

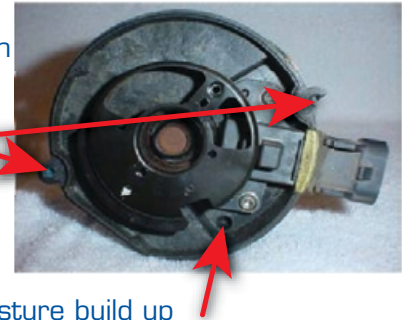


**ECHLIN**®

# Did You Know?

## G.M. Vortec Distributor Issues

**1. Issue:** The distributor base on G.M. Vortec engines is made from plastic. The distributor cap holding screws use loctite on the threads. NAPA Echlin replacement caps are supplied with new screws which also use loctite. It is very easy to break the mounting tabs on the distributor base if the new screws are forced through the old, hardened loctite.



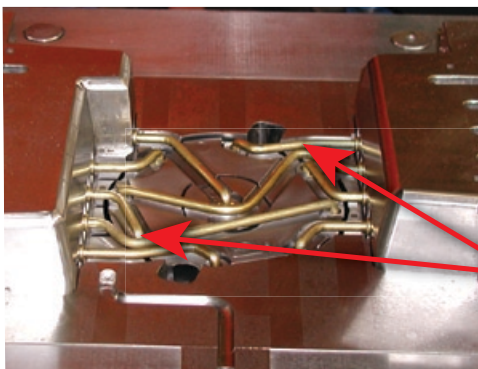
**Solution:** Always inspect the distributor base before installing the new cap. Clean old loctite from the mounting tab threads and also consider reusing the old cap holding screws.

**2. Issue:** Vents in the base of distributor may become clogged, causing moisture build up in the cap. The result is tracking inside the cap and corrosion of the cap and rotor contacts.

**Solution:** Check that the vent screens in the distributor base have been removed per O.E. TSB # 03-06-04-041A

**3. Issue:** Burn thru issue on O.E. caps. Aluminum conducting rods are susceptible to distortion during manufacturing and corrosion that increases resistance.

**Solution:** Echlin caps use brass conductors which offer increased resistance to corrosion. In addition brass conductors are less susceptible to distortion during the Injection Molding manufacturing process and therefore less susceptible to the problems with burn through between the conductors.



Echlin Brass Conductors prepared for the injection molding process

- O.E. cap uses aluminum conductors. Prone to corrosion and the soft aluminum conducting rods distort during manufacturing process resulting in premature burn through.
- Echlin cap uses brass conductors which resist corrosion and do not bend during the Injection Molding process.  
**ADVANTAGE:** much longer service life. No burn through.
- O.E. cap burns through in these areas where conductors are in close proximity.

**NAPA Echlin**  
**LOOKS RIGHT. FITS RIGHT. PERFORMS RIGHT.**

# THE BEAR IS BACK

