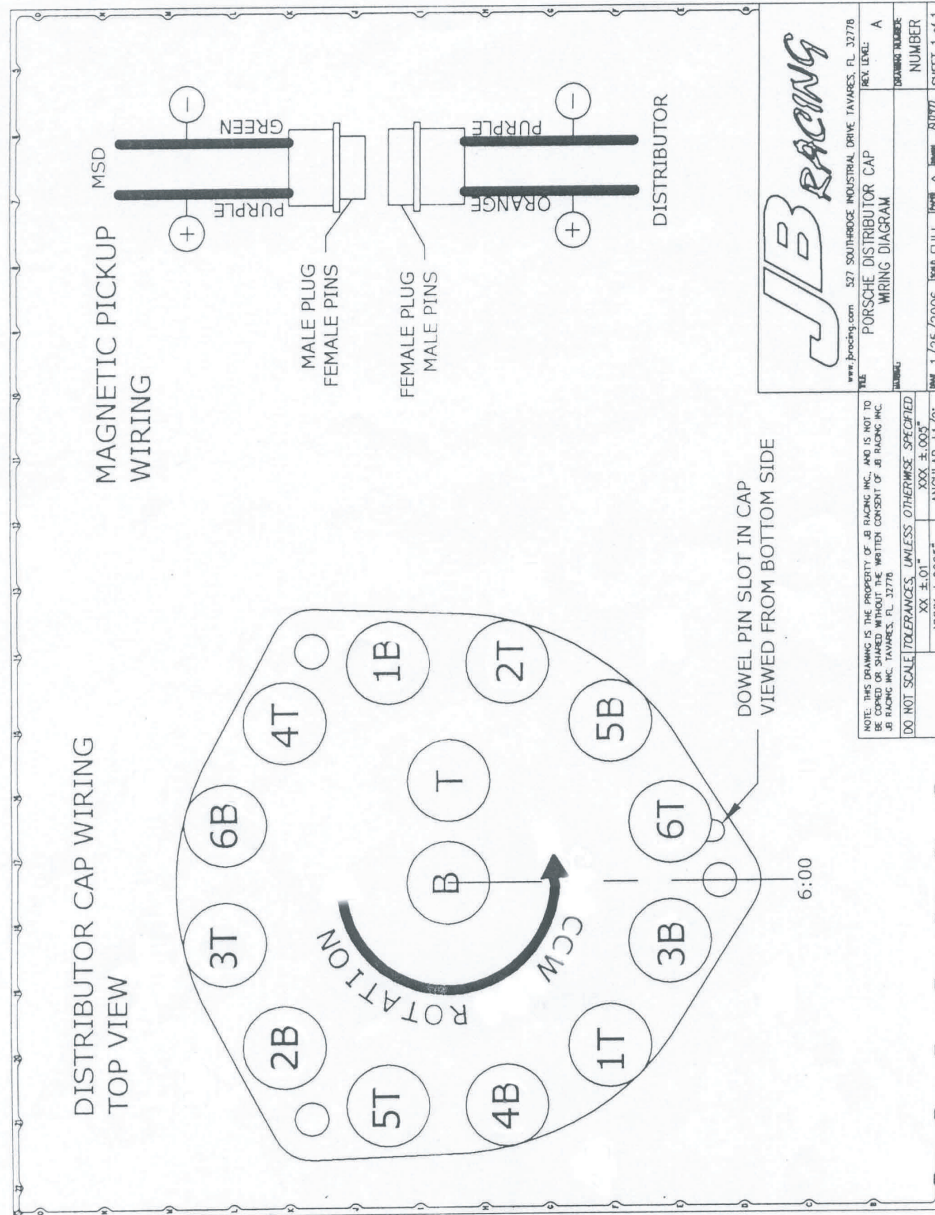
WARNING! Wiring the cap incorrectly will cause extreme arcing inside the cap and will cause damage to the cap and rotor in a very short period of time!

17. With the engine set at TDC #1 firing, the cap wired correctly and the distributor housing set on the marks, the engine should start and idle.
18. You will need to use a timing light to set the ignition timing.
19. The mechanical advance in the distributor will start to come in at approximately 1500 rpm and be completely in by 3500 rpm. Set the total advance desired at 4000 rpm or higher.

