

ACCEL[®] DUAL POINT CONVERSION KIT

31040-E

INSTALLATION INSTRUCTIONS

The ACCEL Dual Point Conversion Kit is a bolt-in, high performance dual point breaker plate assembly which replaces the stock single point breaker plate in your original equipment GM distributor.

Although these instructions may seem lengthy, installation is easy. Reading these instructions before starting the installation will assure that you'll be able to take maximum advantage of all the performance your ACCEL Dual Point Conversion Kit was designed to deliver.

Step 1 - If the distributor has not already been removed from the engine, pull the cap off. Do not remove the plug wires from the cap. Crank the engine slowly until the rotor blade is pointed at some fixed reference point on the engine or firewall. This will facilitate installation later.

Step 2 - Locate the wire leading from the distributor to the negative (-) terminal of the coil. Remove it from the coil being careful not to drop the attaching nut and lock washer.

Step 3 - Note the position of the vacuum advance canister. Put a reference mark on the engine or firewall so that the distributor may be easily installed in the same position. This will also facilitate installation later.

Step 4 - Loosen and remove the distributor hold-down bolt and clamp. Lift the distributor out of the engine. If the engine had been running within the past few minutes the distributor housing may be hot and coated with hot engine oil. Wrap a shop towel around the distributor to avoid burning your hands and dripping oil.

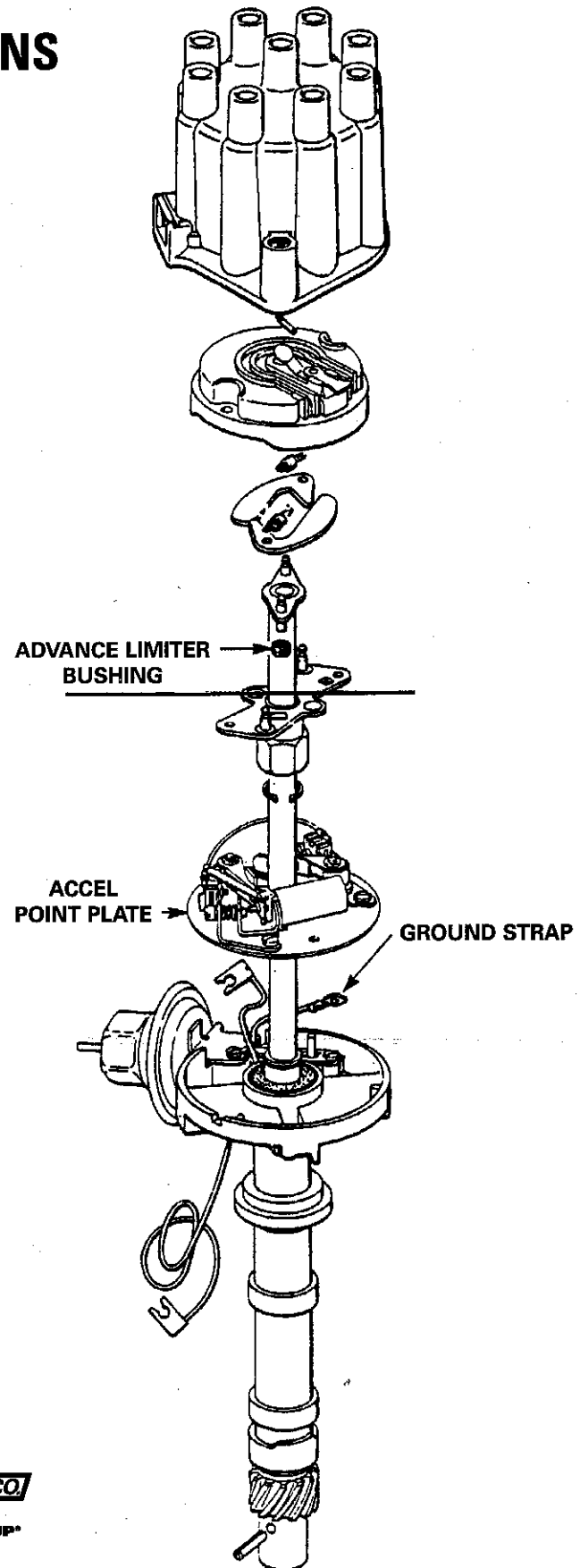
Step 5 - Loosen and remove rotor by the two attaching screws. This will ensure that rotor is not damaged during handling.

