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Form 347

REGISTERED U.S. PATENT OFFICE

INSTRUCTIONS FOR INSTALLING

Mallory Distributor Models ZC, ZCM, YC, YCM, YGC and YGCM

with { THE MAGSPARK TRANSFORMER
THE MALLORY VOLTMASTER COIL

Read the following before installing the Mallory Distributor, Magspark Transformer or the Mallory Voltmaster Coil.

All Mallory Distributors sent from the factory that are to be used with the Magspark Transformer will have on the name plate in the "Model" space, the added letter "M" and an additional round name plate marked, "MAGSPARK."

Figures 5 and 6 show the wiring connections when the distributor is used with the Magspark Transformer. Notice; the circuit breakers are connected differently for right-hand and left-hand rotation. Figure 5 shows the right-hand rotation connections: The circuit breaker marked "A" must be connected to the condenser on the distributor housing ("P" terminal); the circuit breaker marked "B" must be connected to the open terminal ("R" terminal). Figure 6 shows the left-hand rotation connections: The circuit breaker marked "B" must be connected to the condenser on the distributor housing ("P" terminal); the circuit breaker marked "A" must be connected to the open terminal ("R" terminal).

Figure 8 shows the proper breaker connections when using the Mallory Voltmaster Coil or the original equipment coil. Both circuit breakers are connected to the condenser on the housing of the Mallory Distributor.

GENERAL INSTRUCTIONS FOR INSTALLING MALLORY DISTRIBUTORS

CAUTION: Make sure you are installing the proper model and type Mallory Distributor, Magspark Transformer or Mallory Voltmaster Coil, as specified in Replacement Index.

If the letters under "Model" on the name plate of the distributor include a "Z" — the distributor has both centrifugal and vacuum advance.

If the letters include a "C" — the distributor has the #24875-B Circuit Breakers, #24878 Circuit Breaker Plate and the correct Cam to go with these circuit breakers. See Page 4 for correct Cam applications.

If the letter "M" is included — the distributor is designed for use with the Magspark Transformer. (This distributor can be used with the Mallory Voltmaster Coil by following instructions on Page 3).

If the letters include a "Y" — the distributor has centrifugal advance only.

If the letters include a "G" — the distributor has a spinner valve on the shaft to operate the Holly Centri-Vac Governor.

The number stamped in the blank space under "Type" indicates type of housing and shaft, and the letter or letters indicate the number of cylinders, direction of rotation and spark advance curve.

TO PROPERLY INSTALL THE MALLORY DISTRIBUTOR IT IS NECESSARY TO FOLLOW THE OPERATIONS IN ORDER, STARTNG WITH OPERATION NO. 1

1. Before removing the old distributor from the engine, turn the engine forward until the rotor is in position to fire No. 1 cylinder and the timing marks on the crankshaft pulley or flywheel line up with the pointer on the engine block or flywheel housing. When the timing marks are lined up correctly, remove the original distributor.

DO NOT REMOVE THE WIRES FROM THE OLD DISTRIBUTOR CAP AT THIS TIME.

2. When it is necessary to remove the original gear or coupling from the old distributor, care must be taken that the gear or coupling is installed **exactly** the same on the Mallory Distributor and allow .008 to .010 end play between the coupling or gear and the distributor shank.

3. After the distributor cap and rotor have been removed from the Mallory Distributor, turn the distributor shaft until the two small screws ("X" in Figure 5) are seen. Use a small screwdriver and loosen these screws until the cam is free and you can turn the rotor and cam without turning the distributor shaft.

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MALLORY ELECTRIC CORPORATION
12416 Cloverdale Ave., Detroit 4, Mich.

Tighten the screws just enough so there will be considerable friction and you can still turn the rotor and cam with your hand. Even though the screws are not completely down there will be enough friction to drive the rotor and cam until you get approximately the correct timing.

Install the Mallory Distributor into the engine and turn the rotor until it is in the same location on No. 1 cylinder as the rotor was installed in the old distributor. The rotor should be directly under the wire leading to No. 1 cylinder.

After proper timing is made, tighten the two screws "X" in Figure 5.

4. Install the Mallory distributor cap on the Mallory Distributor, making sure that the two screws "B" in the distributor cap cover (see Figure 7) are backed out far enough to relieve any tension on the rubber seal "A" that is between the cap cover and the distributor cap to enable you to push the wires in easily. If these screws are not backed out it will be impossible to shove the wires down and make proper connection on the spikes "E" in the distributor cap. In Figure 7, wire "C" is properly inserted; wire "D" is not.

Remove No. 1 spark plug wire from the old distributor and cut the terminal from the end of the wire with a pair of side cutters. It is always well to trim the insulation a little on the end of the cable and fold the wires back so the spikes in the distributor will not shove the wires back up in the cable.

The rotor should now be located for proper timing on No. 1 cylinder and the No. 1 spark plug wire should be shoved down firmly onto the spike "E" directly over the rotor. Then, remove the remainder of the wires one at a time and insert into the Mallory distributor cap in the same firing order as they were in the old distributor cap.

Now, with all of the secondary wires in their correct position, take each one individually and push down firmly onto the spikes "E" in the Mallory distributor cap so they will be sure to make good contact. Then tighten down evenly and firmly the two screws "B" that hold the cap cover on the Mallory distributor cap. This will close the rubber seal "A" tightly around the wires and hold them in firmly.

