

## Hot Rod Tips by Stonewall Jackson

Today's discussion is gonna be on how to recurve your big block mopar stock electronic distributor. First thing you'll need is a big block mopar equipped hot rod. If your roddin somethin else, then your obviously content to run a close second and nothing you learn here can help you.

Now, that said, here's other shit you'll need: minimum, 12 pack of your favorite beer (not corona). 2 over weight buddies to stand around and point at your motor. Safety glasses, or a complete lack of concern for depth perception. 1/2 in std. open end wrench. 1 Small and 2 large straight blade screwdriver. Phillips screwdriver. Needle nose vice grips.

Now, this is what i consider a TRUE "hot rod" because it costs no money (save for the beer) and will give you a noticeable seat-of-the-pants gain over stock. First, mark the distributor and block, so you dont lose timing. Pop the retaining clips off the dist. and set the cap and wires aside. Note: if your already lost, close the hood and stop reading now. Ditch the dist. hold down bolt and and hold down and pull the dist. Pop the rotor off and grab your big straightblades, put 1 on each side of the reluctor and pry the bitch off. Yes, this part is a pain in the ass, but it WILL come off! With your phillips, remove the screws in the outer housing of the dist. allowing you to remove the pick-up/plate assembly. At this point some people would have you separate the upper and lower dist. shafts, NOT HERE FRIENDS! You'll be able to see 2 springs in the lower housing now, 1 large and 1 small. Get your vicegrips, get any piece of the big spring you can clamp onto and PUUUULLLLLL! Just keep pulling till you hear a ricochet or someone loses an eye. Once its off, your ready for re-assembly! Put your dist. back together and re-install reversing these directions.

What this mod does: The 2 springs in your distributor control the amount of total timing via RPM. i.e. for max performance, lets say your BB mopar needs 40 degrees before TDC total timing. To start easily, however, the timing needs to be around 12-15 before TDC. The springs retard the timing for starting and as RPM increases they stretch allowing timing to advance to the desired 40 degrees. The problem herein is that engine doesn't see full timing in stock configuration till around 3600 RPM! FUCK THAT! YOU NEED IT NOW! By removing the big spring, you now see full advance around 1500RPM (just off idle, unless your grandma wouldn't let you cam the plymouth) giving you max timing AND HP about 2000 RPM sooner. While the little spring still works to retard timing for easy starting. While this won't increase peak HP, it WILL make your ride noticeably more responsive off the line, and in mid-throttle acceleration. Which'll make ole' grannies jowls blow back another good inch or two every time you mash the loud pedal on the way to the grocery-store-stop-light-500. Enjoy and keep it hammered!