



## INSTALLATION INSTRUCTIONS ACCEL 31034 AND 31035 VACUUM ADVANCE KITS

- 1. INITIAL TIMING.** This is usually a low figure, such as 8 to 10, to permit easy starting, however, high enough to allow a smooth idle.
- 2. MECHANICAL ADVANCE.** This is a function of engine RPM and increases with RPM to assure a complete burn of the air/fuel mixture. The amount and rate of mechanical advance varies with different engine combinations. This can be adjusted by using combinations of springs supplied.
- 3. VACUUM ADVANCE.** A function of engine manifold vacuum. As the manifold vacuum increases, the vacuum advance increases. At part throttle, low load conditions, timing can be advanced without developing ping, yielding more power without increasing fuel consumption. Again, requirements vary depending on engine combinations. The vacuum advance can be adjusted in your new ACCEL vacuum chamber.

### INSTALLATION AND ADJUSTMENT PROCEDURE

1. Remove distributor cap, rotor, mechanical advance springs and vacuum advance chamber. Check the advance weights and pins to make sure they are not worn and are clean and lightly lubed. Replace if necessary.
2. Choose and install a mechanical advance spring combination. The advance curves are as follows:

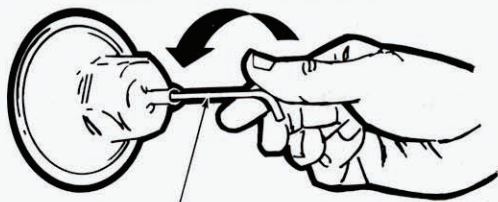
TENSION	COLOR	CURVE START	ENGINE RPM TOTAL
<i>Light</i>	Red	400	1600--Drag Racing
<i>Medium</i>	Blue	600	2800--Street small block and round track racing
<i>Heavy</i>	White	600	4000--Street big block.

All curves are based on a 24° mechanical advance at the crankshaft. If the amount of advance is changed, curves will change.

**NOTE:** A new plastic stop bushing is supplied in case old one is worn.

3. Install the new vacuum advance chamber. Using the 3/32" allen wrench supplied, turn the adjustment all the way counterclockwise. At this time, connect vacuum hose from manifold vacuum.

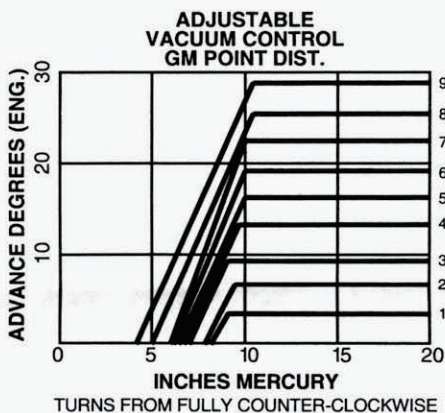
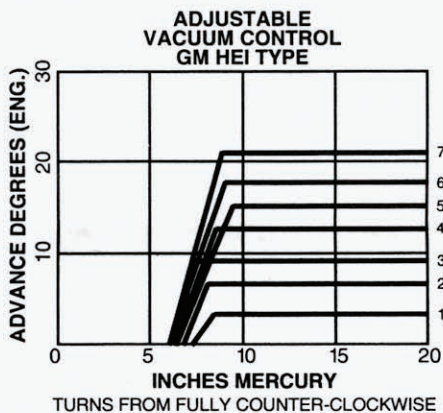
### COUNTERCLOCKWISE



3/32" ALLEN WRENCH  
(SUPPLIED)

4. Reinstall distributor rotor and cap. The mechanical advance should be checked by road testing. Bring the engine to operating temperature. Advance the timing until a slight ping is noticed under load, and then back the timing up until the ping is no longer noted.

5. Adjust the vacuum advance chamber clockwise in two turn increments until a surge or ping is noticed at cruise RPM--turn counterclockwise until no longer noted.



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