VT No. 32-8773

ACCEL Motorcycle Products

POINTS CONVERSION KIT INSTRUCTION SHEET

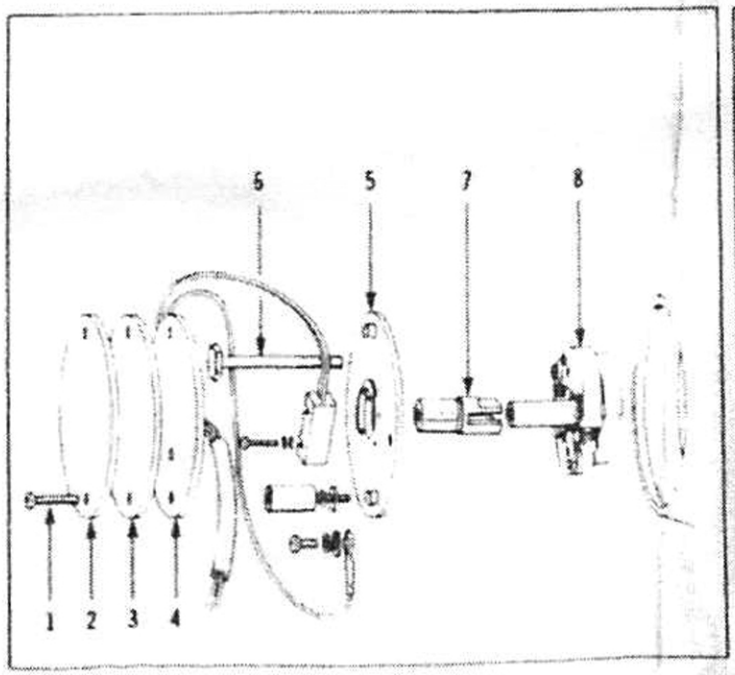
This premium quality ACCEL points conversion kit is the first of its type available in the industry today, utilizing the ACCEL Super Plate. The chip style condenser and points are a unitized piece, making it easier to install by eliminating a can type condenser and associated lead wire. Only one lead wire to the points is necessary with this ACCEL kit. All essential parts for converting to Points Triggered Ignition are included.

DISASSEMBLY

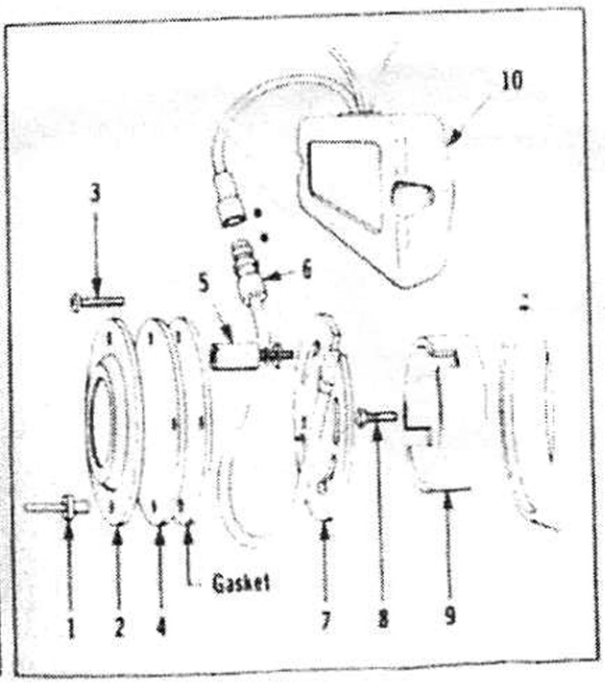
L1978-1979 - See Figure 1
Remove screws (1) and outer and inner timer (2 & 3) cover. Disconnect and remove ignition module assembly (4). Remove timer plate (5). Remove hex head timer bolt (6) securing trigger rotor and advance unit. Remove trigger rotor (7) and advance unit (8). **(DO NOT REUSE THIS UNIT WITH POINTS CONVERSION KIT.)**

1980 to present - See Figure 2
Drill heads off rivets (1) and remove outer timer cover (2). Remove two screws (3) and inner timer cover (4). Remove timer plate studs (5). Disconnect plug (6) from control module and remove wires and terminals from plug. Remove sensor assembly (7) from timer cover. Remove metric rotor bolt (8) and rotor (9). Remove control module (10) and all module wire leads.

Now proceed to assembly of ACCEL points conversion kit.



