



INSTALLATION INSTRUCTIONS

MALLORY DUAL POINT DISTRIBUTORS

INSTALLATION PROCEDURE

ORIGINAL DISTRIBUTOR REMOVAL

Step 1

Locate the spark plug wire on the original distributor cap that is used to set engine timing. (See a 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 you are finished with Step 3, 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. Remove the distributor hold down clamp and remove the original distributor from the engine.

DUAL POINT DISTRIBUTOR INSTALLATION

Step 5

Remove the cap from the Mallory distributor. 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 the distributor body in the opposite direction of rotor rotation until points just open. Tighten the holding clamp so the distributor body will not move. Place a mark on the distributor body in line with the rotor blade center.

Step 7

Reinstall the 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 the No. 1 cylinder spark plug wire from the original cap and place in the No. 1 tower on the Mallory distributor cap. Remove spark plug wires, one at a time, from the original cap and install in the Mallory cap in the same rotation and sequence as they were removed from the original cap. Remove the coil wire from the 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

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. Loosen the distributor clamp 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 9.

GENERAL SERVICE INFORMATION

Lubrication

(Every 50 hours) apply a light film of grease on the cam lobes.

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

BEFORE adjusting points, the adapter ring must be removed, follow the procedure on page 2. Then adjust the breaker points as shown in the Figure 1.

FIGURE 1 CONTACT POINT ADJUSTMENT

POINT GAP _____	.022
DWELL _____	29°
TL DWELL _____	35±2°

ACCESS TO ADJUSTING POINTS AND/OR CHANGING ADVANCE STOP BUSHING

It is necessary to remove the cap adapter ring to adjust the points or change the advance stop bushing. Follow instructions below.

Removing Adapter Ring

1. Remove distributor cap and rotor.
2. Rotate crankshaft until one of the rotor mounting holes is lined up with the cap indexing pin.
3. Mark the position of crankshaft with a small piece of tape on the harmonic balancer. **NOTE: Adjusting points requires rotating the engine. The crankshaft must return to the marked position to reinstall the adapter ring.**
4. Remove two adapter ring mounting screws.
5. Disconnect wires from both points and set ring aside.

You can now adjust points and/or change the advance stop bushing.

To Replace Adapter Ring

1. Rotate crankshaft to location marked in step 3 above.
2. Connect wires to the points.
3. Slide ring back into position and replace adapter ring mounting screws.

WARNING: Before tightening screws make sure wires are not pinched under the ring. After assembly be sure the wires are not in contact with any moving parts and wire terminals are not in contact with the adapter ring.

SELECTING THE ADVANCE STOP BUSHING

Five different advance stop bushings are supplied in the distributor kit. The distributor comes with a Blue (21°) bushing already installed. If a different amount of centrifugal advance is desired, follow the next procedure to change the bushings. The chart in Figure 3 gives the size and the approximate degrees for the corresponding bushings.

FIGURE 2 REMOVE/REPLACE ADAPTER RING

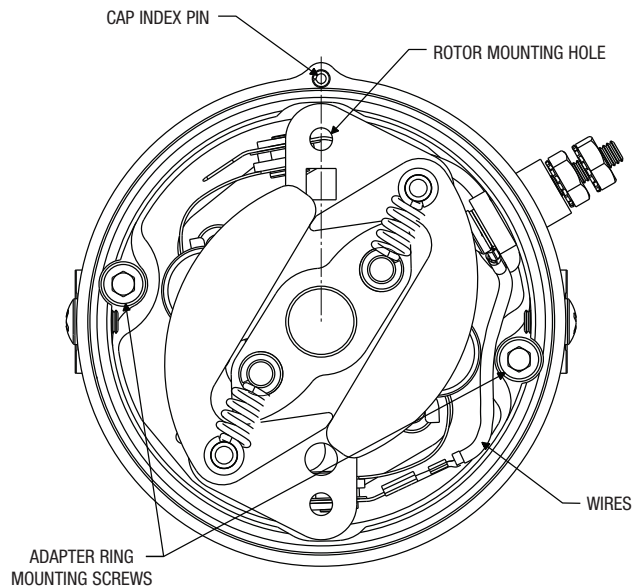
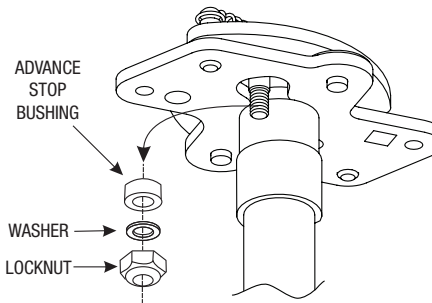


FIGURE 3

BUSHING SIZE	APPROXIMATE CRANKSHAFT DEGREES
Red - Smallest	28
Silver	25
Green	23
Blue	21
Purple	19
Black-Largest	18

FIGURE 4 CHANGE THE ADVANCE STOP BUSHING

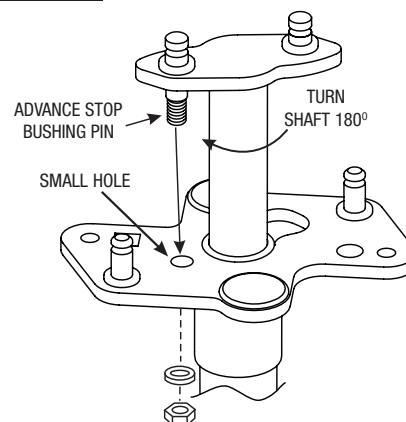


CHANGING THE ADVANCE STOP BUSHINGS

NOTE: The adapter ring must be removed before the bushings can be changed.

1. Remove the locknut and washer on the bottom of the advance assembly (Figure 4).
2. Remove the bushing and install the new one. Install the washer and locknut.
3. Replace the adapter ring.

FIGURE 5 LOCKING OUT THE ADVANCE



LOCKING OUT THE CENTRIFUGAL ADVANCE

NOTE: The adapter ring must be removed before the advance can be locked out.

1. Remove the advance springs, weights and the advance stop bushing from the advance assembly.
2. Remove the roll-pin from the drive gear, or coupler, and remove the gear/coupler from the shaft.
3. Slide the shaft two inches out of the housing.
4. Rotate the shaft 180° and insert the advance stop bushing pin into the small hole on the advance plate (Figure 5).
5. Install the locknut and washer to the advance stop bushing pin.
6. Install the drive gear and roll-pin.
7. Replace the adapter ring.

FIGURE 6 THE FACTORY EQUIPPED CURVE

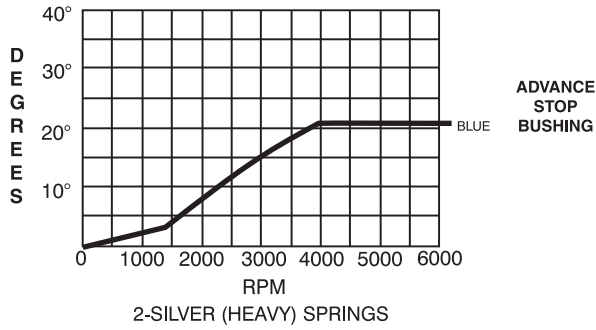


FIGURE 7 SPRING COMBINATION CHART

SPRING COMBINATION	RATE OF ADVANCE	FIGURE 8
2- Heavy Silver		A
1- Heavy Silver		B
1- Light Blue		C
1- Heavy Silver		D
1- Light Silver		E
2- Light Silver		F
	FASTEST	

FIGURE 8 ADVANCE CURVES

