INSTALLATION INSTRUCTIONS

UNILITE® ELECTRONIC BREAKERLESS CONVERSION KIT

FOR MALLORY POINT DISTRIBUTORS

NOTE: This product is legal in California only for racing vehicles which may never be operated upon a highway.

IMPORTANT

All kits listed below must be used with an ignition ballast resistor (or loom resistance wire) to prevent module failure. If your vehicle is not equipped with a ballast resistor or loom resistance wire, Mallory Ballast Resistor (Part No. 700) may be used. *These kits do not work with vacuum advance distributors.*

APPLICATIONS

Part No. 558 Mallory 8 cylinder point distributors (automotive and marine) which use a standard stack cap (Part No. 209 or 209D)

Part No. 559 Mallory 8 cylinder point distributors (automotive and marine) which use a flat cap (Part No. 221 or 221B)

Part No. 560 Mallory 6 cylinder point distributors (automotive and marine) which use a standard stack cap (Part No. 270 or 270B)

Part No. 561 Mallory 6 cylinder point distributors (automotive and marine) which use a mini bowl cap (Part No. 226 or 226B)

Part No. 562 Mallory 4 cylinder point distributors (automotive and marine) which use a standard stack cap (Part No. 271 or 271B)

Part No. 563 Mallory 4 cylinder point distributors (automotive and marine) which use a mini bowl cap (Part No. 225 or 225B)

PARTS INCLUDE IN THIS KIT:

1 UNILITE® Plate Assembly
1 Wire Harness
1 Rotor/Shutter Wheel Assembly (PN 559 contains 2 rotor/shutter wheel assemblies)
1 Wire Connector
1 Grommet, 3-Hole (Marine Approved)
2 Pins, Aluminum
1 Thrust Button

WARNING

You must install the UNILITE® Conversion Kit exactly as shown in these instructions. After the kit is installed—*and before you start the engine*—check all wiring again. Mis-wiring will cause the UNILITE® Ignition to fail immediately.

INSTALLATION

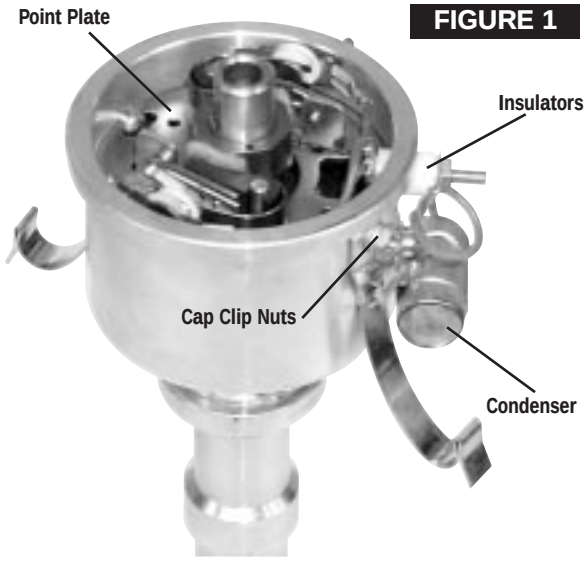
Step 1
Remove the cap and rotor, then remove the condenser. Remove the plastic insulators (see Figure 1).

Step 2
Loosen the 2 nuts that hold the cap clips/brackets in place (see Figure 1).

NOTE: To loosen the nuts on a marine distributor, the aluminum pins in the brackets may need to be cut in two and removed. Replacement pins are provided.

Step 3
Remove the point plate assembly by lifting it out of the housing (see Figure 1).

FIGURE 1



Step 4
Use a 2-arm or 3-arm puller and the thrust button (provided) to remove the cam from the rotor sleeve (see Figure 2).

WARNING: Do not try to remove the cam by prying on it with a screwdriver(s). This will damage the advance assembly.

Step 5
Install the UNILITE® plate assembly into the housing. Make sure that the cut-out in the plate is directly below the hole in the housing where the wires will exit (see Figure 3).

Step 6
Tighten the two nuts that hold the cap clips/brackets in place. This also secures the UNILITE® plate.

Step 7
Marine Distributors Only
Replace the cap clips using the new aluminum pins provided.

Step 8
Install the wire grommet. Lubricate the wires with light oil. Run the wires through the grommet and out of the distributor housing (see Figure 3).