L1978-79
Figure 1



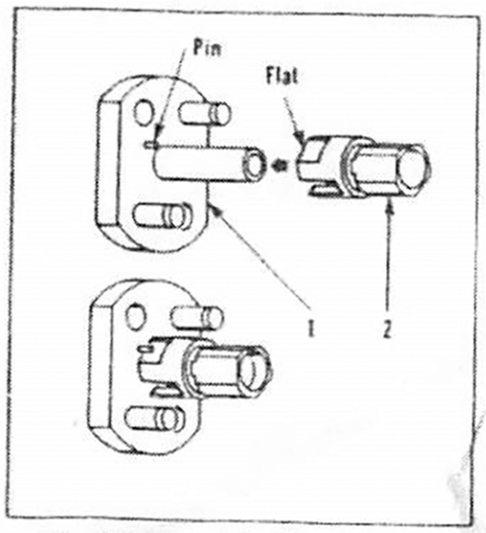
1980 to present
Figure 2

ASSEMBLY - See Figure 5

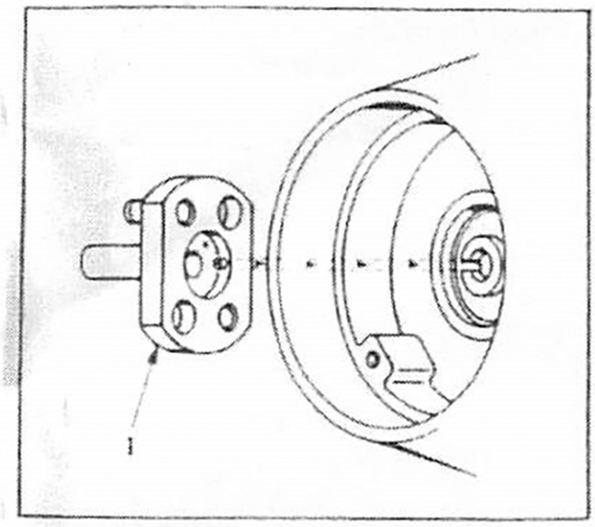
Lubricate shaft and advance weight bearing surfaces with a **very small** amount of anti-seize compound (not supplied).

Install new advance unit (1) in cam cover making sure that pin in cutout on base of advance unit aligns with slot in cam (Figure 4). Slide breaker cam (2) over advance unit shaft making sure that flat of breaker cam (Figure 3) aligns with the inside of pin located on advance unit shaft and plate. Verify that breaker cam (2) rotates and returns freely (counter-clockwise). Lubricate breaker cam with a **very small** amount of grease in supplied capsule. Thread hex head timer bolt and internal star washer (3), in by hand until finger tight. Tighten timer bolt 20-24 **inch** lbs. of torque. **CAUTION: DO NOT OVERTIGHTEN.**

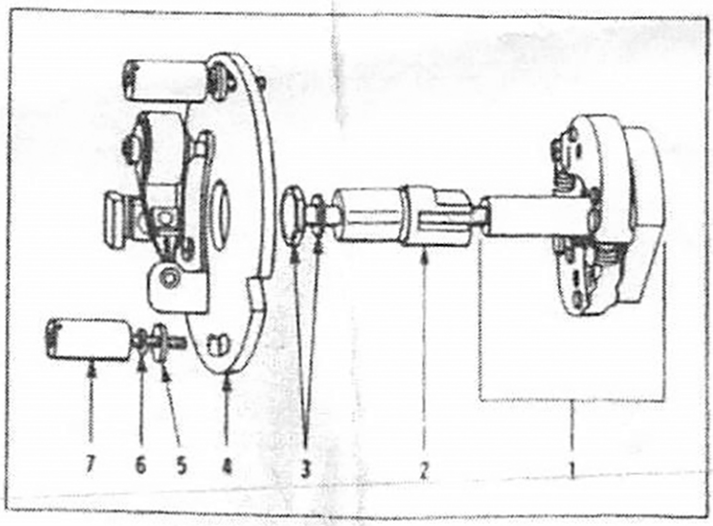
Place points plate assembly (4) in cam cover cavity (point side out). Install point plate studs (7), lock (6) and flat washers (5), and tighten with common screwdriver.



