

Boot, lead & clamp kit instructions
Sun models 400, 404, 500, 504, 506, 600, and gray military tester

This kit is easiest to install with the drive unit removed from the machine. (The drive unit, or center section, holds & spins the distributor.) Tools: wire snipper, soldering tool, screwdriver

1. Remove the two acorn nuts at the top of the drive unit & the two ¼-inch bolts at the bottom of the drive unit (on either side of the RPM crank wheel).
2. Remove the back panel of the machine.
3. Remove power leads from the meter banks at the power supply. Remove any other power leads at the power supply.
4. Remove the belt (it can be pulled off the pulleys by hand). If your machine has a mechanical vacuum pump threaded into the drive cone casting, remove the vacuum hose.
5. Run the RPM crank wheel a few turns to help the drive unit come out more easily.
6. Grasp the drive unit from the front and remove from the case.
7. Set the drive unit on a workbench on its side, and remove the old leads & boots, & discard them.
8. Disconnect the eight-pin connector from the power supply by prying it out with a screwdriver. The connector has small numbers by each male pin. Cut leads 1&2 and 7&8, about 1 inch from the connector. Discard what's left of the leads.
9. With a soldering tool, one at a time, heat the tip of the male pins. At the same time, pull on the 1-inch lead until it comes out of the back of the male pin. Remove all four leads.
10. Install pre-soldered ends, one at a time, in the 1&2 and 7&8 positions. Heat tip of male pin while pushing in the new lead. After a few seconds, it will slide into position.
11. Reinstall the 8-pin connector back into the power supply. It's keyed so it only goes back in one way. The leads coming from position 7&8 are the positive leads. Near the bottom of the rubber grommet, tie a knot in the positive lead, and run it through the bottom of the rubber grommet.
12. The leads coming from position 1&2 are the negative leads. Near the bottom of the rubber grommet, tie a knot in the negative lead, and run it through the bottom of the rubber grommet. Gauge just enough slack in the leads between the connector and the grommet. The knots will help prevent undo strain on the 8-pin connector.
13. Reinstall the drive unit and hook up all the connections you previously disconnected. Install belt and reconnect vacuum hose, if necessary. Bolt drive unit back into the case. Return RPM crank wheel back to park.
14. Pull the two new leads up and cut them to an equal length. Due to the location of the power supply plug connector, the positive lead will probably be a little longer than the negative lead.
15. Slide the red boot onto the positive lead & the black boot onto the negative lead.
16. Bare ¼ inch of wire on both leads, twist together and solder the two terminals from the kit onto the leads.
17. Screw terminals onto clamps and bend the upright tabs down on clamps. Then slide boots down over new clamps. Job complete!