5. A timing light can be used to time the engine. The car should be checked on the road to get the proper spark timing because it will be found that in most cases with the Magspark Ignition System more spark advance can be used than with the standard ignition system or other makes.

Set the ignition timing on the road for best performance.

SPECIAL SPARK CONTROL VALVE AND ADAPTER FOR USE IN FORD 6, FORD V-8, MERCURY AND LINCOLN 1949 and up

When the Mallory ZC or ZCM Distributor is installed on a 1949-1953 Ford V-8, Mercury or Lincoln, the #24980 Spark Control Valve **must be** used, as shown at Figure 3.

When the Mallory ZC or ZCM Distributor is installed on a 1949 and up Ford 6, the #24980 Spark Control Valve **must be** used, as shown at Figure 3.

When the Mallory ZC or ZCM Distributor is installed on 1954 and up Ford V-8, Mercury, Lincoln, Continental Mark II, and Thunderbird engines, the #25106 Vacuum Adapter Fitting Assembly must be used as shown in Figure 4. This fitting is supplied with the distributor and it must be used in Ford-Holley carburetors and Ford-Carter carburetors.

SPACING OF THE NO. 24875-B CIRCUIT BREAKERS

CAUTION: Always recheck the spacing of the circuit breakers before installing a Distributor taken from stock or shipped direct from the factory.

No. of Cylinders	Spacing	Dwell Each Point	Total Dwell
8-cyl.	.019 — .021	25° — 27°	30° — 35°
6-cyl.	.023 — .025	27° — 29°	35° — 38°
4-cyl.	.021 — .023	33° — 35°	41° — 43°

IMPORTANT: SET THE DWELL OF EACH CIRCUIT BREAKER SEPARATELY: THEN WITH BOTH CIRCUIT BREAKERS OPERATING, CHECK THE TOTAL DWELL.

To set the dwell on the Magspark Distributor, the distributor must be removed from the engine and the dwell set on a distributor tester. Connect the dwell meter to the "P" (condenser) terminal of the distributor and adjust the dwell of the circuit breaker to the above specifications. Then, connect the dwell meter to the "R" (no condenser) terminal of the distributor and set this circuit breaker the same as the "P" circuit breaker.

To check the total dwell, a jumper wire can be used to connect the "R" and "P" terminals together.

To set the dwell on our standard distributor; that is a Mallory Distributor which is to be used with the conventional coil or the Mallory Voltmaster Coil, as shown in Figure 8, set the dwell on one circuit breaker at a time. This can be done by placing an insulator between one set of breakers while the other is being tested. Later check the total dwell.

CAUTION: NEVER SET THE DWELL OF ANY MALLORY DISTRIBUTOR WHEN THE DISTRIBUTOR IS OPERATING IN AN ENGINE.

Always remove the distributor and use a distributor testing machine to correctly set the dwell of the circuit breakers.

Heavy Duty Circuit Breaker #25089 — see Page 4.

INSTRUCTIONS FOR INSTALLING THE MAGSPARK TRANSFORMER WITH THE MALLORY DISTRIBUTOR

The Magspark Transformer is built especially for cars having the positive terminal of the battery grounded and especially for cars having the negative terminal of the battery grounded. It is also made for 6-volt and 12-volt electrical systems. See markings on top of Transformer and on the side of the resistance units. If it is to be used on cars having the positive terminal of the battery grounded, the transformer will be marked positive ground (+ ⏚); if it is to be used on cars having the negative terminal grounded, the transformer will be marked negative ground (– ⏚).

Refer to Index Forms for proper applications.

1. After the Mallory Distributor has been installed correctly, the Magspark Transformer should be mounted on the engine. It is sometimes necessary to use a special bracket to adapt the transformer to the engine block, see Page 8.

If at all possible, do not mount the transformer on the firewall; if it must be mounted on the firewall, it is recommended that a ground wire be connected to the Magspark Transformer bracket and grounded to the engine block.

2. After the transformer has been installed on the engine block, the wiring connections between the distributor and transformer are very simple:

When the distributor is used with the Magspark Transformer as shown in Figures 5 and 6, the cricuit breakers "A" and "B" are electrically separated and one terminal of the distributor is marked "R" and the other terminal is marked "P" THE WIRES SHOULD ALWAYS BE CONNECTED FROM TERMINAL "R" ON THE TRANSFORMER TO TERMINAL "R" ON THE DISTRIBUTOR AND FROM TERMINAL "P" ON THE TRANSFORMER TO THE TERMINAL "P" ON THE DISTRIBUTOR. Terminal "G" on the transformer should always be connected to the hot or ignition switch wire.

3. CONNECTING THE MAGSPARK TRANSFORMER IN THE 12-VOLT ELECTRICAL SYSTEMS

It is important to by-pass the resistance unit used on the 12-volt electrical systems because the resistance units are integral with the Magspark Transformer. See Figure 2, Page 5, for instructions and diagram of proper connections.

4. **NOTE:** For engines operating without a generator or for engines operating at extremely high rpm, use the No. 5 Magspark Transformer. (6-volt systems only).