Pin Alignment in Breaker Cam
Figure 3



Pin Alignment in Camshaft
Figure 4

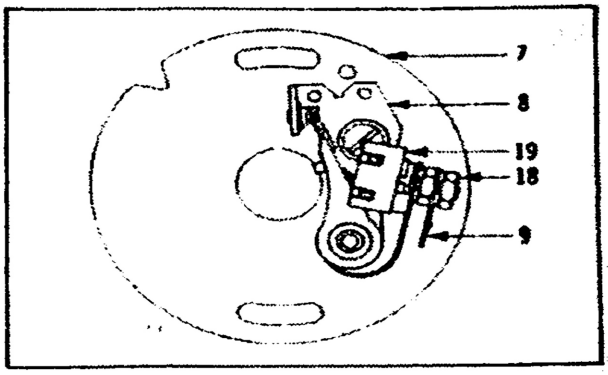


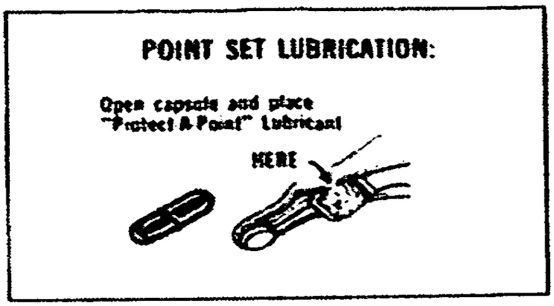
ACCEL Points Conversion Kit
Figure 5

ASSEMBLY (Cont.) - See Figures 6, 7

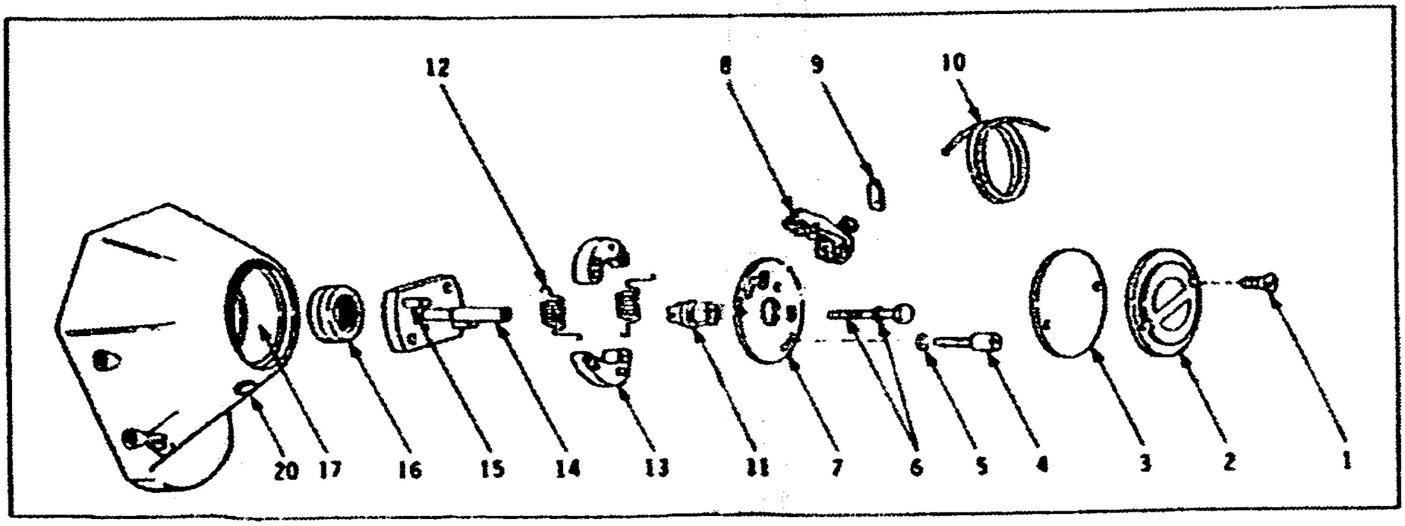
Install flat brass male type spade terminal (9) on point set between top and bottom nuts (18) (Figure 6). Terminate one end of wire harness with brass female spade terminal. Route unterminated end of wire harness through hole (20) in bottom of cam cover. Then terminate that end with ring type terminal after determining length of wire needed to properly route to coil. Attach lead wire to top stud of coil (Bottom stud has white 'power' lead attached). Now you are ready to adjust point set (.017-.019) and timing. (See Timing Section)

NOTE: Due to the high profile of the 'chip condenser', it may be necessary to modify outer timer cover for clearance. Check clearance prior to finishing installation to avoid 'shorting out' the chip condenser!





