



INSTALLATION INSTRUCTIONS

ULTRA PERFORMANCE HEI MODULE WITH REV CONTROL PART NO. 35373

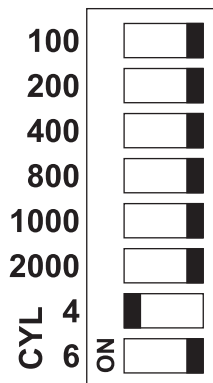
The ACCEL #35373 HEI Module is designed to replace the entire 4 pin GM module and connector/harness assembly in GM 4, 6 (even-fire), and 8 cylinder HEI distributors. Only the GM pickup/stator assembly will remain of the original triggering system.

For optimum performance, use either ACCEL #140013 or #140015 Brute Thunder SuperCoil in street and racing applications.

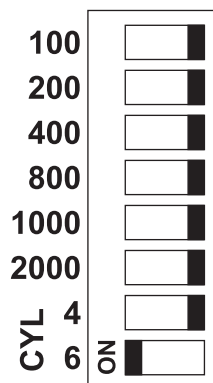
INSTALLING THE MODULE-

1. After removing the cap and rotor assembly, disconnect the 2 wires from the pickup/stator assembly, remove the mounting screws, and remove the GM 4 Pin module, connector/harness assembly that it plugged into as an assembly.
2. Clean off the pad area of the distributor housing. Use a surface or contact cleaner that leaves no residue.
3. Put an even coat of the supplied heat sink grease across the entire aluminum heat sink of the module.
4. Place the module into position into place, inserting the wiring harness into the notch in the housing and snug the mounting screws down. This will even out the grease film. Do not tighten completely yet.
5. Use the supplied 8-32 screw to hold down the back end of the circuit board. Once this screw has been started into the threads, tighten the two module screws down snugly. DO NOT overtighten! Once these two screws have been tightened, then tighten the remaining screw at the end of the PC board.
6. Connect the two wires from the pickup/stator assembly to the 2 spade terminals on the circuit board. Note that there are two different terminal sizes!
7. Select the number of cylinders using the 2 bottom switches as shown in the diagrams below.

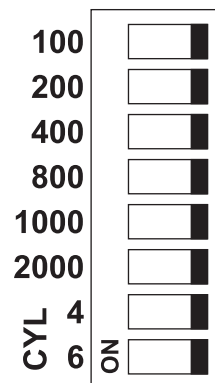
4 CYLINDER



6 CYLINDER



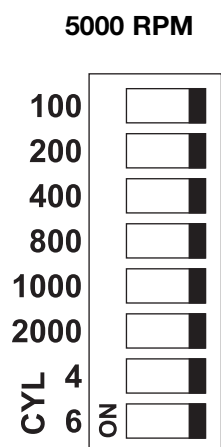
8 CYLINDER



8. Select the rev limit using the 6 top switches.
The minimum rpm (with all switches in the "off" position) is 5,000 rpm. For higher rpm limits, add the value of the switches in the "on" position to the base setting of 5,000. See the examples below.

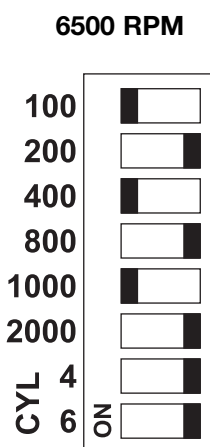
9. Reinstall the cap and rotor and set the ignition timing. You may notice a slight timing change now that you have installed your ACCEL #35373 HEI Module. This is normal. If your change is substantial, you may have reversed the pick up wires.

Note: If your distributor is showing signs of bushing wear or if there is backlash in the distributor/cam gear combination, the rev limit may start 100 to 300 rpm below the rpm that you have selected.

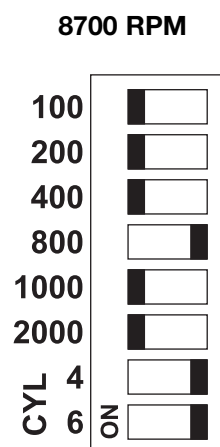


All switches in the "OFF" position

$$5000 + 0 = 5000 \text{ RPM}$$



$$5000 + 1000 + 400 + 100 = 6500 \text{ RPM}$$



$$5000 + 2000 + 1000 + 400 + 200 + 100 = 8700 \text{ RPM}$$