MISCELLANEOUS INFORMATION

OVERDRIVE: See Page 4.
RADIO RECEPTION: See Page 4.
ELECTRICAL TACHOMETER CONNECTIONS: See Page 4.
ELECTRICAL TRANSMISSION CONNECTIONS: See Page 4.

INSTRUCTIONS FOR INSTALLING THE MALLORY VOLTMASTER COIL WITH THE MALLORY DISTRIBUTOR

CAUTION: It is important to have the correct Mallory Voltmaster Coil. The Coil is made for 6-volt and 12-volt electrical systems.

1. In a few installations it is necessary to use a special Coil Adapter Bracket. On the 1949 through 1953 Ford V-8 and Mercurys, use our Coil Adapter Bracket #24762; the 1949 and up Ford-6 and practically all Chevrolet 6's use our Coil Adapter Bracket #24787.

2. When using the Mallory Distributor with the Mallory Voltmaster Coil, both circuit breakers are electrically connected together by connecting the two jumper strips to one distributor terminal as shown in Figure 8. Of course, there is only one wire connected to the distributor.

POSITIVE GROUND ELECTRICAL SYSTEMS

3. If the positive terminal of the battery is grounded to the engine or car frame, then the wire leading from the distributor should be connected to the terminal marked positive on the Mallory Coil and the wire leading from the ignition switch or battery should be connected to the terminal marked negative on the coil.

NEGATIVE GROUND ELECTRICAL SYSTEMS

4. If the negative terminal of the battery is grounded to the engine or car frame, then the wire leading from the distributor should be connected to the terminal marked negative on the Mallory Coil and the wire leading from the ignition switch or battery should be connected to the terminal marked positive on the coil.

CAUTION: The two screws holding the bracket insulator to the coil tower must be tightened snugly in order to keep moisture from getting into the wire connection.

5. CONNECTING THE MALLORY VOLTMASTER COIL IN THE 12-VOLT ELECTRICAL SYSTEMS

It is important to by-pass the resistance unit used on the 12-volt electrical systems because the resistance units are integral with the Mallory Voltmaster Coil. See Figure 2, page 5 for instructions and diagram of proper connection.

MISCELLANEOUS INFORMATION

OVERDRIVE: See Page 4.
ELECTRIC TRANSMISSION CONNECTIONS: See Page 4.

OVERDRIVE

When installing the Magspark Ignition System on engines with overdrive transmission, the overdrive wire MUST BE connected to the terminal "P" of the transformer.

When the Mallory Voltmaster Coil is used in engines with overdrive transmission, the overdrive wire MUST BE connected to the same terminal of the coil that is connected to the distributor regardless of whether the positive or negative terminal of the battery is grounded to the frame of the vehicle.

CHRYSLER ELECTRICALLY-OPERATED TRANSMISSION

When using the Magspark Transformer on a Chrysler product equipped with an electrically operated transmission, remember the following:

The terminal on the Magspark Transformer marked "Ignition Switch" is the same as the terminal marked "Negative" on the original coil. The terminal marked "P" on the Magspark Transformer is the same as the positive terminal on the original coil.

When connecting the electric transmission in the circuits of the Magspark Transformer DO NOT connect any transmission wires to the "R" terminal of the transformer. Proper connections are as follows:

All of the wires connected to the negative terminal of the original coil MUST BE connected to the terminal marked "Ignition Switch" on the Magspark Transformer; all of the wires connected to the positive terminal of the original coil should be connected to the "P" terminal of the Magspark Transformer.

When using the Mallory Voltmaster Coil on Chrysler products equipped with electrically operated transmission, connect all of the wires from the positive terminal of the original coil to the positive terminal of the Mallory Coil and connect all of the negative wires of the original coil to the negative terminal of the Mallory Coil.

ELECTRIC TACHOMETER CONNECTIONS

Always connect the terminal of the Tachometer transmitter marked "Distributor" to the "P" terminal of the Magspark Transformer. (Special Sun Magspark Tachometers have their own wiring diagram shown on the Sun Transmitter. Follow Sun instructions).

"C" MODEL MALLORY DISTRIBUTORS

The "C" Model Mallory Distributor will function with the Magspark Transformer, the Mallory Voltmaster Coil or any conventional type coil; however, the circuit breaker connections in the "C" model distributor are different when used with the Magspark Transformer (see Page 1, paragraphs one, two, and three).

All "C" Model Mallory Distributors with the #24875-B Circuit Breakers MUST HAVE the following Circuit Breaker Plates and Cams.

Cyl. & Rot.	Cam	Circuit Breaker Plate	Circuit Breakers
8 cyl. R.H.	24933	24878	24875-B
8 cyl. L.H.	24932	24878	24875-B
6 cyl. R.H.	24935	24878	24875-B
6 cyl. L.H.	24934	24878	24875-B
4 cyl. R.H.	24992	24878	24875-B
4 cyl. L.H.	24991	24878	24875-B

IMPORTANT: MALLORY MODELS ZB, YB, MG, OR YG CANNOT BE USED WITH THE MAGSPARK TRANSFORMER.

All Mallory Model Distributors ZB, YB, MG, and YG can be changed to "C" Model Distributors by installing the above parts.

