



INSTALLATION INSTRUCTIONS

MALLORY DISTRIBUTORS STANDARD AND VACUUM ADVANCE SINGLE AND DUAL POINT

(LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES WHICH MAY NEVER BE OPERATED UPON A HIGHWAY)

INSTALLATION PROCEDURE

- Step 1:** Locate the spark plug wire on the original distributor cap that the engine timing is set from. (See service manual for these locations.)
- Step 2:** Remove the distributor cap. Do not remove the plug wires or coil wire at this time.
- Step 3:** Turn the engine crankshaft in the direction of rotation until the timing mark lines up with the top dead center (TDC) mark on the timing tab (See a service manual for these locations).
NOTE: Once this step is finished, DO NOT turn the crankshaft until the new distributor is installed.
- Step 4:** Remove distributor primary wire connected from distributor to negative terminal of coil. If original distributor is a vacuum advance unit, note the direction that the vacuum chamber is pointing and remove the vacuum line. Remove the original distributor.
- Step 5:** Remove cap from Mallory distributor. If a vacuum advance unit is being replaced, turn the Mallory distributor so that the vacuum chamber is pointed in the same direction as the original. If the original had had no vacuum advance, and is being replaced by a Mallory vacuum advance unit, point the vacuum chamber so that there is room to turn the distributor for timing adjustment. In all cases, line up the rotor so that it points in the same direction as the original, and install it in the engine block. Be sure that the distributor is seated in the block.
- Step 6:** Rotate distributor body in opposite direction of rotor rotation until points just open. Tighten holding clamp so distributor body will not move. Place a mark on distributor body in line with the rotor blade center.
- Step 7:** Reinstall distributor cap. The spark plug wire tower of the cap which lines up with the mark on the distributor body is now designated No. 1 cylinder. Remove No. 1 cylinder spark plug wire from original cap and place in No. 1 tower on the Mallory distributor cap. Remove spark plug wires, one at a time, from the original cap and install in Mallory cap in the same rotation and sequence as they were removed from the original cap. Remove coil wire from original cap. Install this wire in the Mallory cap.
- Step 8:** Connect primary wire from negative terminal of coil to the distributor terminal.
- Step 9:** If installing a non-vacuum distributor, skip to step 10. For vacuum advance units, locate the original vacuum line,

If none is present, a line must be run to a ported vacuum source. Do not connect this until after the engine has been timed. Temporarily plug this line.

- Step 10:** CAUTION: For the following procedures make sure that you and all of the wires for the timing light are clear of moving engine parts, such as the fan and any belts, power steering pumps, etc.

Connect a timing light. Install the distributor clamp and tighten it just enough so the distributor can be rotated for timing purposes. Start the engine and rotate the distributor so that the timing is as recommended by the manufacturer. Tighten the distributor clamp and make sure that timing is still correct. If not, repeat step 10.

- Step 11:** If a vacuum advance distributor is installed, remove the temporary plug from the vacuum line and connect it to the vacuum chamber.

GENERAL SERVICE INFORMATION

Lubrication

(Every 50 hours) apply a light film of grease on the cam lobes. Apply chassis lubricant with a hand gun to tach drive grease fitting. (Stop at the slightest back pressure.)

Centrifugal Advance

Springs are adjustable by using a screw driver in the circuit breaker plate holes. DO NOT DAMAGE the spring loops. If necessary, disassemble, place a light film of grease at the upper shaft and a light film of oil on all other parts.

Tachometer Drive Assembly

Use a suitable wrench and disassemble tach drive assembly. Clean all parts and inspect for wear. Reassemble, lubricating all parts with hand gun.

Coil Check

Remove the coil output wire from the distributor cap. Hold this wire about 1/2" away from ground. Crank engine with the ignition key "on". A reasonable snappy blue spark should be obtained. If spark output is weak, check secondary wiring, and all wiring and connections in the primary circuit. If these parts are okay, remove coil for testing.

