



## INSTALLATION INSTRUCTIONS

# BILLET ALUMINUM DISTRIBUTOR WITH ELECTRONIC ADVANCE AND ADJUSTABLE REV LIMITER FOR 1952-70 HARLEY SPORTSTER MOTORCYCLES PART NO. A577

**Note:** Will also fit 1930-73 flathead (45 and UL)

### ELECTRICAL SYSTEM

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

### 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). Remove the existing distributor if still in the engine.

#### Step 2

Remove the two button head screws from the top of the Mallory distributor. Pull the top cover plate off the distributor. Remove the two sleeve nuts with a flat blade screw driver and pull the support plate out of the distributor. Remove the two hex standoffs and pull the module out of the distributor and let it hang by the harness. (See Figures 1 - 4)

#### Step 3

Install the distributor in the engine with the steel shutter wheel positioned as shown in Figure 1. Make sure the wire harness is exiting the distributor in the desired direction. 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 shutter wheel 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. The wire harness exits at the six o'clock position. Note that the slot at the 11 o'clock position must line up with the slot cut into the mounting plate.

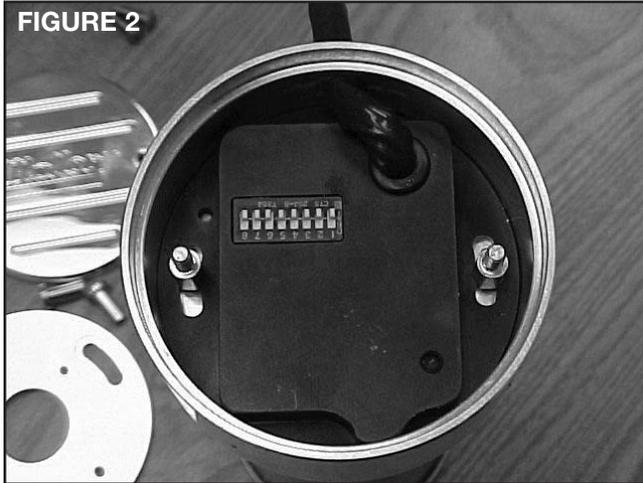


#### Step 4

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

### Step 5

Reinstall the module using the hex standoffs as shown in Figure 2. A drop of removable Loctite on the threads is recommended to prevent the standoffs from coming loose. Adjust the switches on the module for the desired advance curve and rev limit.



### Step 6

Reinstall the support plate using the two sleeve nuts as shown in Figure 3.



### Step 7

Reinstall the top cover plate using the two button head screws as shown in Figure 4.



### Step 8

Connect the wires to the proper places as indicated in the "Single Fire/Dual Fire Ignition" instruction sheet. Try to keep the harness away from the hot engine components.

### Step 9

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

### Step 10

Once the engine has warmed up a few minutes the timing can be set with a timing light (see repair manual if necessary). Tighten clamp to prevent distributor from turning.