

# INSTALLATION INSTRUCTIONS

FOR **ACCEL**®

## RACING II DUAL POINT 37000A SERIES

### NEW DISTRIBUTOR INSTALLATION PROCEDURES

As delivered the mechanical advance in your new distributor is set at 12° distributor, (24° engine) and totals at 2800 engine RPM for Ford and General Motors applications. If an advance change is desired, refer to "Instructions For Timing Advance Curve Changes" before installing distributor.

1. Remove the existing distributor cap. Do not remove the spark plug wires from the cap at this time.
2. Crank the engine slowly until the rotor blade is aimed at a fixed point on the engine or firewall.
3. Disconnect wiring from the ignition coil and remove the present distributor. With the rotor installed, place the new distributor in the engine \* with the rotor pointed in the same direction as the discarded distributor. Be sure the distributor can be rotated sufficiently to set the timing.
4. Install the new cap furnished. Install the spark plug wires into the new cap, one at a time being sure they are in the same physical location as they were on the original distributor cap.
5. † Insert high tension coil wire, and connect primary wire from the new distributor to the negative side of the ignition coil.
6. Start the engine and set timing.

\*Distributor advance is designed so rotor can be relocated in 45° intervals.

†For increased performance, install 35396 Ignition Amplifier and 140001 Super Coil, or 49002 Laser II and 140108 Performance Coil.

**NOTE:** If you are not sure of the proper timing setting for your engine, we suggest a procedure called "power timing". Simply advance the timing on a road test until a slight ping is observed under a heavy load and then back the timing up until the ping is no longer evident.

**MECHANICAL ADVANCE CALIBRATION** - The standard mechanical advance calibration is 12° distributor (24° crankshaft). When setting the advance, the mechanical advance plus the initial setting determines the total number of degrees of spark lead. For example - with standard mechanical advance of 12° (24° crankshaft) plus 10° of initial setting would equal 34° total crankshaft spark lead (34° B.T.D.C.). The actual lead is determined by engine requirement, and total advance should not exceed engine builder's specifications.

## INSTRUCTIONS FOR TIMING ADVANCE CURVE CHANGES

**NOTE:** To change the timing advance on your new distributor, you may leave the distributor in the engine or you may remove it to a bench.

1. Remove the two screws holding the distributor bowl to the lower shaft housing and remove the distributor bowl.
2. Remove the two advance springs.
3. Bend the ears back on the locking tab and remove the center nut. Lift the entire assembly out if necessary.
4. By using the diagram (Figure 1 & 2) determine which hole the stop screw should be located in and which direction the arrow should be pointed for your distributor advance specifications. Example: If you require advance of 14° and your distributor is right hand rotation, (clockwise), the stop screw would be placed in the bottom hole marked 14° and the "S" plate will be installed with the arrow pointing to the 10°-13° indication on the stop bracket.
5. With the advance assembly placed in the proper location, replace the center nut and secure the locking tabs. Replace the advance springs. The advance mechanism should move freely and have a minimum amount of end play without binding.
6. Assemble the distributor bowl with the lower shaft housing. Be sure that the tangs in the lower assembly mesh properly with the tangs in the distributor bowl and check rotor position. Install the two screws. (Fig. 3)
7. Recheck the dwell. Each contact should be set for 26°, and the total dwell should be 34° to 36°. To do this, run the distributor and unplug the black wire connector in the distributor lead harness. Adjust the red grommet contact to 26°. Reconnect the black wire and adjust the black grommet contact to 36° which is the total of both contacts. If a distributor machine or dwellmeter is not available, set the contact air gap to .018" to .020". Use the two access holes in the upper bowl cover (under rotor) for this adjustment.
8. Install distributor in engine, and set timing as per "Installation Instructions".

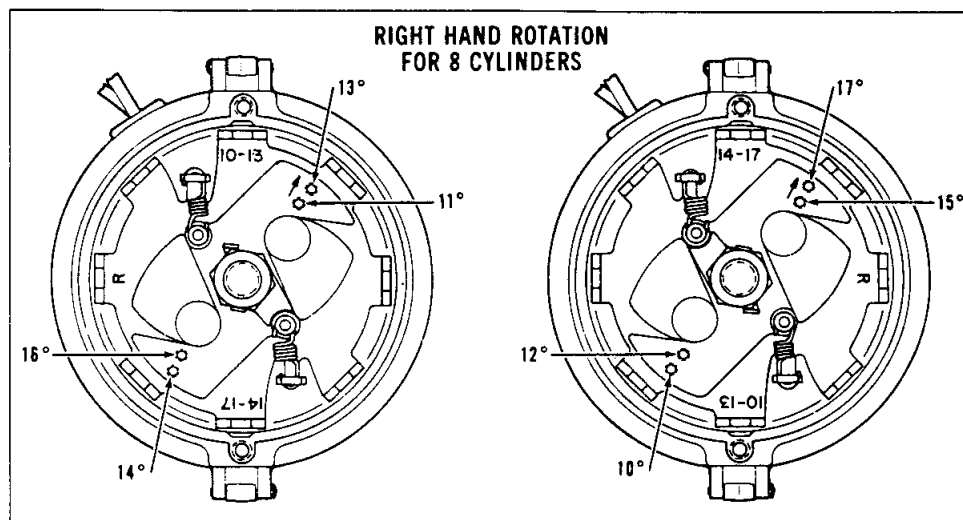


FIGURE 1