



INSTALLATION INSTRUCTIONS

ACCEL #49260 AFTERBURNER SWITCHABLE STREET/STRIP IGNITION

GENERAL INFORMATION

By reading these instructions before starting the installation will ensure that you will be able to take maximum advantage of all the performance that your ACCEL #49260 Afterburner Switchable Street/Strip Ignition was designed to deliver.

Due to the high-energy output, ACCEL #49260 Afterburner Switchable Street/Strip Ignition is supplied with an ACCEL 8.8mm Spiral core universal coil wire lead.

Because of its unique design the ACCEL #49260 Afterburner Switchable Street/Strip Ignition can NOT be run with any type of aftermarket CD or Inductive storage ignition control box. The ACCEL #49260 Afterburner Switchable Street/Strip Ignition can NOT be used on the vehicle if it is equipped with a CD type ignition system.

Step #1

Choose an area on the firewall or fender well where the ACCEL #49260 Afterburner Switchable Street/Strip Ignition can be mounted with no interference from the linkage, air conditioning lines, heater hoses, etc. and no further than 24" away from the distributor. Please note that the ACCEL #49260 Afterburner Switchable Street/Strip Ignition will most likely not fit into your original coil's mounting location.

Caution: Before drilling holes, please check and be aware of what you are drilling into. Be sure not to damage a component that maybe under or in line with a mounting hole.

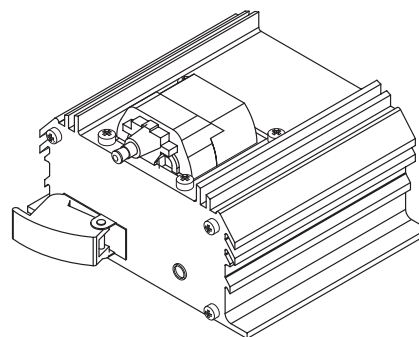
Step #2

The ACCEL #49260 Afterburner Switchable Street/Strip Ignition comes with two pigtail harnesses. The pigtail harness with the red and black pigtail leads is for battery power supply and ground, while the pigtail harness with the white and yellow leads is for the trigger signal.

The red lead goes directly to the battery positive. **Do not hook the red lead up to a switched ignition circuit; it must be connected to the battery positive.** The black lead needs to be connected to a good chassis ground. **Do not hook the black lead up using the engine block as a ground, just in case your vehicle may have an issue with the engine block to chassis ground straps.** Use the ring terminal in the hardware kit to make these connections.

The yellow lead is the coil positive (+) while the white lead is the coil switched negative (-) trigger lead. After determining which leads in the OE harness are the coil positive (+) and the coil switched negative (-), cut off the OE coil connector and using the insulated butt splice connectors supplied in the hardware kit, splice the ACCEL pigtail harness into the vehicle's harness. After crimping the insulated butt splice connectors, use a heat gun to carefully heat the insulated butt splice connectors to shrink the sleeves and make weather tight seals.

Once the pigtail harnesses are wired in, plug them into the corresponding harness connectors on the ACCEL #49260 Afterburner Switchable Street/Strip Ignition. **DO NOT FORCE** these connectors as they are designed to be inserted only one way.



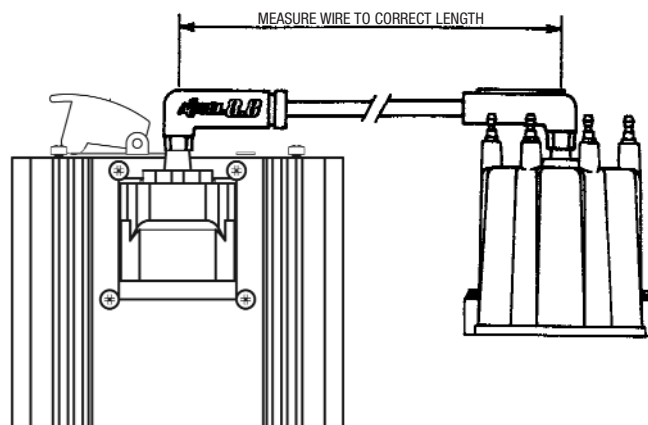
Note: Carefully route the ACCEL #49260 Afterburner Switchable Street/Strip Ignition pigtail harnesses away from any linkage, air conditioning lines, heater hoses, exhaust manifolds, etc. by using the mounting hardware included in the kit.

