

## INSTALLATION GUIDE

HIGH PERFORMANCE  
SPARK PLUG WIRES



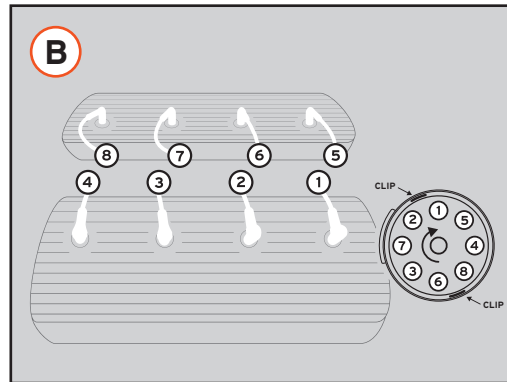
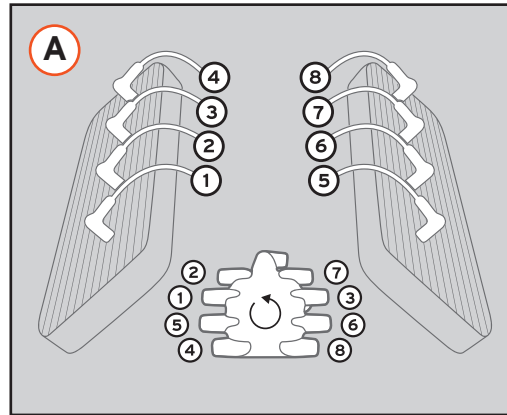
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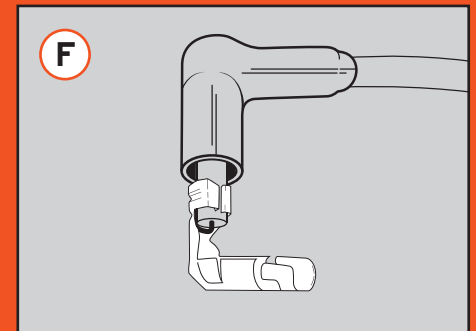
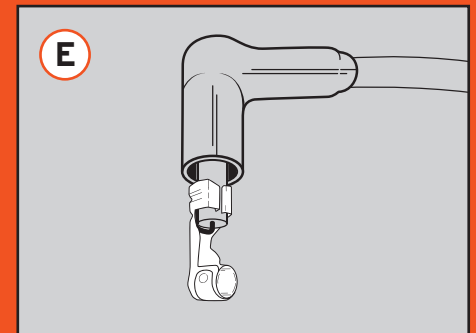
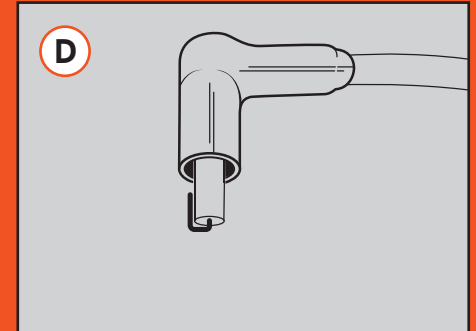
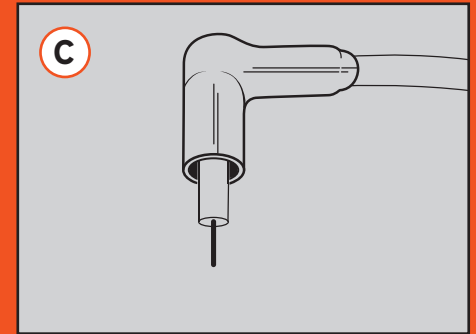
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### Contents:

8 x Plug wires with attached boots	59A	8BA
3 x 39in (990 mm) - Fit to cylinder	3, 4, 8	6, 7, 8
3 x 30-3/4in (780mm) - Fit to cylinder	5, 6, 7	3, 4, 5
1 x 26-3/4in (680 mm) - Fit to cylinder	2	2
1 x 23-1/4in (590 mm) - Fit to cylinder	1	1
1 x Coil wire 43-1/4 inches (1100 mm)		
1 x Brass coil crimp terminal & boot		
8 x 90-degree spark plug boots		
8 x Spark plug crimp terminals		



# READ THIS FIRST

Thank you for choosing Stromberg e-FIRE high performance spark plug wires. Please read this whole guide before installation. This kit fits Ford Flathead V8 engines - front mount 21A 'crab cap' distributors (e-FIRE and Original Equipment) and later 8BA distributors. It will not fit caps with male, bullet-style terminals.

