

# INSTALLATION INSTRUCTIONS FOR ACCEL 44100A DIRECT DRIVE DISTRIBUTOR

The ACCEL 44100A distributor has been designed for racing engines that do not require a mechanical advance or have a distributor clearance problem.

The trigger is magnetic pick-up type and is compatible with the ACCEL 49002 Laser II and other ignition systems that utilize magnetic type triggering.

1. Remove the existing distributor cap. Do not remove spark plug wires at this time.
2. Crank the engine slowly until the rotor blade is aimed at a fixed reference point on the engine or firewall.
3. Disconnect the wiring from the ignition coil or module to remove the present distributor. With the rotor installed, place the new distributor in the engine with the rotor pointed at the same fixed reference point as the discarded distributor.
4. If the distributor does not drop all the way down into the engine, the oil pump drive may not be aligned with the distributor shaft. Make sure that the distributor gear is meshed with the camshaft gear and crank the engine (with the starter if necessary), maintaining light downward pressure on the distributor housing. The distributor should now drop into its proper position. Install distributor hold-down, but be sure the distributor can be rotated sufficiently to set the timing.
5. Install new cap furnished. Install spark plug wires into new cap, one at a time, being sure they are in the same order as on the original distributor cap. Insert coil wire.
6. Connect distributor wires to ignition module. Follow control module manufacturer's instructions for proper connection. See other side for ACCEL Laser II connections. If the pick-up leads are reversed, the timing will be significantly advanced (approx. 20°) causing hard starting and poor operation. Reverse the pickup leads to correct.

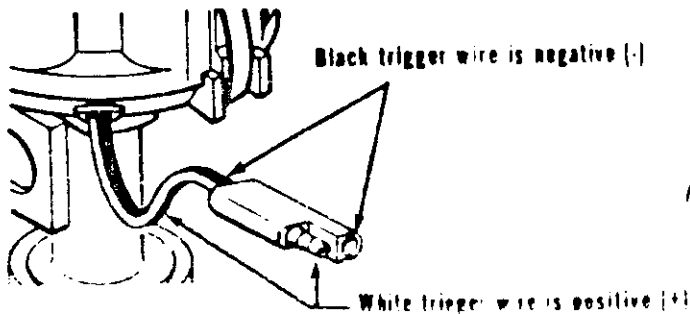


FIG. 1 CONNECTOR POLARITY



FIG. 2 AIR GAP SETTING

7. Start the engine and set timing.
8. If crank trigger type system is used, it will be necessary to "index" the distributor. "Indexing" is locating the distributor housing so the rotor blade is in line with a distributor insert when the coil fires. This can be checked by using a cutaway distributor cap and a timing light. Adjust the crank trigger pick-up for your required timing and then adjust the distributor for proper "indexing".

Air gap between the reluctor and pole piece should be .012" ± .003"

Not legal for sale or use in California on pollution controlled vehicles.

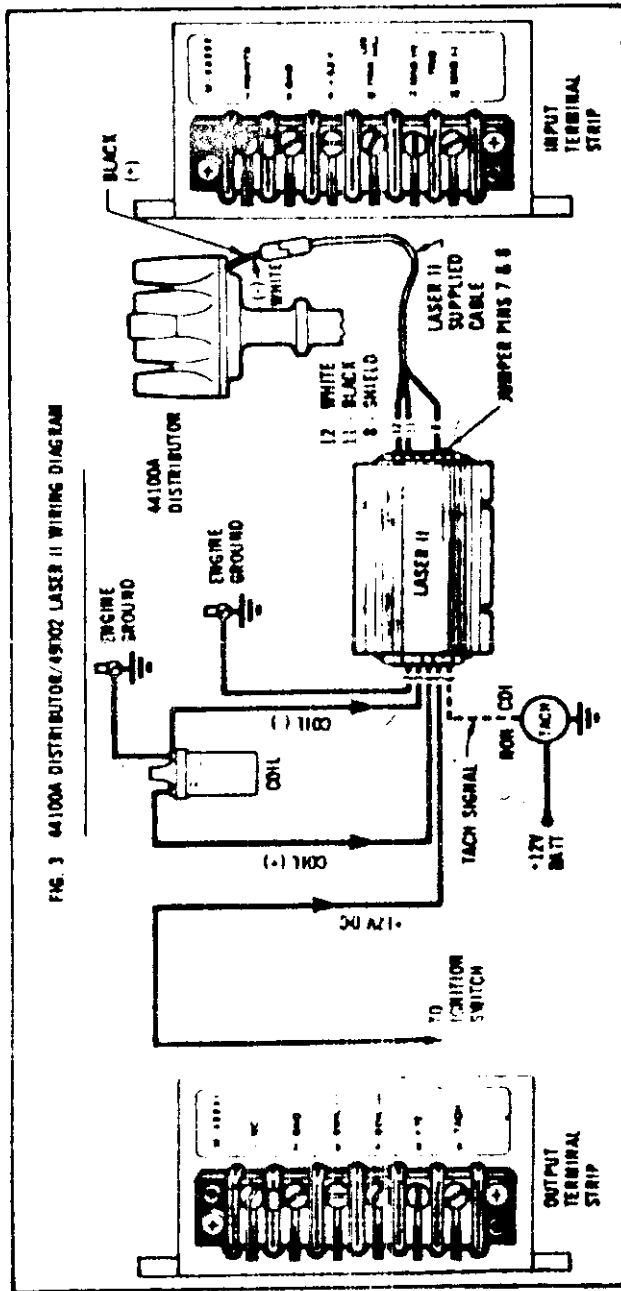


FIG. 3 44100A DISTRIBUTOR/45002 LASER II WIRING DIAGRAM

FIG. 3