Step #3

Mount the ACCEL #49260 Afterburner Switchable Street/Strip Ignition using the fasteners enclosed in the hardware kit.

Step #4

Measure the coil wire to the correct length by connecting the ACCEL 8.8mm Spiral coil universal coil wire to the ACCEL #49260 Afterburner Switchable Street/Strip Ignition's tower and measure the length needed to the distributor cap. Once the correct length is determined, cut and terminate (see Step #5) with the supplied hardware kit.



Step #5

Carefully strip the coil lead to expose 1/2" to 5/8" of conductor core.

DO NOT SLIT OR DAMAGE THE CORE



DO NOT SHRED NOR SEPARATE THE SPIRAL WRAPPED CONDUCTOR FROM THE CORE

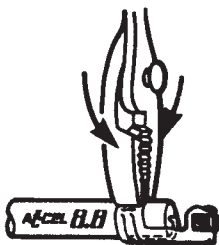


Bend the conductor over the wire and insert into the terminal.



Bend the terminal tabs over with pliers and/or an ignition wire crimping tool.

Note: For best results, use an ACCEL #170036 or 170037 crimping tool.

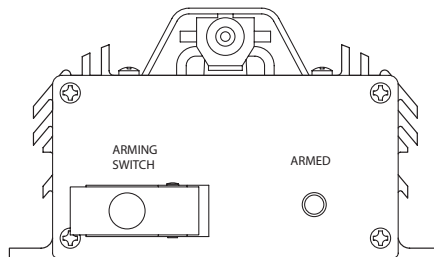


Lightly lubricate the terminal with dielectric grease and slide the wire into the HEI boot. A small amount of dielectric grease may also be applied inside on the boots ends the help stop any high voltage leakage. Be sure you have made a good connection with the terminal and the boot. You should recheck the connection periodically. If the contact in the distributor cap or on the ACCEL #49260 Afterburner Switchable Street/Strip Ignition "appears corroded" you may have a poor connection.



Operation of the ACCEL #49260 Dual Mode Switchable SuperCoil

The ACCEL #49260 Afterburner Switchable Street/Strip Ignition should be run in the non-armed street mode for normal every day vehicle use. When there is a need for additional ignition power, such as with the use of power adders, at the drag strip or when towing, you can then switch the ACCEL #49260 Afterburner Switchable Street/Strip Ignition into it's armed high output track mode. Simply flip up the arming switch cover and throw the switch. The LED light will be activated to let you know the high output circuitry has been energized and the coil is armed. You now have up to 60% or more ignition secondary energy at your disposal.



To return the ACCEL #49260 Afterburner Switchable Street/Strip Ignition to its non armed street mode, simply flip the arming switch cover down. This turns off the arming switch and the LED armed indicator will also be extinguished.

WARNING

Make sure the engine is not running when you change the ACCEL #49260 Afterburner Switchable Street/Strip Ignition from one mode to the other. Doing so can cause an ignition miss and/or engine back fire, which can damage the intake and exhaust systems. Only change the ACCEL #49260 Afterburner Switchable Street/Strip Ignition mode when the engine is off!

NOTE: Due to the high energy out put level of the circuitry in the ACCEL #49260 Afterburner Switchable Street/Strip Ignition, you should not run in the coil in the armed high output track mode continuously. You should also not run the coil in the armed high output track mode when the engine is being operated at low RPM levels for any extended periods of time, such as idling. Doing so may over heat and damage the coil and void your product warranty.

Make sure the arming switch is in the non-armed street mode when the vehicle is parked for any length of time. If the coil is left in the armed high output track mode, there will be a small power drain due to the high output circuit being left in the energized state.