**Thank you for purchasing a JB RACING distributor.
If you have any questions, please call (352) 343-8900.**

DISTRIBUTOR DIAGRAMS

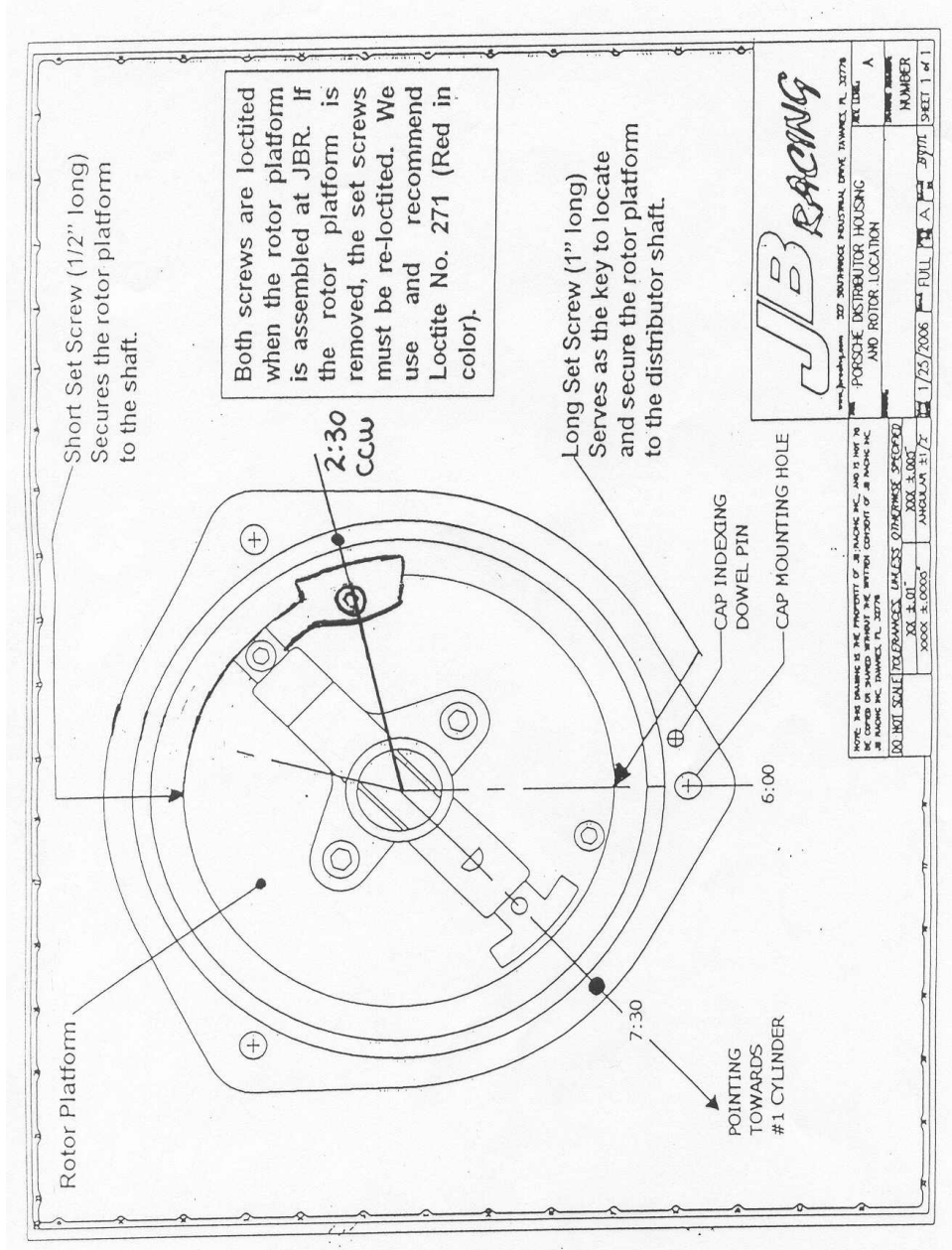
CAP AND PICKUP WIRING



11/2008

DISTRIBUTOR DIAGRAMS

ROTOR ORIENTATION - CYL. #1 FIRING POSITION



11/2008