Step 9
Install the connector onto the wires. Be sure the wires are in the correct positions (see Figure 4).

Step 10
Install the rotor/shutter wheel assembly. Make sure that the rotor is fully seated and that it does not rub the module wires. Replace the cap.

Step 11
If you removed the distributor to install the UNILITE® Conversion Kit, reinstall the distributor in the engine.

Step 12
Connect the wire harness to the connector. Connect the 3 wires to the correct locations, as shown in Figures 5 and 6.

Step 13
Set the ignition timing. Start the engine and recheck timing.

FIGURE 2

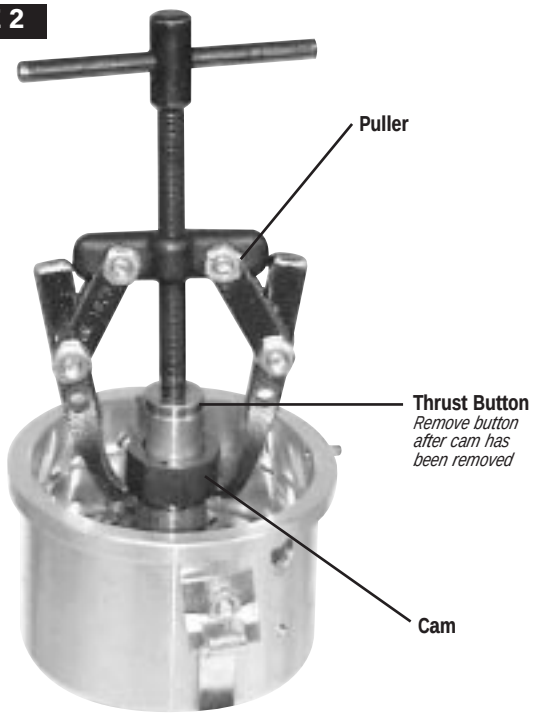


FIGURE 3

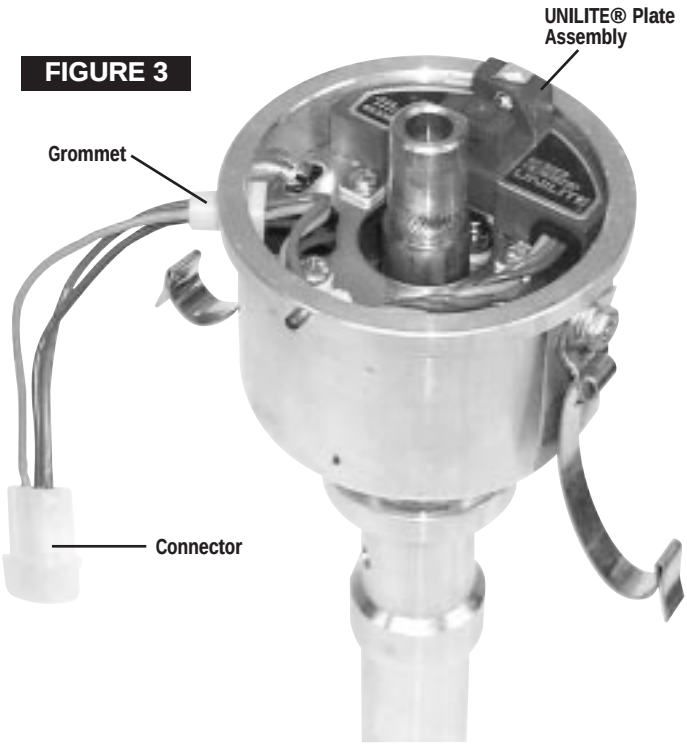


FIGURE 4

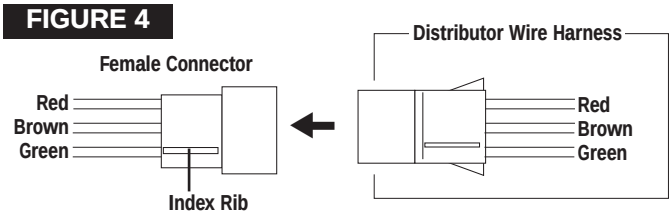
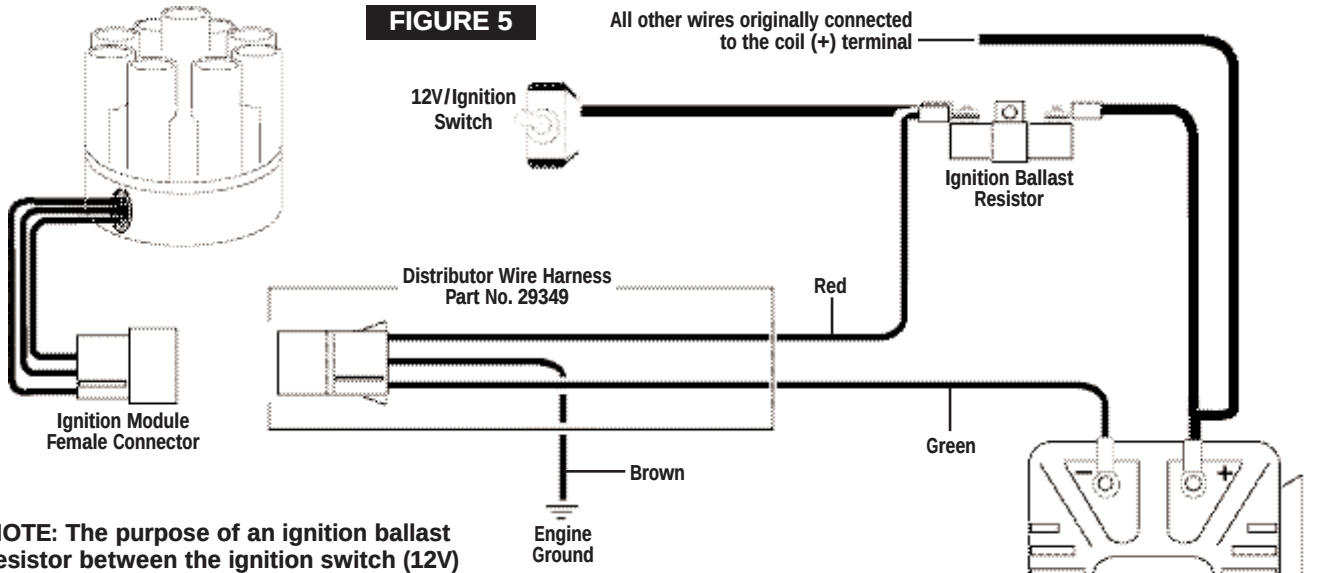


FIGURE 5



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.

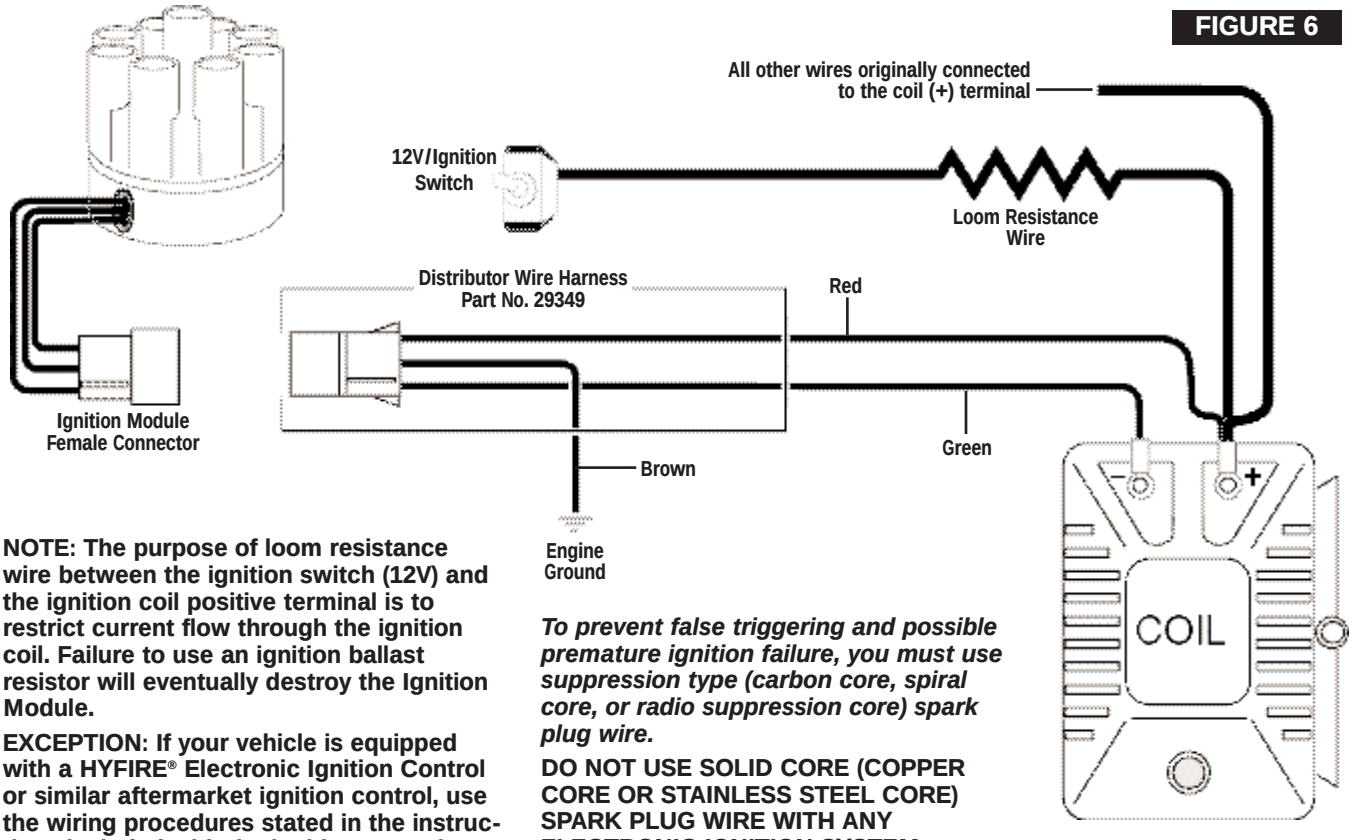
EXCEPTION: If your vehicle is equipped with a HYFIRE® Electronic Ignition Control or similar aftermarket ignition control, use the wiring procedures stated in the instructions included with the ignition control.

