

INSTRUCTIONS

910-8353



Magnetic Breakerless Distributor Installation

Step 1

Prepare the distributor by removing the distributor cap.

Step 2

Place the distributor in the engine with the rotor pointing in the same general direction as the original distributor.

If equipped with vacuum advance, place the distributor in the engine with the rotor and vacuum chamber pointing in the same general direction as the original distributor.

If the old distributor did not have a vacuum chamber, place the distributor in the engine with the rotor pointing in the same general direction as the original distributor did, and point the vacuum chamber in a direction that will allow movement for timing purposes.

NOTE: The distributor must be fully seated into the engine. It may be necessary to turn the oil pump drive, or turn the engine crankshaft in the direction of rotation two full turns until the timing mark lines up (again) with the TDC mark on the timing tab to allow the distributor to seat fully.

Step 3

Rotate the distributor housing in the opposite direction of rotor rotation until the nearest tooth of the reluctor is pointing directly at the center of the metal pole on the magnetic pickup. This will generally put timing close enough for starting purposes. Put the distributor hold down clamp in place and tighten slightly, leaving it loose enough to turn the distributor. Make a mark on the distributor housing where the rotors points.

Step 4

Install the distributor cap. Remove the spark plug on the original distributor cap the engine timing is set from, and install it onto the distributor cap post above the mark on the distributor housing where the rotor had pointed. Continue installing each remaining spark plug wire, one at a time, from the original distributor cap to the distributor cap in the same sequence.

Note: It may be necessary to purchase and install distributor boots and terminals for the spark plug wires to correctly fit the distributor cap.

WIRING PROCEDURE

Make sure that your vehicle is equipped with an ignition ballast (or loom resistance wire) in the wire between the ignition switch and the coil (+) terminal. One easy way to find the ignition ballast resistor is to check the service manual for your vehicle. Example: Vehicles with a Ford TFI or Delco HEI require adding an ignition ballast resistor in the wire from the ignition switch. If you find you vehicle s not equipped with an ignition ballast resistor, install a Mallory Ignition Ballast Resistor, Part # 700 in the series in the wire from the ignition switch. There are three wires coming from the distributor that must be connected using the distributor wire harness furnished (see figures 1 and 2).

RED WIRE: IF you are using loom resistance wire, connect to the coil (+) terminal.

If you are using a ballast resistor, connect to 12 volt side of ballast resistor.

GREEN WIRE: Connect to the coil (-) terminal.

BROWN WIRE: Connect to engine block ground. Clean away any grease, oil and paint from the mounting surface before the connection is made.

NOTE: If a HYFIRE® Electronic Ignition Control or other aftermarket ignition control is being used, connect the distributor according to the instructions supplied with the ignition control.

ADDITIONAL CONNECTIONS

Vacuum advance applications: Connect original vacuum hose to the distributor vacuum chamber. Replace the hose if cracked, damaged or if it is not long enough. If the previous distributor was not equipped with vacuum advance, correct a vacuum hose to a ported vacuum outlet in the carburetor.

Tachometer operation: Connect wire or wires as recommended by the actual tachometer manufacturer.

STARTING ENGINE

Caution: Be sure all tool, wires and miscellaneous objects are clear of moving engine parts and extreme heat before starting the engine.

Step 1

Recheck all wires and connections to make sure they are correct. Check and clean or replace spark plugs. If replacing spark plugs, use types recommended by the engine manufacturer.

Vacuum advance applications: Disconnect the vacuum hose to distributor vacuum chamber at the carburetor and temporarily plug this carburetor fitting.

Step 2

Connect a timing light. Find the area with the best view of the timing marks.

Step 3

Start the engine. If it fails to start, rotate the distributor in small increments clockwise or counterclockwise until the engine starts. Do not exceed more than ten degrees of distributor housing rotation in either direction,

Step 4

Set timing as recommended by engine manufacturer then tighten distributor hold down clamp. Make sure timing is still correct. If timing has moved, repeat this procedure.

Step 5

Vacuum advance applications: Reconnect the vacuum hose between the distributor vacuum chamber and the carburetor.



