



INSTALLATION INSTRUCTIONS

E-Spark® DISTRIBUTOR FOR 1952-70 HARLEY DAVIDSON® SPORTSTER® MOTORCYCLES Model #A576

NOTE: THIS DISTRIBUTOR WILL ALSO FIT 1930-73 FLATHEAD (45 AND UL).

IMPORTANT

A 1952-70 SPORTSTER® DISTRIBUTOR CLAMP (ORIGINAL OR AFTERMARKET) IS REQUIRED TO INSTALL THIS DISTRIBUTOR. BECAUSE THE E-SPARK® MODULE USED WITH THIS DISTRIBUTOR REQUIRES 7-16 VOLTS, A 12 VOLT ELECTRICAL SYSTEM IS ALSO REQUIRED.

GENERAL INFORMATION

Any coil or combination of coils with a total primary resistance of at least 2.0 ohms can be used with this distributor. We recommend a 2-3 ohm coil for racing and a 3-4 ohm coil for street use. A coil with 4-5 ohms resistance may be used. However, performance may be reduced, even in street applications. **NOTE: Check the charging system and make sure that it is producing no more than 16 volts.**

We recommend a spark plug gap of .040" when using a 2-3 ohm coil. A gap of .030" is recommended when using a 3-4 ohm coil.

An optional spring kit (PN 29014) is available for this distributor. The kit gives you a choice of 14 different advance curve settings.

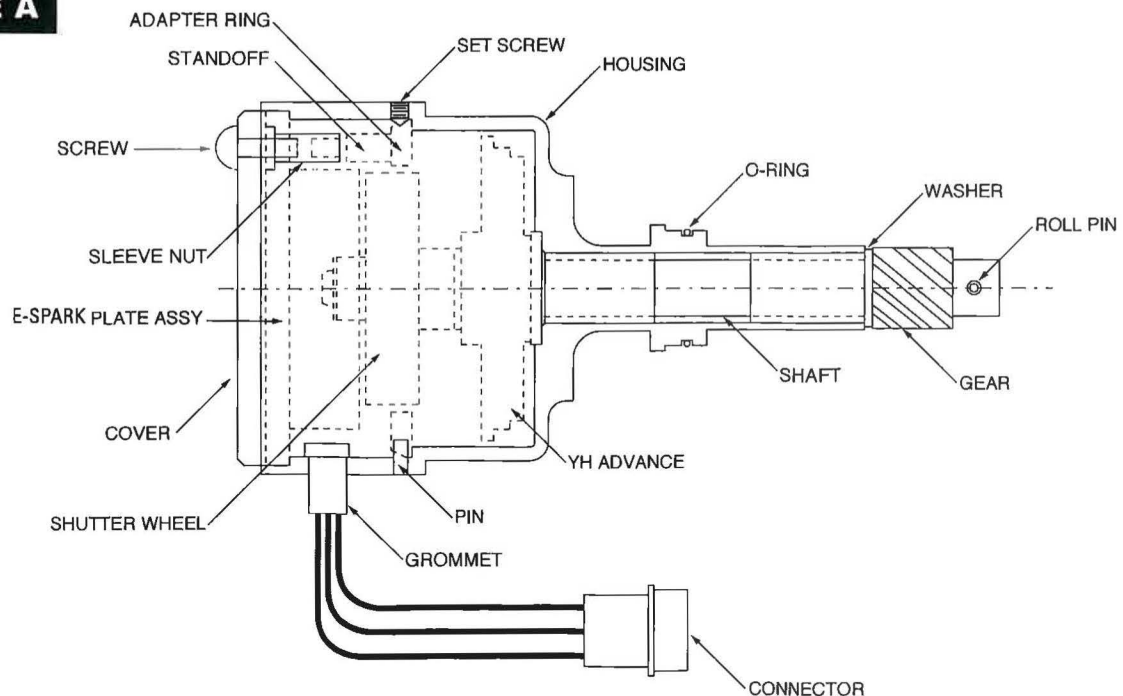
INSTALLATION

1. Turn the ignition switch to the off position. With the point distributor still in place and correctly timed, rotate the engine until the points begin to open on the front cylinder lobe. The front cylinder lobe is the narrower of the two.