HEAVY DUTY CIRCUIT BREAKERS ARE AVAILABLE FOR USE WITH THE #24878 CIRCUIT BREAKER PLATE IN PLACE OF THE #24875-B CIRCUIT BREAKERS. THESE HEAVY DUTY BREAKERS MUST BE USED WITH THE CAMS MENTIONED ABOVE. THE #25089 HEAVY DUTY CIRCUIT BREAKERS ARE DESIGNED FOR HEAVY DUTY USE ONLY.

RADIO RECEPTION

TO ELIMINATE RADIO INTERFERENCE CAUSED BY THE MAGSPARK IGNITION SYSTEM

The hookup of the Drain-Back Aerial is shown in Fig. 1. In this case a primary wire is connected to terminal R of the Transformer, then wrapped around the Transformer three or four times and connected to the condenser, which is grounded to the engine a considerable distance away from the Transformer. To make a neat job, it is well to tape the loops together after they are wrapped around the Transformer.

In most cases, it is not necessary to wrap the wire around the Transformer; just connect the wire to terminal R of the Transformer and to the condenser. In some cases, it might be necessary to find the proper location of the condenser to get the best results; that is, locating the condenser on the left side of the engine may give better results than locating the condenser on the right side of the engine. Sometimes locating the condenser on the lower part of the engine gives the best results.

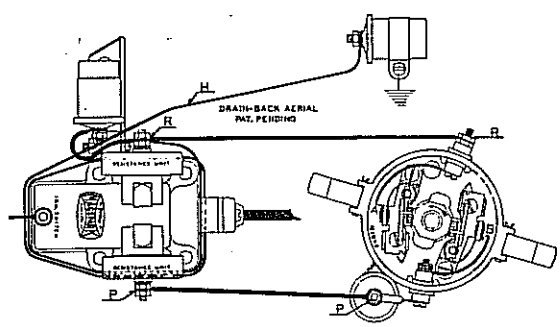


Figure 1

The primary wire should be approximately four or four and one-half feet long and the Mallory condenser (.24 or .36 MFD) should be located about this distance from the Transformer. Standard primary wire can be used.

One of the great advantages of the Magspark Transformer is that it has exclusive built-in features to work in conjunction with the Drain-Back Aerial to eliminate radio interference without creating any spark loss to the spark plugs.

CONNECTING THE 12-VOLT MAGSPARK TRANSFORMER OR 12-VOLT MALLORY VOLTMASTER COIL IN DELCO AND AUTO-LITE 12-VOLT ELECTRICAL SYSTEMS

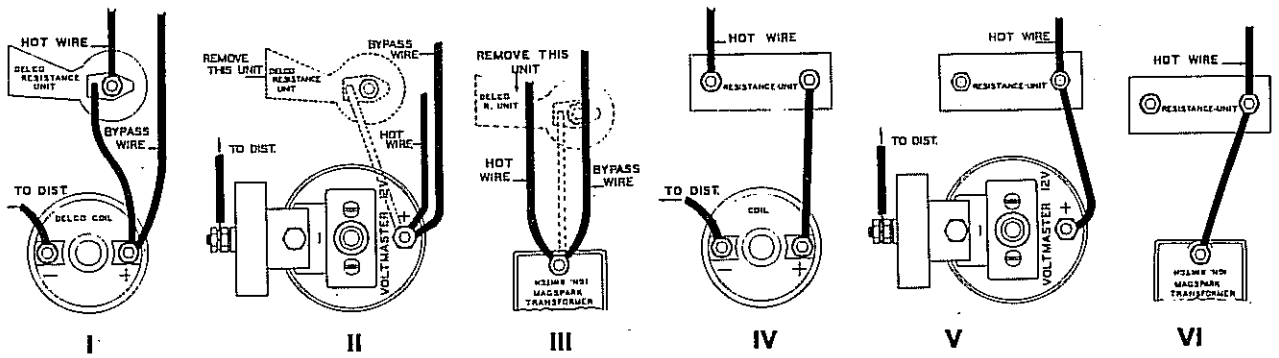


Figure "2"

I. Shows the original coil properly connected in the 1953 Delco 12-volt electrical system.

II. Shows the Mallory 12-volt Voltmaster Coil properly connected in the 1953 Delco 12-volt electrical system. The resistance unit by-pass wire must either not be used at all or it must be connected to the proper terminal of the Mallory Voltmaster Coil with the hot (or ignition switch) wire, as shown in II.

DO NOT USE THE DELCO RESISTANCE UNIT WITH THE MALLORY VOLTMASTER COIL OR THE MAGSPARK TRANSFORMER.

III. Shows the Magspark 12-volt Transformer properly connected in the original 12-volt electrical systems. The resistance unit by-pass wire must either not be used at all or it must be connected to the proper terminal of the Magspark Transformer with the hot (or ignition switch) wire, as shown in III.

IV. Shows the Delco or Auto-Lite Coil properly connected in the 12-volt electrical system.

V. Shows the Mallory Voltmaster 12-volt Coil properly connected in the 12-volt electrical systems. By connecting both wires that are attached to the resistance unit (shown in IV) to one terminal of the resistance unit (shown in V), this by-passes the Delco or Auto-Lite resistance unit which is not necessary with the Mallory Voltmaster Coil.