FIGURE 1 WIRING DIAGRAM USING AFTERMARKET IGNITION CONTROL

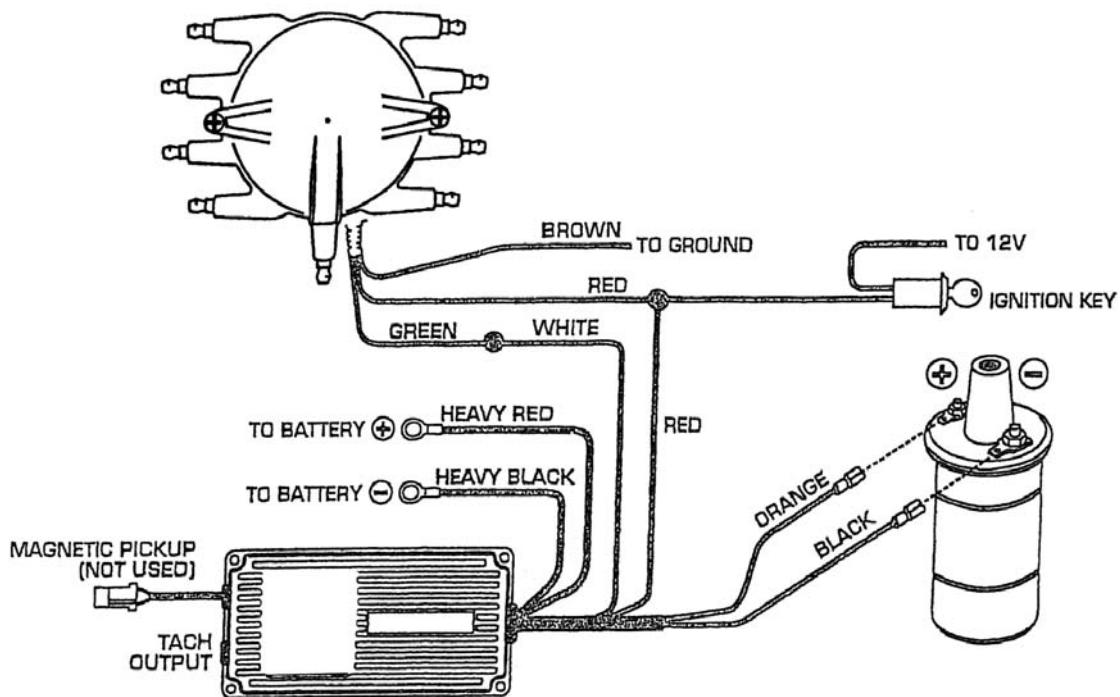
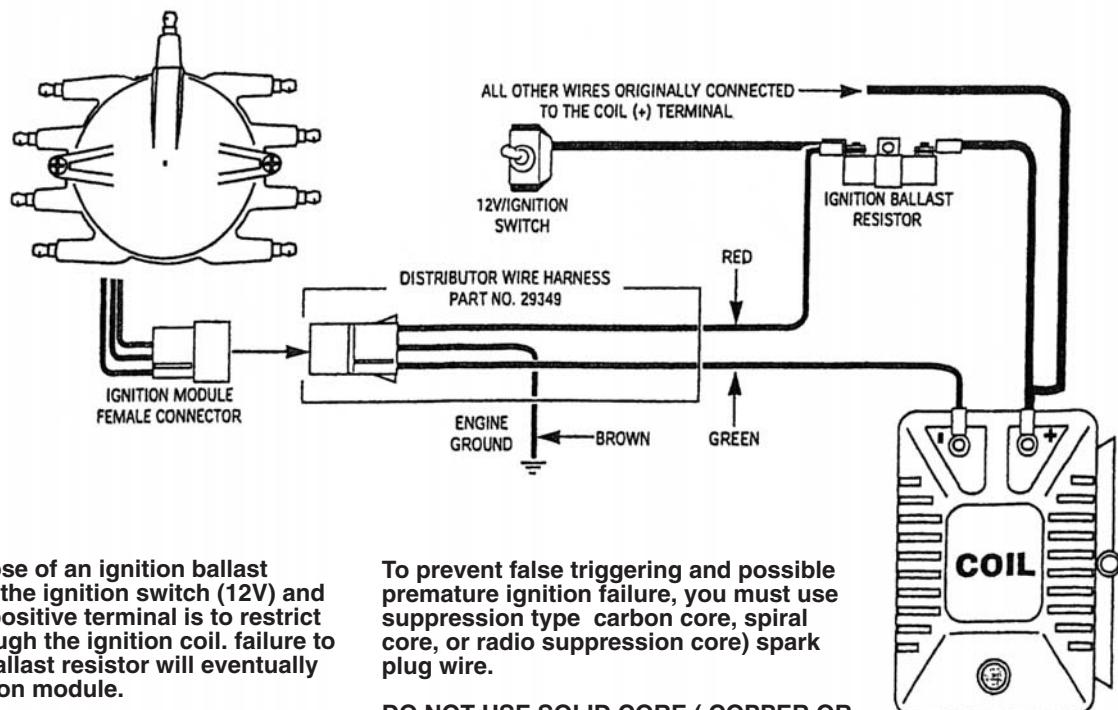


FIGURE 2 WIRING DIAGRAM USING IGNITION BALLAST RESISTOR



NOTE: The purpose of an ignition ballast resistor between the ignition switch (12V) and the ignition coil positive terminal is to restrict current flow through the ignition coil. Failure to use an ignition ballast resistor will eventually destroy the ignition module.

Exception: If your vehicle is equipped with a HYFIRE® Electronic Control or similar aftermarket ignition control, use the wiring procedures stated in the instructions included with the ignition control.

To prevent false triggering and possible premature ignition failure, you must use suppression type carbon core, spiral core, or radio suppression core) spark plug wire.

DO NOT USE SOLID CORE (COPPER OR STAINLESS STEEL CORE) SPARK PLUG WIRE WITH ANY ELECTRONIC IGNITION SYSTEM.

IMPORTANT

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