If the point distributor is not installed, rotate the engine to the beginning of the compression stroke. Locate the timing hole. Continue rotating the engine until the advance mark is visible through the timing hole.

2. Remove the ground cable from the battery. Remove the point wire at the coil. Remove the point distributor.

FIGURE A



3. Remove the cover from the ACCEL distributor by removing the two screws. Rotate the shaft until the arrow on the E-Spark® plate points approximately at the "X" on the shutter wheel. Install the ACCEL distributor in the engine. Be sure that the distributor wires exit on the side closest to the cylinders.

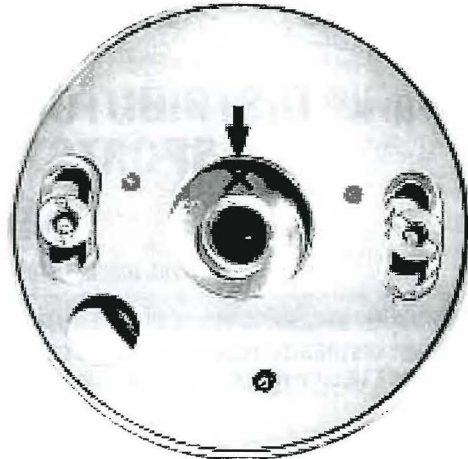
FIGURE B

4. Install a distributor clamp. Do not tighten the clamp at this time.

5. Rotate the distributor until the "X" on the shutter wheel lines up with the arrow on the E-Spark® plate. Timing should now be close enough to start the engine. Tighten the distributor clamp.

6. Connect the wires (See Figures C and D).

7. Replace the ACCEL cover and install the two screws to hold it in place. Start the engine and check the timing with a timing light. **NOTE: When checking the timing, engine RPM must be above 2000 for accurate timing results.**



NOTE: Arrow and X in photo have been enlarged for clarity.

FIGURE C

SINGLE PLUG HEADS

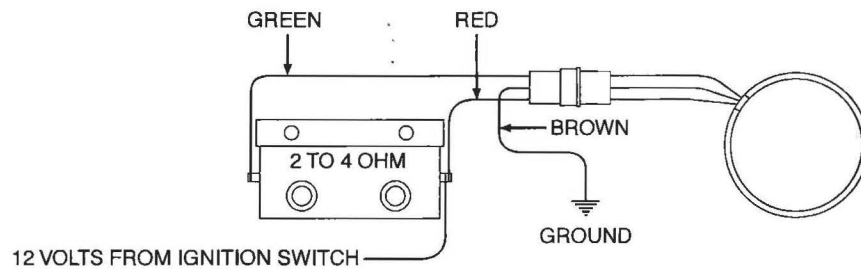
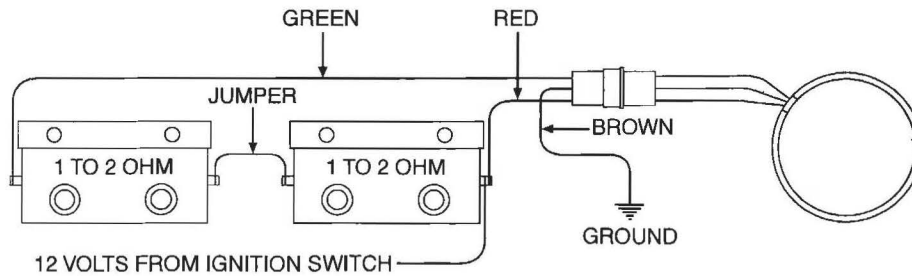


FIGURE D

DUAL PLUG HEADS



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