

(DWELL ANGLE FOR ORANGE BOX IS LINEAR 45 DEGREES)

(DWELL ANGLE FOR POINTS IS LINEAR 55 DEGREES)

WHAT IS DWELL ANGLE; THE TIME TO DELIVER VOLTAGE AT THE IGNITION COIL IS MEASURED IN AN ANGLE OF DEGREES, THE DWELL ANGLE. FOR POINTS IS ABOUT 55 DEGREES. THE TIME WHEN VOLTAGE IS DELIVERED TO THE COIL THE POINTS ARE OPEN. ONLY IN MODULATED SETUPS, THE DWELL ANGLE IS ADAPTIVE WITH RPM. DWELL ANGLE PERTRONIX II IS ADAPTIVE ON RPM, YOU CAN RUN A HOTTER IGNITION COIL (LOW OHM COIL) FOR HIGHER VOLTAGE, NO NEED FOR RESISTOR, LARGE SPARK IGNITION, PERFECT FOR HIGH OCTANE LPG (SLOWER BURN). FOR THIS CONFIGURATION I USED A STANDARD IGNITION COIL!! 45000 VOLTS COIL IN PROGRESS!! PERTRONIX BILLET DISTRIBUTOR WITH VACUUM ADVANCE OFFERS 3 SETS OF SPRINGS; HEAVY; FULL MECH ADVANCE AT 5000 RPM, MEDIUM AT 3500 RPM, SOFT AT 2000 RPM. YOU CAN MIX THEM TO CREATE MORE SETUPS. MY SETUP; MEDIUM/SOFT FOR RUNNING THE DISTRIBUTOR ON A STOCK 318 SB LA WITH MILD CAM. AXLE 8.75, GEAR 3.55 POSI. 904 TORQUEFLITE AUTOMATIC TRANSMISSION. TIRES 235X60R15, 255X60R15.

WHAT IS MANIFOLD OR PORTED VACUUM; MANIFOLD VACUUM OR ENGINE VACUUM IS CREATED UNDER THE THROTTLE PLATE, PORTED VACUUM ABOVE. THERE IS NO DIFFERENCE BETWEEN MANIFOLD VACUUM AND PORTED VACUUM; THEY OFFER THE SAME RESPONSE WHEN THROTTLE BODY OPENS AND RPM INCREASES; MEANING LESS VACUUM, SO LESS VACUUM ADVANCE. ONLY DIFFERENCE IS AT IDLE; WHEN THROTTLE BODY IS CLOSED, THERE IS NO MORE VACUUM OR LESS VACUUM AT PORTED, SO NO VACUUM ADVANCE OR LESS VACUUM ADVANCE AT IDLE. THE MANIFOLD VACUUM DELIVERS YOU THE OPPOSITE BUT ALSO ONLY AT IDLE. PORTED VACUUM IS PREFERRED IN MOST CASES, MANIFOLD VACUUM CAN RUN AN EXTREME CAM SMOOTHER AT IDLE, BUT PERFORMANCE GUYS DON'T USE VACUUM ADVANCE SO? WHY VACUUM ADVANCE? WELL YOUR MOTOR CAN RUN SMOOTHER AND LOW MILEAGE, THAT'S ALL.

ALSO INCLUDED IN THE SET ARE 3 MECHANICAL ADVANCE PLATES THAT RETARD THE TIMING IN EACH SETTING WITH 4 DEGREES.

IGNITION TIMING FOR LPG, **THANKS TO SJAK**; IDLE, INITIAL TIMING BETWEEN 12-16 DEGREES, AT 2000-2500RPM. MAX MECHANICAL ADVANCE FIXED AT 30-32 DEGREES

REMARKS; STARTING MY SETUP WAS TOTAL CHAOS. RUNNING AT 30 DEGREES AT 2500RPM REALLY SUCKED. NO MUSCLE, JUST GRANNY CAR. RUNNING AT AROUND 40 DEGREES AT 2500RPM, TIRES ARE SCREAMING, YES FINALLY. BUT THIS DIDN'T MAKE ANY SENSE AT ALL!! TIMING OFF, DISTRIBUTOR NOT CORRECT? WHAT THE F***

LONG STORY SHORT, LOOKING FOR TDC AND OKEY MY HARMONIC BALANCER WAS TOP DEAD CENTER AT 0 DEGREES.

AFTERMARKET DISTRIBUTOR WAS WAY OFF...DAMN TOTAL MAX ADVANCE WASN'T 24 DEGREES AS STATED BUT + 2 DEGREES OFF SO AT 26 DEGREES.

WHAT ABOUT THE MECHANICAL ADVANCE LIMITER PLATES?? WHAT'D YA KNOW. ALSO WAY OFF

BLANK LIMITER = 12 DEGREES, NO IN MY CASE IT IS ONLY 8 DEGREES, THE BLUE ONE = 16 DEGREES, NO IT IS 20 DEGREES, THE RED = 20 DEGREES, NO IT IS 25 DEGREES.

THIS MORNING STARTING ALL OVER AGAIN AND SETUP JUST RUNS GREAT ON THE RIGHT NUMBERS. MANY THANKS TO SJAK!!

THESE FIGURES ARE MEASURED WITH A DIGITAL TIMING LIGHT. HOPE THIS CAN BE OF ANY HELP FOR OTHER GEARHEADS LIKE ME. DJ