Designed to work with both points-style and electronic distributors, e-FIRE plug wires provide strong fire power with high level RFI/EMI resistance. The spiral-wound stainless steel suppression core is protected by tough fiberglass reinforcing braid for strength and flexibility. 100% silicone wire and boot insulation resists high temperatures, moisture, oil and chemicals, and protects against arcing and voltage leaks. And a low 500 Ohm/ft resistance gets more energy into your plugs.

With Ford Flathead engines in mind, we've used 7mm wire that fits through your plug wire looms or tubes. The coil wire is long enough to reach the firewall. And best of all, the 90-degree cap terminals are pre-fitted for smarter 'distributor-first' installation. We know how hard it is to trim those front mount cap wires up close to the radiator where access is limited. It also leaves you free to use the supplied 90-degree spark plug boots or choose your own style terminals.

## WARNING!

Correct plug wire installation is critical to engine performance. Stromberg recommends installation by a professional auto mechanic only. Improperly installed plug wires can cause poor engine performance or damage. Always disconnect your vehicle's battery and make sure that the engine is cool before performing any work on a vehicle's electrical system. Failure to do so may produce sparks, causing a fire or explosion, resulting in property damage, serious personal injury, or death.

## TWOSTEP INSTALLATION

### Step 1 - Start at the cap

- A)** With a front mount distributor, you can remove the old spark plug wires and cap before installation. On 8BA engines, if you remove the wires, mark the cap or leave the Number 1 wire attached as a reminder. If it is easier, replace the wires like for like, one at a time.
- B)** Separate your new e-FIRE plug wires into the different lengths (see Contents) then press each new wire terminal and boot firmly into your distributor cap in the correct firing order. (see A&B) On front mount 'crab' caps, this is easier off the car and cylinder numbers are marked on the cap. Angle the boots upwards. On 8BA caps, start with your marked number 1 and work clockwise.

**NOTE:** While the firing order is the same (1-5-4-8-6-3-7-2), front mount distributors turn counter-clockwise. 8BA distributors turn clockwise. Pic A shows factory 8BA wire positions. Your Number 1 may be elsewhere, but the order must be the same!

- C)** Install the cap firmly onto the distributor. Collect the two sets of wires together. The US passenger side (front to back) are 1-2-3-4. The driver's side are 5-6-7-8. (see A&B) On front mount caps, 3 and 5 cross to the opposite sides. Loosely tape or tie-wrap the two sets together.
- D)** Route each wire to its correct spark plug. Take special care to avoid the water pumps and belts. 8BA wires were originally routed between the front water hose and generator before turning left or right through the 8BA wire separator looms. Leave some slack at the distributor end so you can easily remove the cap and set it aside for maintenance.

### Step 2 - Trim at plug

- A)** The final length for each wire will depend on your individual installation. Route the wire comfortably to the plug tip, add approximately 1/2" (13mm) to the length and cut the wire. Apply silicone lubricant to the wire and boot. Slide the boot onto the wire then strip the insulation from the end of the wire leaving 1/2" of centre conductor core bare. (see C).

## WARNING!

Do not cut into or nick the conductor core when stripping away the insulation.

- B)** Fold the centre conductor core back along the wire. (see D) Place the terminal over the wire and conductor and use a spark plug wire crimp tool to crimp the terminal firmly in place. (see E) Pull the boot down over the terminal and clip them firmly onto the spark plug. Repeat for all eight spark plugs.
- C)** Using the same procedure, install the long coil wire in the same manner using the brass 90-degree terminal and bigger coil boot supplied. (see F)

## Troubleshooting

If the engine sounds wrong, switch it off and check each plug wire routing from cap to cylinder. (see A&B) Then check each wire connection at both cap and plug. If necessary, use insulated plug wire pliers to pull and replace the terminal off each plug, listening for engine note changes. Or use a 'spark check' tool to check if any plug is not firing.

## Maintenance

After an initial running period, check all plug wire connections. Aim to keep free of water and road salt.

## Limited warranty

Stromberg warrants this new product to be free from defects in material and workmanship for one (1) year from the date of original purchase by the original purchaser. To claim under this Limited Warranty, the Purchaser should contact Stromberg directly by email at [warranty@stromberg-97.com](mailto:warranty@stromberg-97.com) with a clear description of the problem and evidence of the dated purchase receipt. For full terms and conditions, please visit our website.