VI. Shows the Magspark 12-volt Transformer connected properly in the 12-volt electrical system. By connecting both wires that are attached to the resistance unit (shown in IV) to one terminal of the resistance unit (shown in VI), this passes the Delco or Auto-Lite resistance unit which is not necessary with the Magspark Transformer.

The above figures show connections on cars which have 12-volt negative ground electrical systems.

The 1955 Packard, using 12-volt equipment and the same type resistance units, is a **positive ground** electrical system. By-pass the resistance unit the same as explained for the negative ground but the coil will be connected in the circuit in the opposite manner. The Magspark Transformer will be a 12-volt positive ground unit.

Make sure the Magspark Transformer is used with a Magspark Conversion Kit or a Mallory Magspark Distributor. Follow the instructions included with the kit or distributor carefully.

CONNECTING THE 12-VOLT NEGATIVE GROUND MAGSPARK TRANSFORMER OR THE 12-VOLT VOLTMASTER COIL ON THE 1956 AND UP — FORD, MERCURY, LINCOLN AND FORD TRUCK ENGINES EQUIPPED WITH 12-VOLT NEGATIVE GROUND ELECTRICAL SYSTEMS

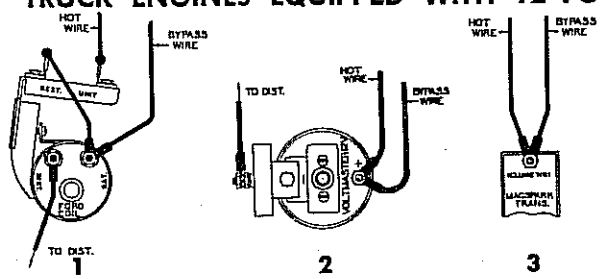


Figure 2A

DO NOT USE FORD RESISTANCE UNIT WITH THE 12-VOLT MAGSPARK TRANSFORMER OR THE MALLORY 12-VOLT VOLTMASTER COIL.

1. When installing the Voltmaster 12-volt Coil, connect both wires from the original Ford coil and resistance unit to the positive (+) terminal of the Mallory Voltmaster Coil (see Figure 2A-2).

The negative (—) terminal of the Mallory Coil must be connected to the ignition distributor.

It is necessary to connect a terminal to the wire from the resistance unit because of the spade type terminal used originally.

2. When installing the 12-volt negative ground Magspark Transformer connect both wires from the original Ford coil and resistance unit to the terminal marked "Ignition Switch" on the Magspark Transformer (see Figure 2A-3).

In some installations, it may be necessary to extend the length of the original hot wire and resistance unit by-pass wire. It is necessary to connect a terminal to the wire from the resistance unit because of the spade type terminal used originally.

Make sure the Magspark Transformer is used with a No. 25080 Magspark Conversion Kit or a Mallory Magspark Distributor. Follow the instructions included with the kit or distributor carefully.

SPARK CONTROL VALVE NO. 24980 AND NO. 25106 VACUUM ADAPTER FITTINGS USED ON MALLORY ZC - ZCM DISTRIBUTORS ON FORD 6, FORD V-8, MERCURY AND LINCOLN ENGINES

INSTRUCTIONS FOR INSTALLING NO. 24980 SPARK CONTROL VALVE IN 1949 AND UP FORD 6 ENGINES, 1949-53 FORD V-8, MERCURY AND LINCOLN ENGINES.

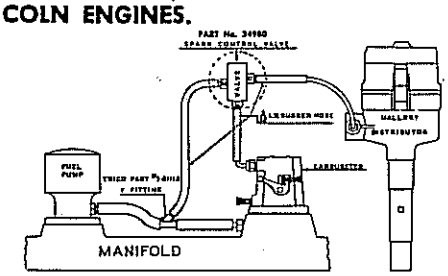


Figure 3

Connect the nozzle marked C on the valve to the carburetor and the nozzle marked D to the vacuum cylinder on the distributor. Connect nozzle marked M to Y fitting which is located between the manifold and the fuel pump. The same tubing that is on the car can be used but insert the rubber tubing to complete the circuit. The rubber tubing and Y fitting are packaged with the valve.

The valve can be suspended in any location, vertical or horizontal, without affecting its operation. It is very light and the rubber tubing is sufficient suspension for it.

INSTRUCTIONS FOR INSTALLING NO. 25106 VACUUM ADAPTER FITTING IN FORD V-8, MERCURY AND LINCOLN ENGINES.

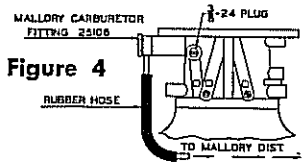


Figure 4

1954-1955

When installing the No. 25106 Vacuum Adapter Fitting Assembly, remove the spark control valve from the original Ford, Lincoln or Mercury carburetor. Install the No. 25106 Vacuum Fitting Assembly.

Make sure there is a gasket on each side of the part of the Vacuum Fitting Assembly which has the tube soldered to it. Gaskets are supplied for this installation.

Position the tube from the No. 25106 Vacuum Adapter Fitting Assembly so the rubber tube can be connected to the steel tube which connects to the Mallory distributor vacuum outlet. A 3/8-24 plug is supplied to plug the original vacuum outlet of the carburetor.