Distributor Cap

To test for a secondary breakdown, position the cap so that the inner segments can be seen. Turn ignition key on and crank the engine. The high voltage entering in the cap from the coil will arc across any portion that may be defective. If the cap is free from defects, check the seating of each spark plug wire and clean all surfaces.

Rotor

To test, remove the distributor cap. Remove the coil wire that leads into the cap. Hold this coil wire one-half inch above the rotor. Crank the engine with the key on; no sparks should be obtained. If the rotor is defective, the high voltage spark will pinpoint the exact location of the defect. Replace if necessary.

Point Adjustment

Adjust the breaker points as shown in the table below for appropriate model distributor you have installed.

CAUTION: In models with the triangular hole in the breaker plate, exercise care in using a screwdriver to adjust the setting, as it is possible to extend the screwdriver blade far enough to damage the advance mechanism if the distributor shaft is rotated.

DP CURVE

All dual point distributors that end in 01 have 24° @ 3000 RPM Except:

2301105	18° @ 2000 RPM	2362901	24° @ 4000 RPM
2301106	14° @ 2500 RPM	2363301	28° @ 3000 RPM
2527501	16° @ 3600 RPM	2364001	28° @ 4600 RPM
2354109	22° @ 2500 RPM	2368301	28° @ 3000 RPM
2557901	20° @ 3000 RPM	2768902	18° @ 3400 RPM
2358301	20° @ 3800 RPM	2369201	24° @ 4400 RPM
2360901	28° @ 3000 RPM		

