



KIT OVERVIEW

These spark plug wires are custom-built and pre-routed for Pontiac V8 engines. Each wire is cut to length with the boots pre-formed for clean, factory-style routing—**no cutting, stripping, or crimping required**. The wires arrive bundled together with separators and zip ties, so you lay the complete set onto the engine first, then connect one wire at a time per the firing order below.

PONTIAC IGNITION — QUICK REFERENCE

FIRING ORDER

1-8-4-3-6-5-7-2

Standard Pontiac V8 (326–455)

DISTRIBUTOR ROTATION

COUNTER-CW

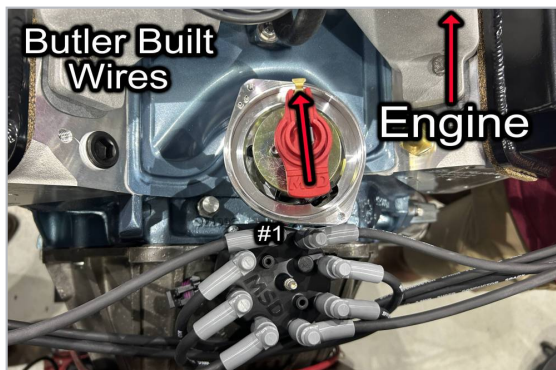
Rotor turns counterclockwise

CYLINDER LAYOUT

#1 = PASS. FRONT

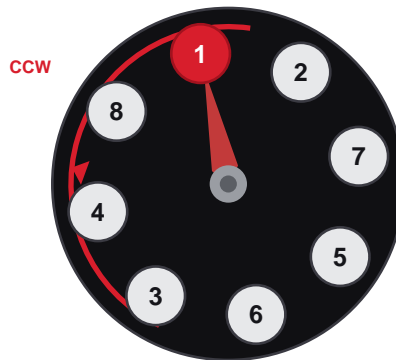
Pass(R) 1-3-5-7 • Driver(L) 2-4-6-8
(numbered front → rear)

STEP 1 — LOCATE CYLINDER #1



Rotor points to engine FRONT on #1; the front cap terminal is #1.

Find the **#1 spark plug** — passenger side, front cylinder — and trace it to the distributor cap. With the engine on #1, the rotor points toward the front of the engine (red arrow) and the front-facing cap tower is the **#1 terminal**. Mark it. Every other wire is assigned from here.



Match your #1 terminal to the map, then follow the towers counterclockwise.

STEP 2 — LAY THE SET, THEN CONNECT

1 Disconnect the battery.

Work on a cool engine. The set is pre-cut, pre-routed, and tied together with separators and zip ties—**do not trim the wires or cut the zip ties**.

2 Lay the entire set onto the engine first.

The wires are bundled with separators and zip ties, so drape the whole harness into position to set the routing **before** connecting anything—don't try to install them loose, one at a time.

3 Now connect one wire at a time, starting at #1.

Plug #1 onto the tower you marked above, then work counterclockwise in firing-order sequence: **1 → 8 → 4 → 3 → 6 → 5 → 7 → 2** (use the map above).

4 Seat every boot fully.

Push each boot on until it snaps home—a loose boot is the top cause of misfires.

5 Verify before starting.

Re-check the complete firing order against the map. A set shifted by one tower will not run.



STEP 3 — ROUTING & DRESSING

With every wire connected, dress the set into its final position shown below. Keep wires clear of headers, exhaust, and moving parts; adjust the separators for even spacing and avoid sharp kinks. Heat sleeving is recommended anywhere a wire passes near the exhaust.



Finished Butler routing — MSD Black 8.5mm Super Conductor on a Pontiac V8.

CARE & HANDLING

- Always pull the **boot**, never the wire, when removing.
- Apply a little dielectric grease inside each boot.
- Back-probe at the terminal—never pierce a boot.
- Keep wires off hot surfaces; sleeve near headers.

TROUBLESHOOTING

- **Backfire / stumble:** two wires crossed—re-verify order.
- **Misfire under load:** boot not fully seated at cap or plug.
- **No start:** wrong #1 tower or rotation—recheck Step 1.
- **Visible arcing at night:** reseal or relocate the wire.



NEED A HAND? TALK TO A PONTIAC SPECIALIST

Butler Performance Technical Support — butlerperformance.com