Installation of Your **Sparky Start**

Note: Stiff action of your spark control or a weak spring in the starter switch will affect the performance of the Sparky Start unit.

Start by **chalking the wheels** so the car cannot roll and put the **gearbox in neutral** so the engine can turn without the car moving. Put the **spark control handle in the retard** position. The **ignition key should be in the off position** throughout installation and adjustment.

Hold the Sparky Start unit in your hand with "oil" facing you. The left arm should be in the upright position and the right arm (base) should hang down. The unattached end of the turnbuckle should be pointing left. This is roughly how the unit will be positioned when installed on the starter.

Remove the two screws closest to you at the base of the starter. **Match the holes** in the base of the Sparky Start with the now empty holes on the starter and **secure the unit in place using the longer 10-32 screws** included with the unit. A magnetic screwdriver will help with this step of the installation. Do not over tighten the screws causing them to snap.

Now, **unscrew the starter rod** from the starter switch and **thread the threaded end** through the hole in the short arm (left arm as you face the unit) of the unit. Re-screw into the starter switch.

Next, remove the ¾" nut from the brass split-bolt and place the 1/8" spark control rod within the split. Being very careful not to cross-thread the nut, replace the nut leaving it loose enough to allow the split bolt to slide up the spark control rod. Turn the turnbuckle so as to lengthen it by about 1". **Double-check** to make sure the **spark control** (inside the car) is fully in the retard (up) position. Slide the split-bolt up toward the distributor bringing the Sparky Start to attention. Tighten the ¾" nut.

Double-check that the **gearbox is in neutral** and **key is off** (battery on if your car is equipped with a shut-off). Holding the spark control lever up in the retard position **tighten the turnbuckle until the starter engages.** Let go of the spark control. It will come down a little due to the spring in the starter switch. **Take ¼ turn tighter in the turnbuckle** and **secure position** with the 3/8" jam nut.

Test the adjustment by pushing up on the spark control. It should engage at the very top of the retard position. Re-adjust if necessary. You should be able to run your car in the retard position as many a driver does in certain driving conditions. Just stay out of the top end of the spark control throw (this is where a good, strong starter-switch spring helps).

No more applying the parking brake for those middle-of-the-hill startups and no more broken Bendix springs.

Happy Model "A"ing