ADJUSTMENT PROCEDURE

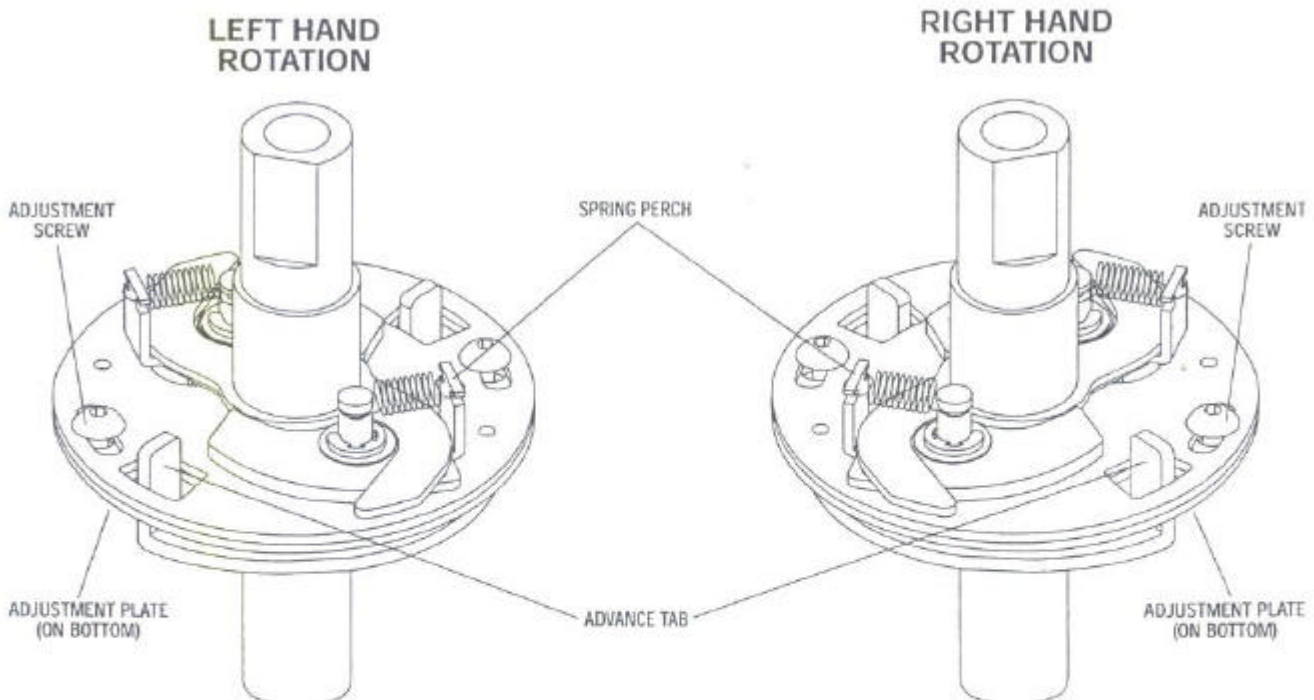
YH MECHANICAL ADVANCE ASSEMBLY

NOTE: Check local laws before changing advance limit or advance rate.

The advance rate indicates how fast the advance comes in. To change the advance rate, you must change springs. An advance curve kit (Part No. 29014) is available. The kit includes a selection of springs, degree keys, and detailed instructions.

The advance limit is the total amount of advance provided by the mechanical advance.

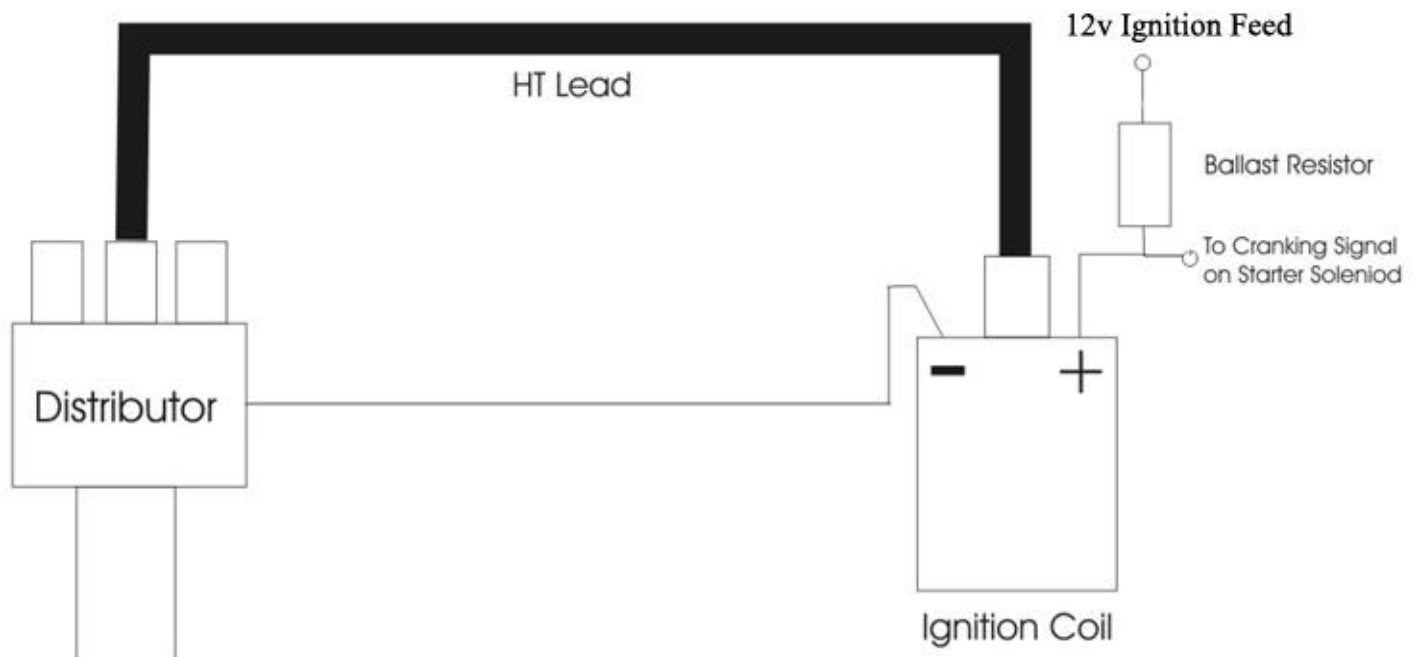
To adjust the advance limit, loosen the adjustment screws and rotate the adjustment plate. Adjustment range is 0° to 28°.



