



Advance & Spring kit for Mopar Performance Style Advance Systems

Kit contents...

Advance springs = 6

Timing advance sticks = 8

Allen key- 3mm

NOTES: Please keep in mind that how quickly the mechanical advance comes in, is controlled by the stiffness of the advance springs.

Softer springs allow the advance to come in more quickly (low compression street engine) while stiffer springs delay the advance curve until higher RPMs are reached (purpose built race engine).

The factory installed medium blue springs generate a performance ignition advance curve that typically begins at 1200 RPM and generates 22-24° crankshaft advance that is fully in by 3200-3300 RPM.

This mechanical advance curve will work in most street performance engines.

Adjusting Chrysler Mechanical Advance.....

1. Remove the cap and rotor from the distributor. Carefully drive the roll pin out of the stop collar and remove the stop collar and trust washer from the distributor shaft.
2. Disconnect the two wire leads to the magnetic pickup. **Note the orientation of the LEADS. You must maintain this orientation when reassembling the distributor for it to function correctly.**
3. Remove the two large screws and lock washers from either side of the bowl. These hold the breaker plates in place.
4. Remove the two small screws and lock washers that hold the vacuum advance canister in place. Push the shaft assembly up about ½". Locate the vacuum advance lever arm between the upper and lower break plates, just below the magnetic pickup assembly. Using a small screw driver, gently pry down on the lever arm until the locating pin on the end of the lever arm is free from the upper breaker plate. Gently remove the vacuum advance canister from the bowl.
5. Push the shaft assembly upward until the lower advance plates are clear of the bowl – be careful as the shaft assembly is now free and can be completely removed from the bowl and lower housing. You can now see and work on the mechanical advance plates and springs.

NOTE: If you need the mechanical advance curve to come in MORE QUICKLY, swap one or both of the blue springs for the silver springs. If you need the mechanical advance curve to come **in more slowly**, then swap one or both of the blue springs for the black springs. **DO NOT BEND THE SPRING PERCHES. SEE CHARTS BELOW FOR PRECISE ADVANCE CHARACTERISTICS FOR SPECIFIC SPRING COMBINATIONS.**

6. The amount of mechanical advance is controlled by the two lower advance plates. There are two adjustment screws, one on either side of the advance plates. To adjust the total amount of mechanical advance, loosen the two screws and rotate the two advance plates. **DO NOT BEND THE ADVANCE TABS.** Using the included advance curve kit keys, choose the total amount of mechanical advance that is needed. The amount of crank shaft degrees is marked on each key. Insert the **flat side of the key toward the advance tab** and rotate the adjustment plate tightly against the key. Tighten the adjustment screws to 30 in-lb.
7. Reinstall distributor in the reverse order.

Adjusting Chrysler Vacuum Advance (if distributor is so equipped)....

The vacuum advance operates independently from the mechanical advance. The vacuum advance canister is factory set to produce 5-7° of crankshaft advance at 15" of vacuum. The amount of vacuum advance can be adjusted by inserting the included 3mm Allen wrench into the hose nipple on the vacuum advance canister. Turn the wrench clockwise to increase the amount of vacuum advance or counter-clockwise to decrease.

Depending on your tuning strategy, you can either connect the vacuum advance hose to a manifold or a ported vacuum source.....

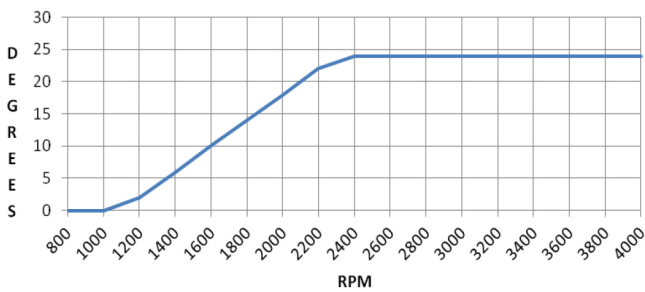
MANIFOLD vacuum source will allow for vacuum advance at BOTH idle as well as at light load highway cruise.

PORTED vacuum source will only allow for vacuum advance at light load highway cruise.

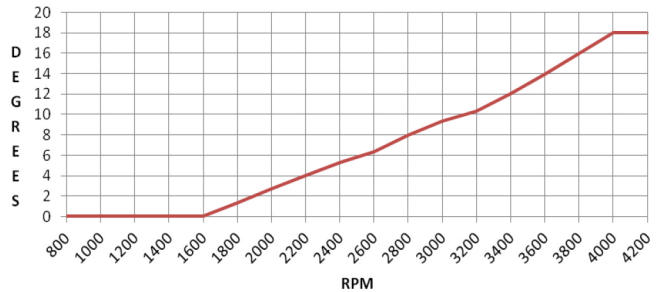
NOTE: Using the manifold vacuum source can help to optimize engine efficiency, throttle response, fuel economy as well as improve idle cooling. Using a ported vacuum source was designed to work with early emission control devices to reduce HC, CO and NOX emissions. **If this distributor is being installed in a street driven vehicle, please consult your shop manual and your local emissions regulations before selecting a vacuum source.**

<< TIMING CURVE CHARTS >>

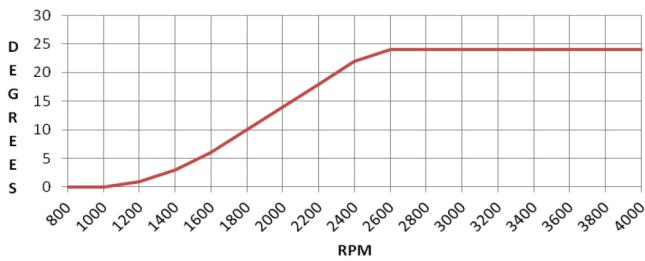
Chrysler Timing Curve - 2 Silver Springs



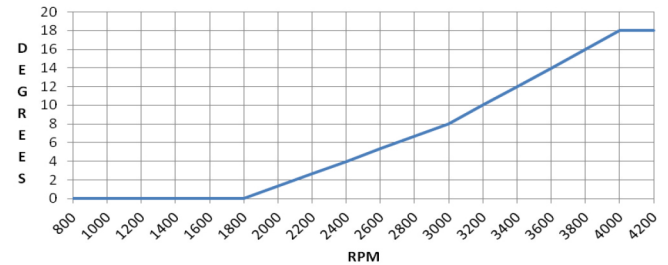
Chrysler Timing Curve - 1 Black & 1 Silver Spring



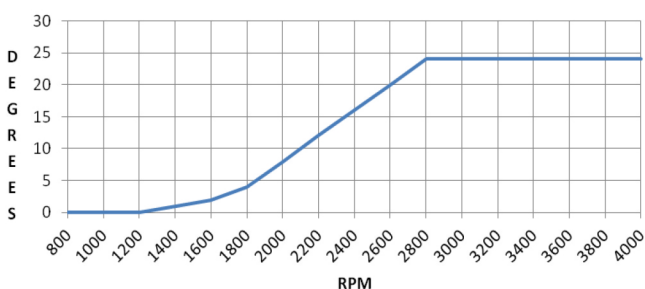
Chrysler Timing Curve - 1 Blue & 1 Silver Spring



Chrysler Timing Curve - 1 Black & 1 Blue Spring



Chrysler Timing Curve - 2 Blue Springs



Chrysler Timing Curve - 2 Black Springs

