ACCEL MOTORCYCLE PRODUCTS

INSTALLATION INSTRUCTIONS

ACCEL COIL KIT # 140405

ACCEL's 140405 high output coil for the Harley V-Twins is designed to yield higher spark energy output than the stock coils.

This kit comes complete with adjustable angle clamps and brackets as well as extra heavy-duty ACCEL 8.8 silicone insulated suppression core wires that are compatible with the O.E.M. Harley-Davidson electronic ignition as well as points-triggered ignition. For maximum output for the Harley-Davidson engines from 1965-1979, using points-triggered ignition, ACCEL recommends using ACCEL 8.8 Stainless Steel/Copper Core conductor. See an ACCEL catalog for your specific application.

NOTE: DO NOT USE STAINLESS STEEL/COPPER CORE CONDUCTOR WIRES WITH HARLEY-DAVIDSON MODELS THAT UTILIZE A FACTORY ELECTRONIC IGNITION MODULE AS IGNITION MODULE DAMAGE MAY RESULT.

NOTE: THE DESIGN CHARACTERISTICS OF THIS COIL REQUIRE EXTRA LONG LAMINATIONS WHICH MAY REQUIRE THE REMOVAL OR MODIFICATION OF SOME COIL COVERS. DO NOT REMOVE ANY MATERIAL FROM THE LAMINATIONS.

Step 1
Be sure the ignition switch is in the "OFF" position.

Step 2
Remove original coil and mount ACCEL coil bracket clamps and the coil itself with the towers in approximately the same direction as the original coil. Tighten coil clamps snugly enough to permit rotation of the coil body insuring that there is no possibility that the coil's molded shell or towers or towers could come in contact with the frame, fuel tank, etc. under vibration when running.

Step 3
Attach primary leads from the ignition switch and ignition pick-up to either of the brass lead studs. These can be installed to either stud without negatively affecting the system.

Step 4
Now install the 90° plug end boot of the ACCEL 8.8 wires to each spark plug and route them as directly as possible to the coil tower allowing slack to keep tension off each wire. Either wire can be attached to either coil tower.

Step 5
Estimate how much excess wire should be cut from the unterminated end. (Fig. A)

Step 6
Slide coil boot onto spark plug wire. (Fig. B)

Step 7
Strip 1/2" of insulation away from the spark plug wire conductor core. Be very careful not to cut or nick the conductor core when stripping away. (Fig. C)

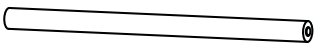
Step 8
Fold conductor core back along wire. (Fig. D)

Step 9
Put coil terminal over conductor and crimp into place. (Fig. E)

Step 10
Apply a light coat of high dielectric lube (enclosed) to the inside of the straight coil end boots and the angled spark plug boots before they are installed. This prevents possible voltage leakage around the boots.

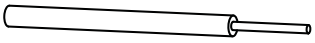
Step 11
With the coil and wires mounted, be sure coil towers are adjusted to insure maximum frame or tank clearance and tighten clamps firmly. After use, check and retighten clamps to insure coil is secure. We suggest using Loctite on the clamp nut threads and checked periodically.

Step 12
We also suggest that spark plug readings be taken and that carburetion jetting be checked after installation.

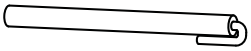


CUT
Figure A

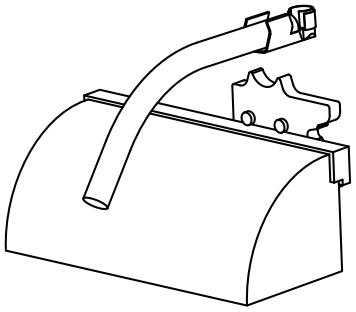
STRAIGHT COIL BOOT
Figure B



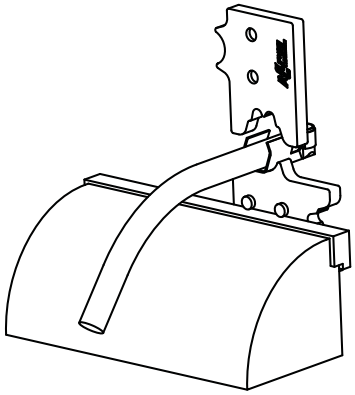
STRIP
Figure C



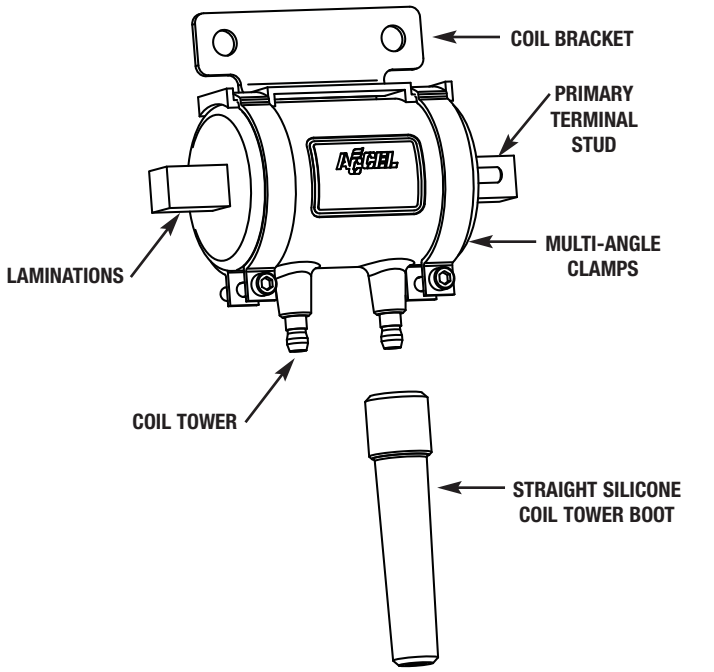
FOLD
Figure D

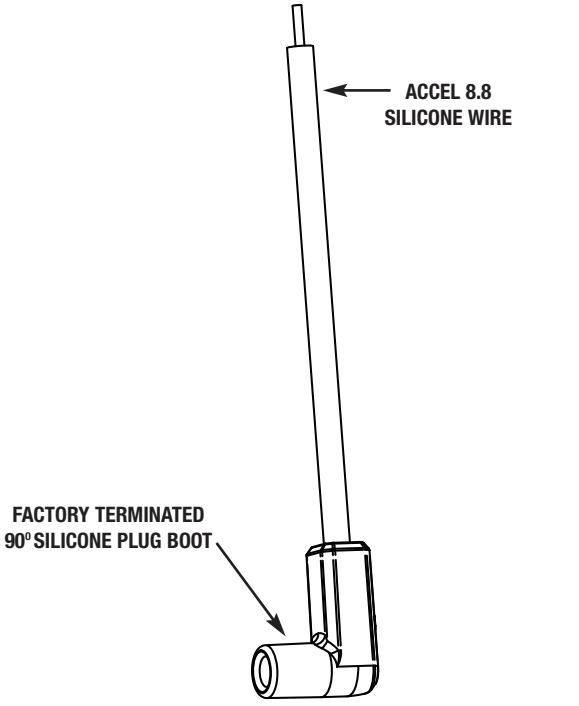


Place bottom half of crimping tool in vise.



Place wire in tool as shown with upper half of crimping tool over tabs. Strike with hammer until a firm crimp is achieved.





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