## Advance Spring and Weight Installation

1. Prepare the pickup by winding harness to the frame-thrower module.
2. Paint the new electrode spring into the frame-thrower module.
3. Install the frame-thrower module and harness into the distributor housing.
4. Apply the prongs onto the distributor and engage the bracket.
5. Connect the two module wiring harnesses into the distributor.
6. Ensure all wiring harnesses are correctly routed and secured.

## Module Installation

1. Disconnect the battery negative (-) cable.
2. Disconnect the module wiring harnesses, and distributor wiring harnesses from the distributor cap.
3. Remove the distributor cap and rotor to the spark plugs attached.
4. Disconnect both module wiring harnesses, and distributor wiring harnesses from the distributor cap.

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For more information, refer to the official performance guide from Flame-Thrower Hei Performance Tune-up Kit.
ADJUSTABLE VACUUM ADVANCE INSTALLATION
1. Disconnect the vacuum hose at the vacuum advance canister.
2. Remove the screws retaining the vacuum advance and remove it from distributor.
3. Install the adjustable vacuum advance canister, using the original mounting screws.
4. Install the new rotor. Note: If the vehicle is used for high R.P.M. operation, replace the metallic rotor retaining screws with the provided Teflon screws and washers. Do not over tighten the Teflon screws.
5. Install new the distributor cap on the distributor housing.
6. Use the provided screws to fasten the new coil dust cover to the distributor cap.
7. Move the spark plug wires off of the old distributor cap to the new cap one at a time. Make sure that the wires stay in the proper order.
8. Plug the distributor wire harness and the vehicle harness into the distributor cap.
9. Verify that all connections are correct and tight.
10. Re-connect the battery (+) terminal.

PERFORMANCE ADJUSTMENTS
1. Adjustments to the vacuum advance are made through the port on the front of the vacuum canister.
2. The vacuum advance is preset to 16°. Each additional turn in the clockwise direction will add 2° of vacuum advance.
3. Each additional turn in the counter clockwise direction will subtract 2° of vacuum advance.
4. Turning the adjustment in the counter clockwise direction until it stops will lock out the vacuum advance entirely.
5. Re-connect the vacuum hose to the advance canister, and bring the engine up to normal operating temperature.
6. Test the vacuum advance setting by load testing the engine. If pinging is detected than turn the vacuum advance setting counter clockwise until the pinging stops.
7. If poor acceleration or throttle response is noticed, turn the vacuum advance setting clockwise until pinging is detected, and then counter clock wise one turn.
8. The Flame-Thower adjustable vacuum advance is capable of adjustments between 22° and full lock out.