1956 AND UP

When installing the No. 25106 Vacuum Adapter Fitting Assembly, remove the spark control valve from the original Ford, Lincoln or Mercury carburetor. In some instances it is necessary to remove the metal cover plate from the automatic choke on the carburetor.

Install the No. 25106 Vacuum Fitting Assembly. Make sure there is a gasket on each side of the part of the Vacuum Fitting Assembly which has a tube soldered to it. Gaskets are supplied for this installation.

Position the tube from the No. 25106 Vacuum Adapter Fitting Assembly so the rubber tube can be connected to the steel tube which connects to the Mallory distributor vacuum outlet. A 3/8-24 plug is supplied to plug the original vacuum outlet of the carburetor. After the fitting is installed, the metal choke cover can be re-installed.

CAUTION: DO NOT USE THE VACUUM LINE CONNECTED TO THE ORIGINAL DISTRIBUTOR FROM THE INTAKE MANIFOLD. REMOVE THIS LINE ALTOGETHER AND PLUG THE OUTLET IN THE INTAKE MANIFOLD WITH THE 3/8-24 PLUG SUPPLIED WITH THE NO. 25106 ASSEMBLY.

SERVICING THE MALLORY DISTRIBUTOR, MALLORY VOLTMASTER COIL AND MAGSPARK IGNITION SYSTEM

1. Check secondary wires in the distributor cap to make sure they are installed according to Operation 4 and Figure 7 in these instructions. Also check to make sure the main secondary wire is making good electrical contact in the secondary outlet of the coil or transformer.

2. If the Mallory Voltmaster Coil is used, check to make sure it is connected according to instructions. See Figure 8 and instructions on Page 3 for installing Mallory Coils on negative and positive ground electrical systems.

3. If the Magspark Transformer is being used, make sure it is installed according to instructions on Page 3.

4. Check points with feeler gauge to make sure they are spaced properly as explained under "Spacing of Circuit Breakers", Page 2.

5. Check rotor to make sure it is in good condition and is not shorted.

6. It is important that the ignition timing be correct — see Operation 5, Page 2.

If the above checks do not improve the performance, it will be necessary to remove the distributor and coil or transformer for inspection and adjustment.

To test the Magspark Transformer on a test stand, it is necessary to use a Mallory Magspark Distributor and a spark gap. Connect the jumper wire from the coil bracket to the test stand to provide a ground connection for condenser on the Magspark Transformer.

CHECKING SPARK PLUGS

In the event the engine should miss, check the spark plugs. They may test okay when not in the engine; but when the plugs are in the engine under compression, the spark might be leaking over the insulators instead of going through the spark plug gaps. Be sure to use the correct heat range and plug gap setting recommended by the Manufacturer. If the Magspark Transformer is used, a wider gap setting is possible. If the plugs are not in good condition, we recommend replacement of the entire set. In some cases where the car is driven hard or at extreme high speeds you will find it advantageous to use one heat range colder (not hotter) than recommended by the plug manufacturer.

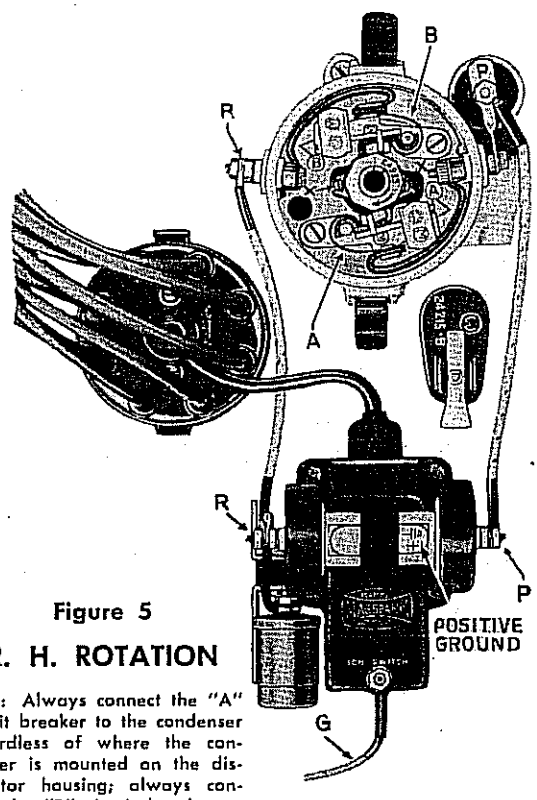


Figure 5

R. H. ROTATION

Note: Always connect the "A" circuit breaker to the condenser regardless of where the condenser is mounted on the distributor housing; always connect the "B" circuit breaker to the open terminal.

