



INSTALLATION INSTRUCTIONS AND TECHNICAL INFORMATION

ACCEL® 71000 SERIES MAGNETIC BREAKERLESS DISTRIBUTORS

GENERAL INFORMATION

ACCEL 71000 Series distributors feature a magnetic triggering device with an adjustable mechanical advance as well as a totally independent adjustable vacuum advance. The electronic module is designed for use with 12-volt negative ground systems only.

Accel 71000 distributors are smog legal for specific applications. Contact the factory for applications that have been granted C.A.R.B. exemptions.

ACCEL 71000 distributors utilize an internal module and therefore do not require an external ignition box. However, 71000 series distributors are compatible with most ignition amplifier boxes (including those from ACCEL and Mallory) if a hotter spark is required.

Cap

71000 series distributors are supplied with a standard clip-on cap with traditional female spark plug wire receptors.

A screw-down cap with male spark plug type posts is available. The kit (PN 8345) includes the cap, a special rotor and mounting hardware.

Spark Plug Wires

Do not use solid metal core spark plug wires. Suppression type plug wires must be used (carbon core or spiral core). Solid core wires will cause false triggering and eventual module failure.

Coils

When installing your new distributor, it is important to check the primary resistance of the coil. To do this, use an ohmmeter and with the ignition switch off, check across the + and - terminals of the coil. The resistance value should be less than 1 ohm. If the resistance is greater than 1 ohm, you have a coil which was designed for a factory points style distributor. Using a coil which was designed for a points style ignition will cause the electronic module to overheat and fail. ACCEL recommends using a coil designed for an electronic breakerless ignition system which, ideally, has a primary resistance of less than 1 ohm. ACCEL part numbers 140001, 140008, 8145, or 8145C will work exceptionally well. Please note that an ACCEL 71000 Series Distributors should never be run with a CD Coil, without the use of a CD Control Box.

NOTE: Failure to use a coil with the proper primary resistance (less than 1 ohm) will void your warranty.

Reluctor to Pickup Gap

The gap should be checked when installing the distributor for the first time. The gap should be as small as possible without rubbing. The gap must be .010" to .020". If starting problems occur, make sure that the gap is still less than .020".

Distributor Gear

ACCEL 71000 series distributors include a steel gear which is compatible with most flat tappet cams, as well as factory type hydraulic roller cams.

Some 71000 series distributors do not include a gear. If your application requires a gear, instructions are included on how to install your stock gear onto the ACCEL distributor.

Welding

Disconnect the distributor wire harness before welding on the vehicle.

Mechanical Advance

The mechanical advance is factory set to provide 24° (crank) advance all in by 3000 RPM. This is a good general purpose curve and will work for most applications.

NOTE: Check local smog laws before changing the advance curve. Advance adjustments should only be made by qualified personnel with the proper test equipment.

To gain access to the mechanical advance, remove the cap, rotor, reluctor, vacuum advance chamber and the pickup plate. The reluctor can be pulled off the rotor sleeve using a small gear puller. Do not lose the small roll pin that drives the reluctor. The vacuum advance chamber is held in place with two screws and an e-clip. The pickup plate is held in place by two small set screws in the side of the distributor housing. See the enclosed instruction sheet for instructions on advance adjustment.

Vacuum Advance

The vacuum advance operates independently from the mechanical advance. The vacuum chamber is factory adjusted to produce 10° advance (crank) at 10" of vacuum. The vacuum advance can be adjusted by inserting a 3/32" allen wrench into the hose nipple on the vacuum chamber. Turn the wrench clockwise to increase advance, counterclockwise to decrease. See Figure 1.

NOTE: Check local smog laws before adjusting the vacuum advance.

In most cases, the vacuum advance hose should be connected to a ported vacuum outlet on the carburetor. This is the same location as stock. However, in some cases where a very large camshaft is used, connecting the vacuum hose to full manifold vacuum (near the bottom of the carb) will improve idle.

Vacuum Advance Lockout

If the vacuum advance is not going to be used (such as for racing), the vacuum advance chamber can be removed and replaced with the enclosed lockout. The lockout covers the hole in the distributor housing and prevents the pickup plate from rotating.

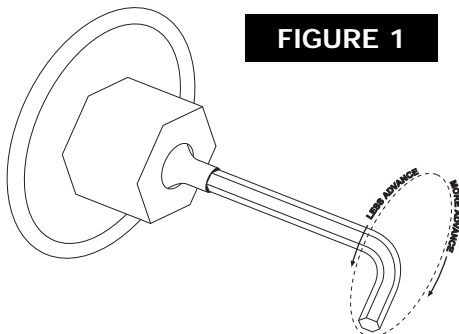


FIGURE 1

Remove the vacuum chamber by removing the two screws and the e-clip. Place the lockout on the distributor. Be sure that the hole in the lockout is over the pin on the pickup plate. Secure the lockout with the e-clip and the two screws.

NOTE: Check local smog laws before removing the vacuum advance chamber.