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 CORE OR STAINLESS STEEL CORE) SPARK PLUG WIRE WITH ANY ELECTRONIC IGNITION SYSTEM.

MARINE APPLICATIONS: See Page 4 for additional wiring information.

FIGURE 6



NOTE: The purpose of loom resistance wire 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 Ignition 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.

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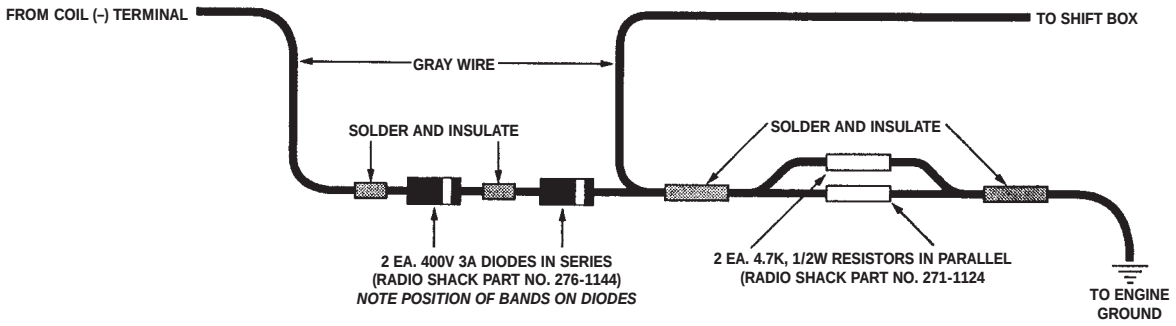
FOR MARINE USE ONLY

After installing your Mallory Electronic Distributor, the Electronic Shift Assist (ESA) circuit in your boat must be function tested.Shifting into or out of gear can be difficult or impossible if the ESA circuit is malfunctioning or missing. If you encounter shifter related problems with your boat after installing any Mallory distributor, contact the Mallory Technical Service Department at 216.688.8300.

All Mallory Marine Electronic Ignition Systems in Outboard Marine Corp (OMC) applications with a shift box require the gray wire from the coil to the shift box be modified as follows:

The gray wire from the coil (–) terminal triggers the shift box. The gray wire should be cut or disconnected at the coil terminal so that the components shown here can be inserted. Solder all connections and confirm correct operation, then insulate well, especially if the boat is being used in salt water.

FIGURE 7



MALLORY IS A DIVISION OF THE MR. GASKET PERFORMANCE GROUP
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