Points Plate Assembly
Figure 6



ACCEL Points Conversion Kit
Figure 7

1) Outer Timer Cover Screw (2)
2) Outer Timer Cover
3) Cover Gasket
4) Hold Down Screw (2)
5) Hold Down Screw Washer (2)
6) Hex Head Timer Bolt & Star Washer
7) Point Plate
8) Point Set Assembly
9) Brass Clip
10) Coil Wire
11) Breaker Cam
12) Advance Springs (2)
13) Advance Weights (2)
14) Advance Assembly Shaft
15) Advance Weight Plate
16) Oil Seal
17) Cam Cover Cavity (Typical)
18) Lock Nuts
19) "Micro Chip" Condenser
20) Breaker Lead Hole in Cam Cover

TIMING

Remove 3/8 hex plug from timing inspection hole and thread a clear plastic view plug into hole. Loosen studs on points plate assembly just enough to move plate forward or backward. Using an inductive timing light, attach plug lead to front cylinder spark plug, black lead to ground and red lead to positive side of battery.

Start motorcycle and run engine at approx. 2000 rpm. Aim timing light into timing inspection hole.

Center the front cylinder advance timing marks in inspection hole by shifting the points plate assembly slightly forward or backward. The rear cylinder advance timing mark will appear on or near the front cylinder advance timing mark. (See Figure 8)

These timing instructions are general and you should refer to your O.E.M. service manual for specifics.

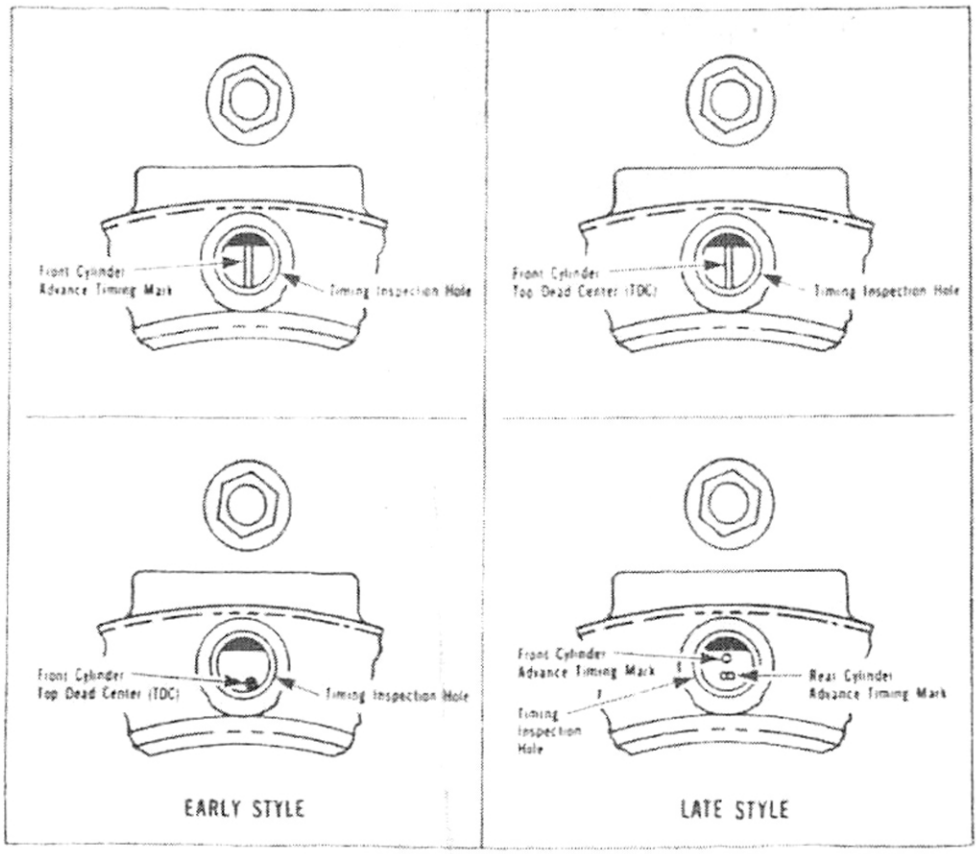


Figure 8

NOTE: When the ACCEL Points Conversion Kit is being used to convert from electronic ignition, we recommend, (due to the different impedence of the coil) using ACCEL Power Pulse Coil VT No. 32-0130 with Copper Core plug wires.