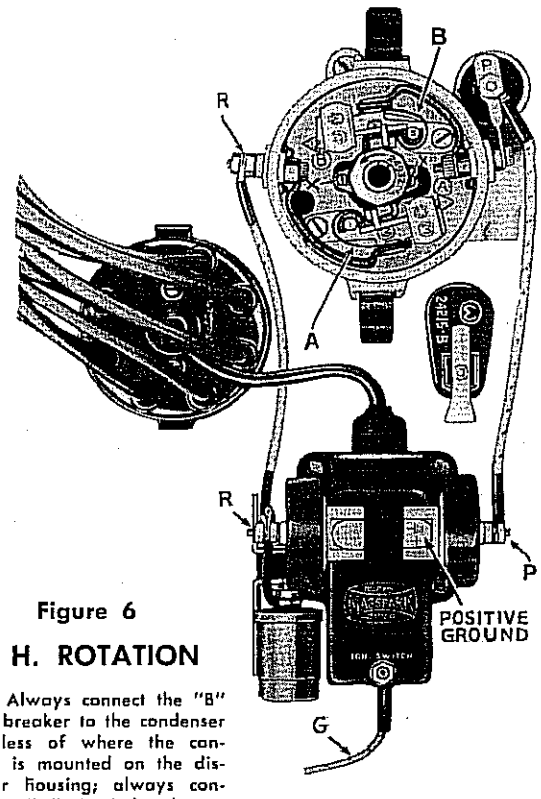


Figure 6

L. H. ROTATION

Note: Always connect the "B" circuit breaker to the condenser regardless of where the condenser is mounted on the distributor housing; always connect the "A" circuit breaker to the open terminal.

INSTRUCTIONS FOR INSERTING SPARK PLUG WIRES IN 6 and 8 CYLINDER DISTRIBUTOR CAPS WHERE THE NEW 24901 and 24902 RUBBER SEALS ARE USED

There has been a change in the rubber seal in the Mallory 6 and 8 cylinder distributor cap. See print. There has also been a change in the distributor cap cover.

The new rubber seal shown at F in the print has extension bosses shown at A and, when the two screws B are tightened, the taper in the distributor cap cover closes boss A tightly around the wires preventing them from coming out. The new seal is thicker and of softer material which naturally compresses tighter and prevents any short circuiting of the spark from the wires to the spring clip of the distributor.

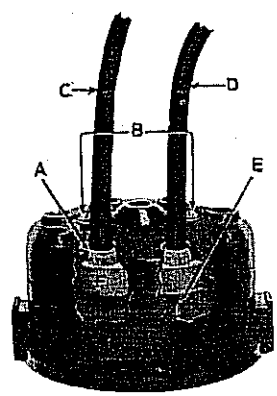


Figure 7

Another advantage of the new seal and cap cover is that it is not necessary to remove the cap cover to get the spark plug wires in as was the case with the old seal. With the new seal just loosen the screws B and shove the wires completely down on the spike as shown by wire C. Wire D is not properly installed; it is not shoved down far enough. All that it is necessary to do is to loosen screws B slightly and the wires are easily inserted.

When ordering these new seals, part numbers should be given (24901 - 6 cylinder and 24902 - 8 cylinder), and of course a new distributor cap cover should be ordered because the old covers do not have a taper in them to compress boss A of the seal around the wire. The old distributor cap cover could be used with the new seal providing the holes were countersunk on the inside of the cover for a short depth having a 60° included taper.

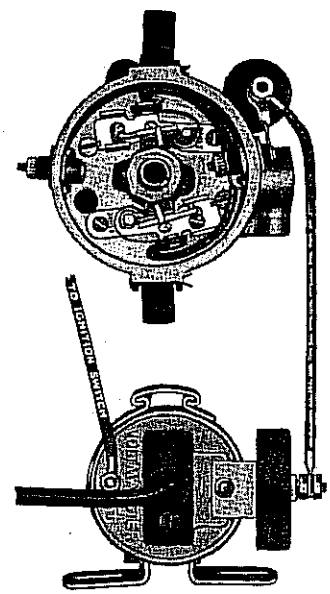
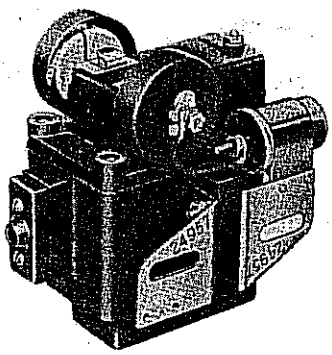


Figure 8

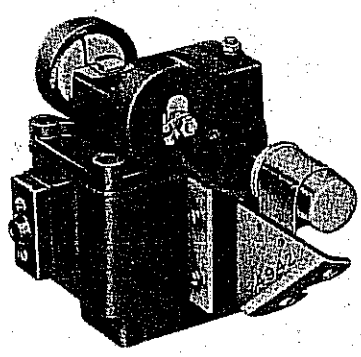
IMPORTANT

WHEN MALLORY DISTRIBUTOR IS USED WITH MALLORY VOLTMASTER, MALLORY BEST OR STANDARD TYPE COILS, BOTH CIRCUIT BREAKERS ARE CONNECTED TOGETHER, AS SHOWN ABOVE.



