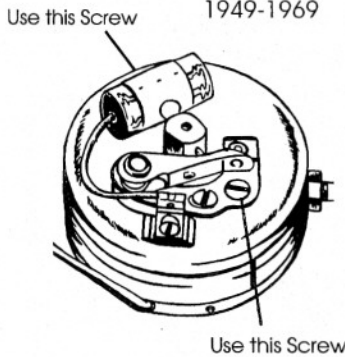


Figure 3.
1936-1948



Figure 4.
1949-1969



INSTALLATION INSTRUCTIONS

MANUFACTURER'S RECOMMENDATION:
The installation of this product can easily be done with your distributor mounted to the engine.

STEP 1 With the power off, remove the dust cover, points and condenser.

STEP 2 Pull off timer cover clip and lift up on base in order to remove timer wire stud and assembly. Also remove timer coil wire from both the distributor and coil.

NOTE: It is not necessary to remove the wire stud screw on models with automatic advance.

AFTER STEP TWO YOUR DISTRIBUTOR SHOULD LOOK LIKE FIG 5.

NOW YOU ARE READY TO INSTALL THE QUICKSTART ELECTRONIC IGNITION MODULE TO THE DISTRIBUTOR HOUSING WITH YOUR ORIGINAL CONDENSER SCREW AND LOCK SCREW.

STEP 3 Thread the black and red wires from the top of the distributor housing through the hole normally designated for the wire stud screw and wire assembly, and also continue to thread through and out the base of housing. See fig. 6.

STEP 4 Once extra slack in the wires is pulled through, mount the Quickstart ignition module to the distributor housing starting with the condenser screw, using the center of the three holes on module. Then slide the module to align over the lock screw hole, and secure. See fig. 7.

STEP 5 Place the timer base and timer base clip in original position.

STEP 6 Push the Quickstart rotor on the breaker cam shaft. It only fits one way. See fig. 8.

NOTE: If rotor fits too loose, use tape or a drop of silicone to make secure.

STEP 7 Once the rotor and QuickStart electronic ignition are secured to the distributor housing, you may measure the wires (red and black wires) to the coil and cut them to size to ensure proper length. Then slide the provided wire protector coating over both wires up to where they need to split. Then slide smaller protective coating over individual wires where they split off. Next, crimp or solder on wire terminals (one to each wire).

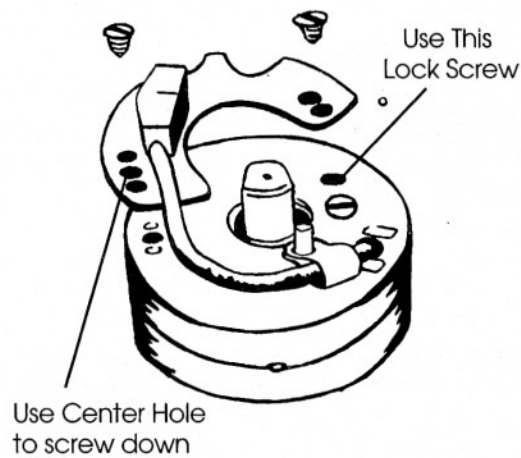


Figure 7.



Figure 8.

NOTE: Wire protective coating should be taped at the "Y" with cloth tape where single wires split for quality and protection.

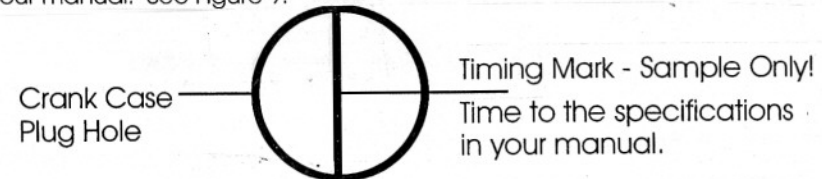
STEP 8 **THE RED WIRE** - Attach the red wire to the same side of the coil that the power switch is on. This should be the positive (+) side of the coil, sometimes marked BATT. or Battery.

STEP 9 Connect the black wire to the negative (-) side of the coil. This is the same side that the points wire came from.

Use caution, hooking up this Quickstart unit backwards will destroy it.

STEP 10 With the ignition switch off, pull the spark plugs out to prevent spark and so your engine can rotate easier. Removing them is also necessary to determine the compression stroke of the front cylinder.

STEP 11 Determine the power stroke position according to your manual, or **ED'S WAY** is to place your finger over the spark plug hole of the front cylinder while rotating the engine slowly until you feel air pressure. As soon as air pressure is felt, stop rotation. Then take out crank case plug and align flywheel timing marks in the crank case hole according to your manual. See Figure 9.



STEP 14 With the front cylinder on compression stroke and the flywheel timing mark in position, the electronic ignition marks need to be aligned with each other. See Fig. 10. *IN THE ADVANCE POSITION.*

STEP 15 Replace crank case plug and spark plugs. Engine is ready to start.

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