

Fig. 21 The ignition control module (or TFI ignition module, as applicable), is located on the distributor—5.0L engines

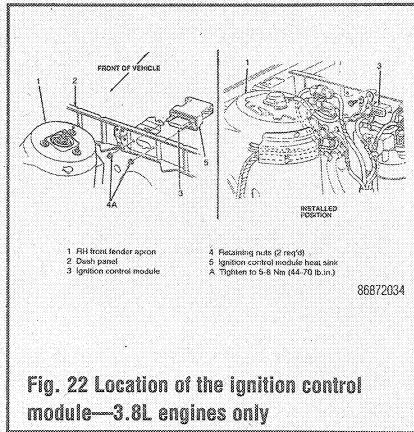


Fig. 22 Location of the ignition control module—3.8L engines only

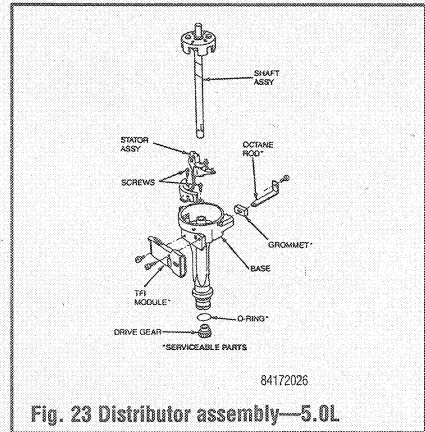


Fig. 23 Distributor assembly—5.0L

3. Separate the engine compartment cowl seal strip from the cowl vent screen and the cowl dash extension panel in the area of the ignition control module.

4. Lift the cowl vent screen off to allow access to the ignition control module/TFI module assembly.

➔ **The connector latch is underneath the ICM/TFI shroud. Press upward to unlatch.**

5. Disengage the engine control sensor wiring connector from the ICM or TFI, as applicable.

➔ **The ignition control module and heatsink are mounted with the heatsink fins pointed downward.**

6. Remove the two retaining nuts attaching the ICM/TFI and heatsink to the dash panel, then remove the ICM/TFI and the heatsink.

7. Remove the two module retaining screws, then remove the ICM or TFI from the heatsink.

8. While holding the module connector shroud with one hand, pull the seal off the other end of the module.

To install:

9. Coat the metal base of the ICM or TFI module uniformly with Silicone Dielectric Compound D7AZ-19A331-A or equivalent, about 1/32 in. (0.79mm) thick.

10. Place the module onto the heatsink. Install the retaining screws, then tighten them to 15–35 inch lbs. (1.7–4.0 Nm).

11. Push the seal over the module connector shroud and heatsink studs with the metal part toward the heatsink.

12. Insert the module and heatsink into the cowl dash extension panel enough to have the mounting studs protrude into the engine compartment side.

13. Hand-tighten the retaining nuts to 44–70 inch lbs. (5–8 Nm).

14. Engage the engine control sensor wiring connector to the module.

15. Install the cowl vent screen and retaining screws, then install the engine compartment cowl panel and seal strip.

16. Connect the negative battery cable.

Distributor

REMOVAL & INSTALLATION

➔ See Figure 23

1. Bring the engine to TDC on the number 1 cylinder.
2. Disconnect the negative battery cable.
3. Mark the position of the No. 1 cylinder wire tower onto the distributor base.

➔ **This reference is necessary in case the engine is disturbed while the distributor is removed.**

4. Remove the distributor cap and position the cap and ignition wires to the side. Disconnect the wiring harness plug from the distributor connector.

5. Scribe a mark on the distributor body to indicate the position of the rotor tip. Scribe a mark on the outside base of the distributor housing and the engine block to indicate the position of the distributor in the engine.

6. Remove the hold-down bolt and clamp located at the base of the distributor. Remove the distributor from the engine. Note the direction the rotor tip points as it moves from the No. 1 position when the drive gear disengages. For reinstallation purposes, the rotor should be at this point to insure proper gear mesh and timing.

7. Cover the distributor opening in the engine to prevent the entry of dirt or foreign material.

8. Avoid turning the engine, if possible, while the distributor is removed. If the engine is disturbed, the No. 1 cylinder piston will have to be brought to Top Dead Center (TDC) on the compression stroke before the distributor is installed.

➔ **Before installing, visually inspect the distributor. The drive gear should be free of nicks, cracks and excessive wear. The distributor drive shaft should move freely, without binding. If equipped with an O-ring, it should fit tightly and be free of cuts.**

Timing Not Disturbed

1. Position the distributor in the engine, aligning the rotor and distributor housing with the

marks that were made during removal. If the distributor does not fully seat in the engine block or timing cover, it may be because the distributor is not engaging properly with the oil pump intermediate shaft. Remove the distributor and, using a screwdriver or similar tool, turn the intermediate shaft until the distributor will seat properly.

2. Install the hold-down clamp and bolt. Snug the mounting bolt so the distributor can be turned for ignition timing purposes.

3. Install the distributor cap and connect the distributor to the wiring harness.

4. Connect the negative battery cable. Check and, if necessary, set the ignition timing. Tighten the distributor hold-down clamp bolt to 17–25 ft. lbs. (23–34 Nm). Recheck the ignition timing after tightening the bolt.

Timing Disturbed (Engine Rotated)

1. Disconnect the No. 1 cylinder spark plug wire and remove the No. 1 cylinder spark plug.

2. Place a finger over the spark plug hole and crank the engine slowly until compression is felt.

3. Align the TDC mark on the crankshaft pulley with the pointer on the timing cover. This places the piston in No. 1 cylinder at TDC on the compression stroke.

4. Turn the distributor shaft until the rotor points to the distributor cap No. 1 spark plug tower.

5. Install the distributor in the engine, aligning the rotor and distributor housing with the marks that were made during removal. If the distributor does not fully seat in the engine block or timing cover, it may be because the distributor is not engaging properly with the oil pump intermediate shaft. Remove the distributor and, using a screwdriver or similar tool, turn the intermediate shaft until the distributor will seat properly.

6. Install the hold-down clamp and bolt. Snug the mounting bolt so the distributor can be turned for ignition timing purposes.

7. Install the No. 1 cylinder spark plug and connect the spark plug wire. Install the distributor cap and connect the distributor to the wiring harness.

8. Connect the negative battery cable and set the ignition timing.

9. After the timing has been set, tighten the distributor hold-down clamp bolt to 17–25 ft. lbs. (23–34 Nm). Recheck the ignition timing after tightening the bolt.