



31041, 31042 ADVANCE CURVE KIT

STEP 1:

Points Only: 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.

HEI Only: Locate the 3 wire connector at the distributor cap, disconnect it, noticing where to reconnect.

STEP 2:

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

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.

STEP 4:

Loosen and remove the distributor hold-down bolt and clamp. Lift the distributor out of place. 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 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:

Points Only: Use a pin punch to drive the split pin out of the distributor gear. Remove the distributor gear and any shims. Please note to keep gear shims and shaft clean.

HEI Only: Shaft removal is not necessary.

STEP 8:

Points Only: At this point, note the placement of the advance weights. Be sure to install the ACCEL kit in the same way to ensure correct rotation. With shaft removed, replace the plastic advance limiter bushing with the one supplied in the ACCEL kit. This bushing is a push-on fitment and should not be hammered on. Now remove the original springs, "E" clips and weights and install the ACCEL kit in its place. Then select the springs from the chart on the reverse side which outlines the curves desired.

HEI Only: Now remove the original-springs, "E" clips, center plate and weights. At this point, note the placement of the advance weights and center plate. Be sure to install the ACCEL kit in the same way to ensure correct rotation. Also note, supplied in this kit are new bushings for the advance weights and must be used for correct operation. Then select the springs from the chart on the reverse side which outlines the curves desired.

STEP 9: POINTS ONLY: Slide clean distributor shaft carefully into distributor. Do not force it in. Once installed in distributor, reinstall flanged washer, shims, and drive gear with split pin. Check to see that shaft turns freely. Some resistance from the points spring tension is normal.

HEI Only: Proceed to Step 10.

STEP 10: After the springs and clips are in place, replace rotor.

STEP 11: Lower distributor into position. The rotor and the vacuum canister should be aligned with the respective reference mark. 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 12: Reinstall the hold-down clamp and thread in the bolt just enough to exert a very light pressure against the distributor. If the distributor is not firmly sealed, rotate the engine until it drops down into place. It may be necessary to spin the engine over until the rotor is again aligned with the fixed point on the engine or firewall.

STEP 13: With the distributor properly seated, tighten 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.

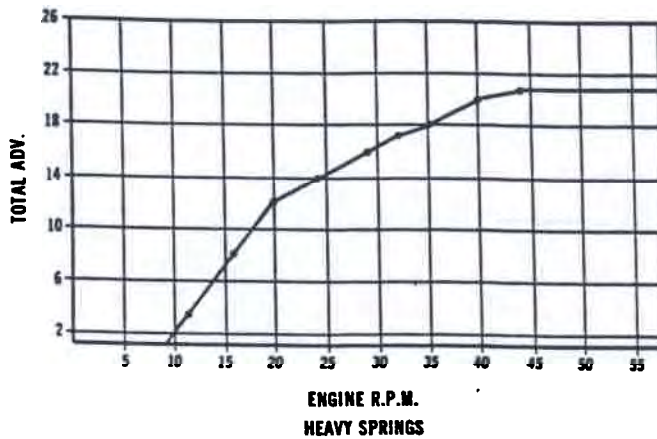
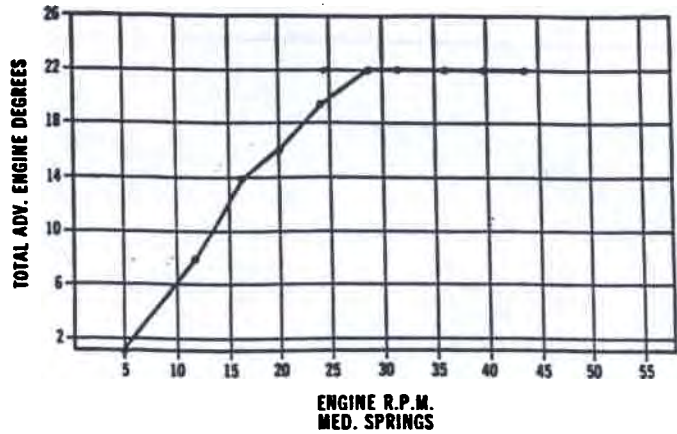
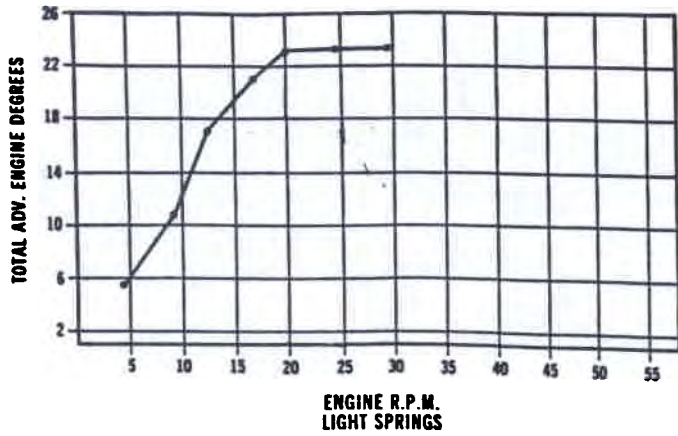
STEP 14: Reinstall the distributor cap.

STEP 15: Reconnect all distributor connections.

STEP 16: 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 (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 a service manual for corrective procedures.

STEP 17: 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 or 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.

ADVANCE CURVE CHARTS



The curves listed above represent only approximate curves. Variations could be caused by a variety of things. i.e. lack of lube - rust, or other than stock advance weights.

For optimum performance retain the stock HEI advance weights.

Recommended advance spring usage:

Tensions	Usage
Light	All drag racing
Medium	All V6 and small block V8 street engines, all round trackers
Heavy	All big block V8 street engines