OUR STANDARD MAGSPARK BRACKET NO. 24957, WHICH IS SUPPLIED WITH THE MALLORY MAGSPARK TRANSFORMER IS SUITABLE FOR MOST INSTALLATIONS

BRACKET NO. 24942 IS SUPPLIED WITH ALL F-M MAGSPARK TRANSFORMERS



SPECIAL BRACKETS ARE REQUIRED ON SOME CARS, SUCH AS

Cadillac	1949 - 53 25015	**Lincoln**	1952 and up 25108
	1954 - 55 25109		
	1956 25028	**Mercury**	1949 - 53 24942
Chevrolet	All 6s 24787		1954 and up 25109
	All 8s 25120	**Nash**	Ambassador 24787
Chrysler V-8	1950 - 52 25027		LeMans 24787
	1953 - 54 25030		Healy 24787
Dodge V-8	1953 - 54 25029	**Oldsmobile**	1953 - 54 25028
Power Pack	1955 25101		1955 and up 25015
DeSoto	1955 25101	**Packard**	Thru 1954 25022
			1955 and up 25028
Ford 6	All 24787		
V-8	1949 - 1953 24942	**Pontiac**	1955 24787
V-8	1954 24787		
V-8	1955 and up 25109	**Plymouth V-8**	1955 25101

Due to the fact that manufacturers are continually making changes it is practically impossible to keep up with these changes, and there will be cases where it might be necessary to alter, by elongating the holes or re-forming, some of the brackets shown on this sheet to accomodate the installation. With such a large assortment as listed, it will be possible to mount the Magspark transformer. The location that the transformer or any coil is mounted has a lot to do with radio interference. In some cases, changing location, mounting the transformer upside down or laying it flat, will eliminate radio interference.

Magspark Transformers MUST BE mounted on the engine block by the use of one of the Mounting Brackets. In some cases the No. 24957 is all that is necessary for a neat installation. The correct Brackets are shown above and in the REPLACEMENT INDEX.

CARE OF MALLORY DISTRIBUTOR

The Mallory Distributor is a premium piece of merchandise but does require a reasonable amount of care. Contacts should be checked at 1500 miles and at intervals between 5000 and 8000 miles thereafter to see that they are correctly spaced. Lubricate the distributor bearings through the oil cup or plug on the side of the distributor. Remove the rotor and place a few drops of light oil in the center of the distributor shaft. A small amount of heavy grease should be wiped on the cam because, if the cam runs too dry, rubbing block wear will increase and the contact points will close up, which will increase flashing and reduce contact point life.

EVERY OWNER OF A MALLORY IGNITION SYSTEM SHOULD KEEP THESE INSTRUCTIONS IN HIS GLOVE COMPARTMENT SO, IN CASE HE EVER HAS THE SYSTEM SERVICED, HE CAN HAND THESE INSTRUCTIONS TO THE IGNITION SERVICE MAN. ANY SERVICE MAN WHO IS SKILLED IN THE IGNITION ART CAN SERVICE THIS SYSTEM.

MALLORY ELECTRIC CORPORATION **12416 Cloverdale Ave., Detroit 4, Mich.**

Mallory

MAGSPARK

TRADE MARK REGISTERED
MANUFACTURED BY
MALLORY ELECTRIC CORP.
12416 CLOVERDALE AVENUE
DETROIT 4, MICH., U.S.A.

Assembly No. 25070

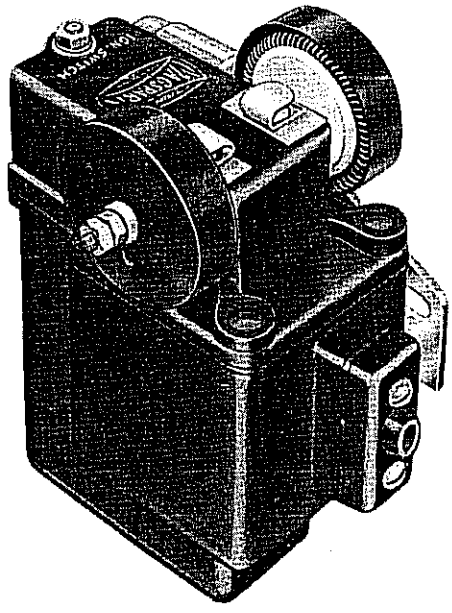
IGNITION CONVERSION

For Those Who Don't Want To Go All The Way For A Magspark Distributor

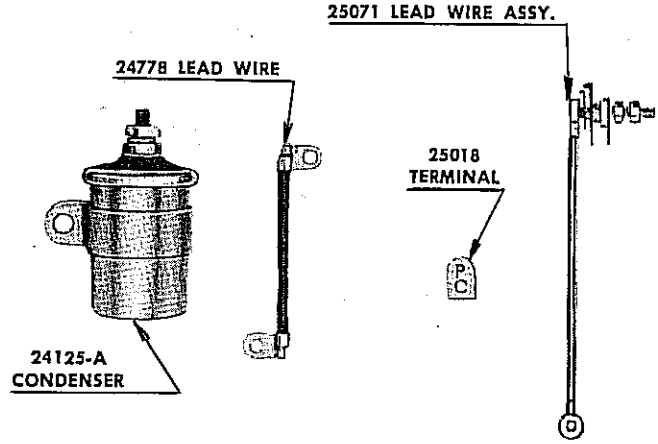
ALL CHRYSLER V-8	ALL DE SOTO V-8	ALL DODGE V-8	ALL PLYMOUTH V-8

Equipped with standard Auto-Lite Distributor having standard Auto-Lite advance plate.

Assembly No. 25070 is especially designed to operate the circuits of the MALLORY MAGSPARK TRANSFORMER and must be used only with this Transformer.



Magspark Transformer
(6 or 12 Volt)
(Positive Ground)



ASSEMBLY NO. 25070

Use With Magspark Transformer Only