Installation

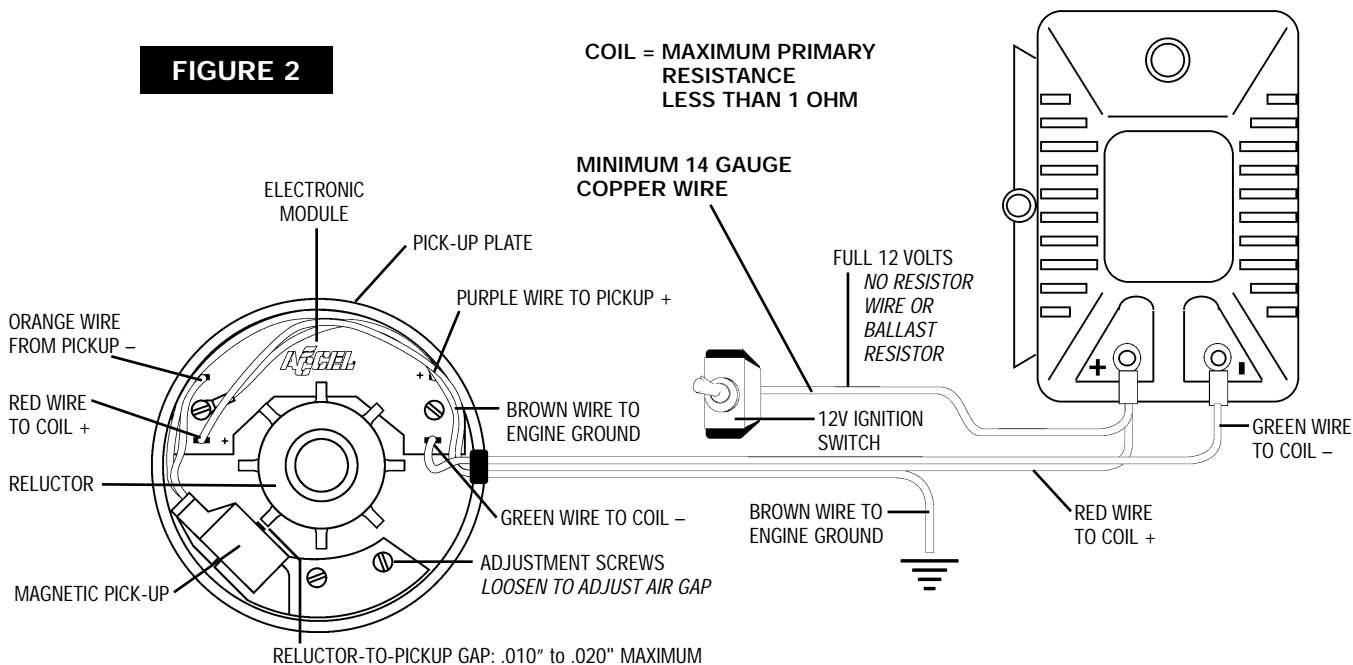
Installing a 71000 series distributor and setting the timing is done in much the same way as a stock distributor (see a repair manual for more information). If another distributor is already installed (and correctly timed) note the direction the rotor is pointing before removing the distributor. Transfer the plug wires to the

ACCEL cap in the same order and relative locations. Install the ACCEL distributor so that the rotor points to the same plug wire as the previous distributor. This should make the timing close enough to start the engine.

Wiring

See Figure 2

DO NOT USE A BALLAST RESISTOR! Some older vehicles used a resistor wire to power the coil. This must be bypassed. Using a voltmeter, verify 12 volts to coil positive (+) when the key is in the RUN position as well as START. When bypassing resistor wire or running a new SUPPLY wire, use at least 14 gauge from coil positive (+) to the starter solenoid or a switched terminal in the fuse box.



Connecting to ACCEL 300+ Ignition

Or other CDI box, ignition amplifier, or multiple strike unit.

Your new distributor is designed as a stand-alone unit. It does not require an external ignition/enhancer box to operate. To use the ACCEL 300+ (or other) ignition system with this distributor, the electronic module must be bypassed.

Step 1

Remove the cap and rotor

Step 2

The electronic module is the green, half-circle shaped piece with four wires attached to it. Remove the four wire leads (two red, two green) from the module. They are attached with spade connectors.

The module may be removed from the distributor, if desired.

Step 3

Connect the two leads from the magnetic pickup directly to the ACCEL 300+. Connect the green lead from the magnetic pickup to the ACCEL 300+ purple lead (magnetic pickup positive +). Connect the red wire from the magnetic pickup to the ACCEL 300+ orange lead (magnetic pickup negative -).

Step 4

Other 300+ connections:

Red	12 volts key (ignition)
Black	Engine Ground
Yellow	300+ Coil Positive (+)
Brown	300+ Coil Negative (-)

Step 5

Check magnetic pick-up for proper air gap. Using a non-magnetic feeler gauge, set the gap to .010" to .020" maximum (see Figure 2).

Step 6

Follow instructions in the ACCEL 300+ booklet regarding spark plug gap and ignition timing under "Technical Tips and Hints" section.

REPLACEMENT PARTS

Cap and Rotor Kit	8342
Cap	120403
Rotor	130402
Electronic Module	35366
Vacuum Chamber	29332
Harness	29349
Blue & White Magnetic Pick-up	31086



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