Step 6 - Place distributor housing in vise and gently tighten until distributor is securely in place.

Step 7 - Use a pin punch to drive the split pin out of the distributor gear. Remove the distributor gear and any shims. Be careful not to lose shims.

Step 8 - Slide the distributor shaft out of the housing and keep clean.

Step 9 - Remove breaker plate retaining ring. Also, remove any breaker plate ground wires that may be attached. Next carefully lift breaker plate off distributor but do not remove felt washer and/or plastic bushing.



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Step 10 - Install felt pads on rubbing blocks.

Step 11 - Now carefully install new breaker plate in distributor. Once seated check to see if vacuum arm fits into hole in breaker plate.

Step 12 - Install new mechanical advance stop bushing enclosed.

Step 13 - Reinstall all wire leads to points, grounds, etc. Carefully reinstall breaker plate retaining ring. Make sure that breaker plate moves freely when vacuum is applied to canister.

Step 14 - Slide clean distributor shaft carefully into distributor. Do not force it in. Once installed in distributor, reinstall tapered washer, shims, and drive gear with split pin. Check to see that shaft turns freely. Some resistance from the points spring tension is normal.

Step 15 - Slowly rotate the distributor shaft until one point set opens to the widest gap. With a feeler gauge, adjust the point gap to .019". Repeat for second point set.

Step 16 - Reinstall the distributor rotor. Note that the rotor has one round and one square peg on its underside. These pegs must fit into the matching holes in the plate on top of the distributor shaft.

Step 17 - Lower the distributor into position. The rotor should be pointing toward the same reference point as before removal and the vacuum canister aligned with its corresponding mark.

Step 18 - After the distributor has been lowered into place, you may find that it hasn't seated firmly against the support boss. This indicates that the lower end of the distributor shaft is not properly aligned with the oil pump drive rod. Do not attempt to force the distributor into position.

Step 19 - Reinstall the hold-down clamp and thread the bolt in just enough to exert a very slight pressure against the distributor. Rotate the engine until it drops down into place.

Step 20 - With the distributor properly seated, tightened the hold-down bolt just enough so that the distributor is held in place, but can still be rotated with a little effort. Again, make sure that the vacuum canister is aligned with the reference mark.

Step 21 - Reinstall the distributor cap.

Step 22 - Attach the wire from the distributor body to the negative terminal of the coil.

Step 23 - Connect a timing light. Start the engine and allow it to warm up sufficiently to idle smoothly. It may be necessary to rotate the distributor slightly either clockwise or counter-clockwise before a smooth idle can be achieved. If the engine will not idle smoothly, the firing order may be incorrect or the rotor may not have been properly aligned when the distributor was installed. Consult service manual for corrective procedures.

Step 24 - Check point gap by attaching a dwell meter. Dwell should read 34°-35°. If dwell reading varies greatly from this specification, recheck point gap for each contact set.

Step 25 - Consult the appropriate service manual to determine the factory recommended initial timing and idle speed. Set initial spark timing with the vacuum advance line disconnected and plugged. Advancing timing two to four degrees from the factory setting will usually provide improved performance. However, timing advanced beyond factory specifications may result in detonation, which can cause engine damage. Listen carefully - if you hear the engine knocking or pinging, retard initial timing as required to eliminate it.

Insist on quality ACCEL parts for all your starting, charging and ignition system needs.



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