



## INSTALLATION INSTRUCTIONS

# BILLET ALUMINUM DISTRIBUTOR WITH ELECTRONIC ADVANCE AND ADJUSTABLE REV LIMITER FOR 1936-69 HARLEY BIG TWIN MOTORCYCLES PART NO. A557

### ELECTRICAL SYSTEM

A 12 volt electrical system is required. Check that the charging system is working properly and not producing over 16 volts.

### DISTRIBUTOR CLAMP

A 1966-69 style distributor clamp (original or aftermarket) is required.

### MODULE

This distributor uses an Accel Single/Dual Fire Ignition module part number 35496. See the enclosed form "Instruction Sheet Single/Dual Fire" for instructions on wiring, adjusting the rev limiter and selecting an advance curve.

### COIL(S)

A coil(s) with a total primary resistance of 2 to 4 ohms is recommended.

## INSTALLATION

### Step 1

Turn the ignition switch to the off position. Rotate the engine until it is on the compression stroke for the front cylinder. Continue to rotate the engine until the TDC mark is visible through the timing hole. (see repair manual if necessary).

### Step 2

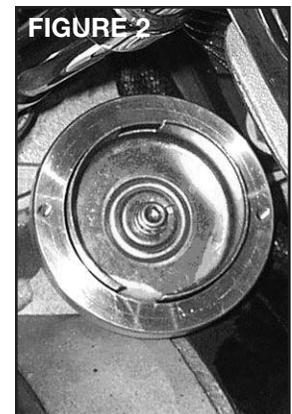
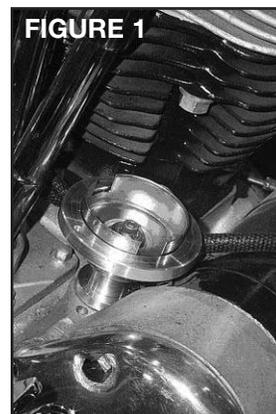
Remove the existing distributor if still in the engine.

### Step 3

Remove the two button head screws from the top of the Mallory distributor. Pull the top cover off the distributor. Remove the two hex standoffs and pull the module and upper housing off the distributor base assembly. Adjust the switches on the module for the desired advance curve and rev limit.

### Step 4

Install the distributor base assembly in the engine with the screw holes and shutter wheel positioned as shown in Figures 1 and 2. It may be necessary to pull the distributor out, turn the shaft and reinstall to get the shutter wheel at the approximate angle shown. The slots should be at about the 11 o'clock and 7 o'clock positions. The screw holes should be at the 9 o'clock and 3 o'clock positions.

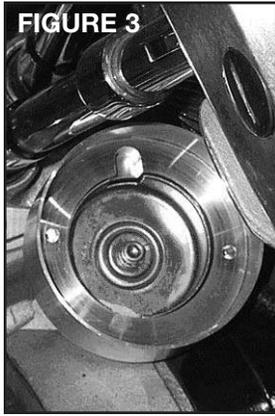


### Step 5

Install the distributor clamp and tighten the clamp bolt lightly so the distributor can still be rotated.

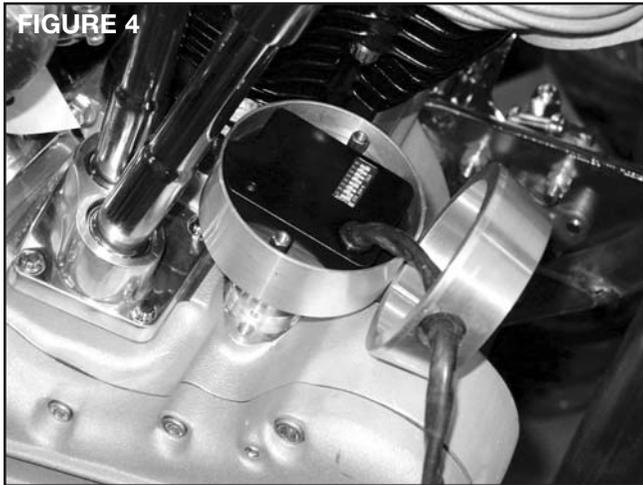
### Step 6

Set the upper housing on the base assembly as shown in figure 3. (The upper housing will only install one way because of the locating screw) Rotate the base assembly slightly if necessary so that the slot in the shutter wheel lines up with the slot in the upper housing. Tighten the distributor clamp.



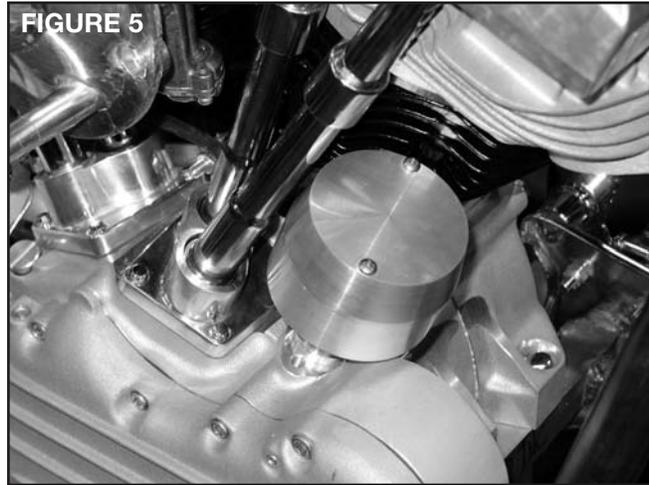
### Step 7

Install the module in the upper housing using the two hex standoffs. Install the module so the standoffs are in the middle of the adjustment slots. A drop of removable Loctite on the threads is recommended to prevent the standoffs from vibrating loose. See Figure 4.



### Step 8

Install the top cover using the two button head screws so that the wire harness will exit the top cover between the pushrod tubes and the cylinders. A drop of removable Loctite on the threads is recommended to prevent the screws from vibrating loose. See Figure 5.



### Step 9

Run the wire harness between the pushrod tubes and the cylinders and up to the coil. Try to keep the harness away from the hot cylinder fins. Connect the wires to the proper places as indicated in the "Single Fire/Dual Fire Ignition" instruction sheet.

### Step 10

The timing should now be close enough to start the engine. If not, loosen the distributor clamp slightly and turn the distributor slightly either direction until the engine starts.

### Step 11

Once the engine has warmed up a few minutes the timing can be set with a timing light (see repair manual if necessary). Adjustments to timing can be made by removing the top cover and rotating the module or by rotating the entire distributor. Using a combination of both methods will usually allow the distributor to be timed correctly AND be positioned so the distributor is at an angle that allows the wire harness to run smoothly between the pushrod tubes and the cylinders. If not, remove the distributor and rotate the shaft one gear tooth and reinstall.