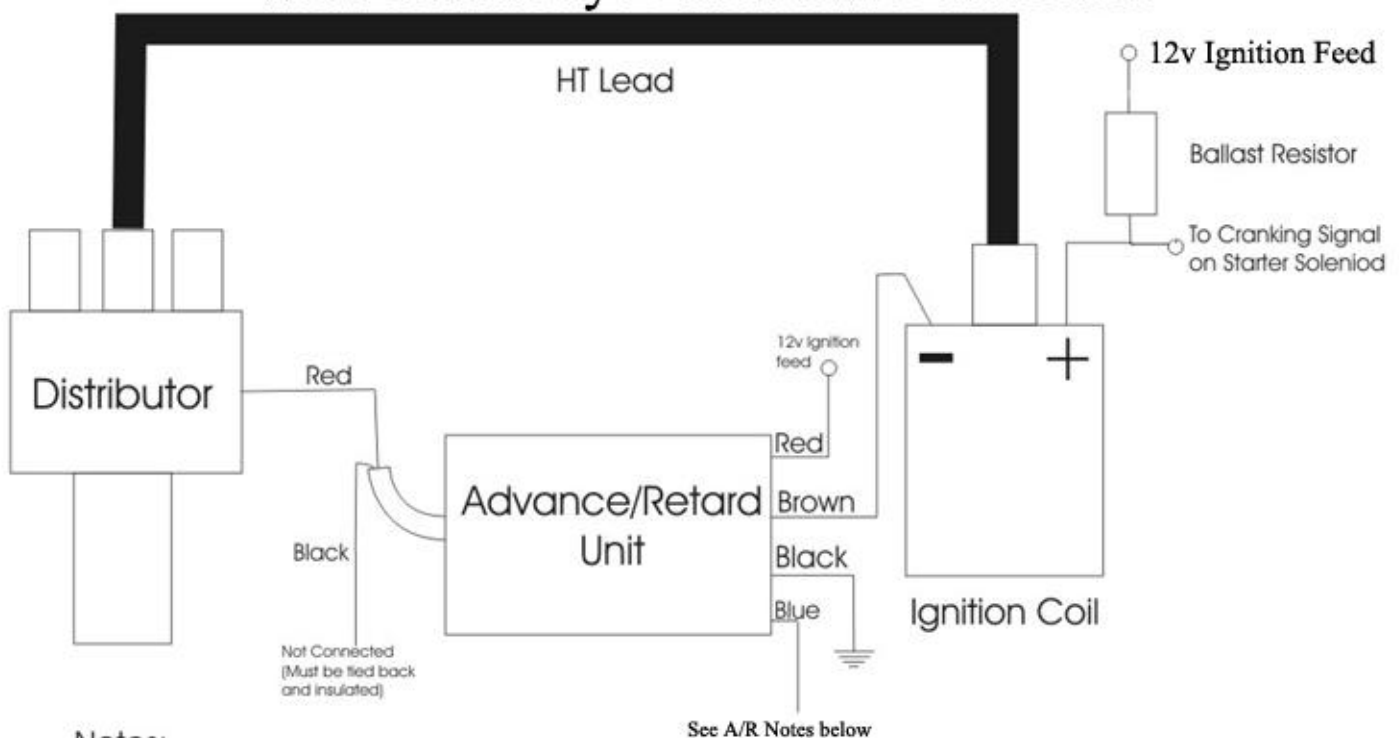
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Mallory Dual Point Distributor Standard Wiring Diagram



Using a A&R Ignition amplifier With a Mallory Dual Point Distributor



Notes:

The 'points' link inside the A/R unit should be made (See A/R Notes).

The Black input wire on the A/R unit should be left disconnected.

The Blue wire on the A/R unit should be connected as shown in the A/R note (Blue wire only applicable if LPG version)

See A/R Notes below