

ADVANCE SPRING SELECTION INSTRUCTIONS

There are two basic advance curve configurations; the Straight-Line Curve and the Hop-Out Curve. The Straight-Line Curve is used when a smooth linear advance is required throughout the engine operating RPM. The Hop-Out Curve is used when a lot of advance is required early and a more gradual advance through the rest of the engine operating RPM.

1. The first step is to decide which curve will best suit your particular application. This will all be determined by engine RPM operating range, type of use and engine components used. For figuring Straight-Line Curve, use steps 2 through 5. For figuring Hop-Out Curve, use steps 6 through 11.
2. In order to plot a Straight-Line Curve you must decide at what RPM you want your advance to start and at what RPM you want your total advance to finish. The curve in Figure 1 is an example, it starts at 1000 RPM and is fully advanced at 2400 RPM. Plot your curve on the graph in Figure 3.
3. Mark off a 1000 RPM interval and count the number of degrees in that interval. The curve in Figure 1 has 19 degrees in the 1000 RPM interval.
4. Using the Straight-Line Curve Chart, go down the Degree Column until you come to the same degrees as you figured in step 3. The letters in the Spring Column will tell you which springs to use. The springs required for our example are an A & B.
5. Install the springs you have selected and reassemble your distributor.

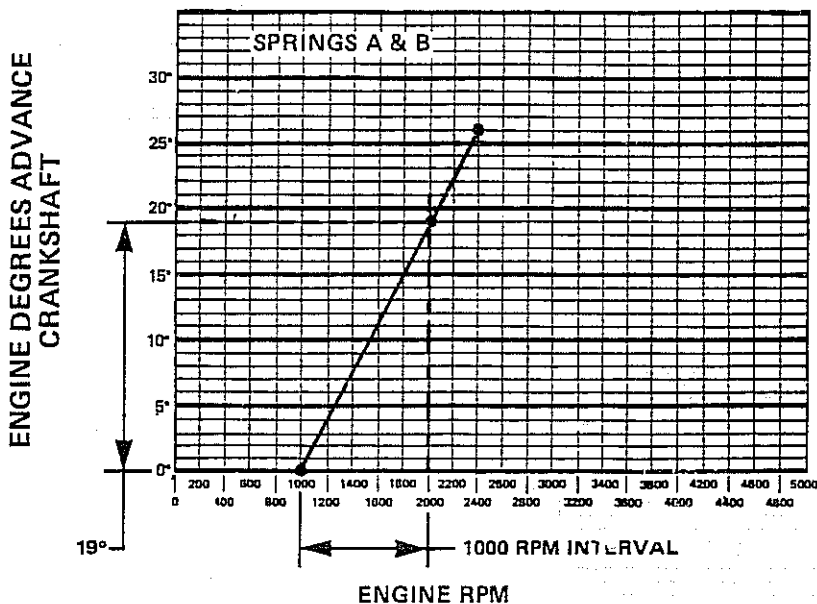


FIGURE 1

STRAIGHT-LINE CURVE CHART	
DEGREES	SPRINGS
7° or below	E-F
8½°	E-E
9°	A-F
9½°	B-F
10°	C-F
11°	D-D
12½°	C-D
13½°	C-C
14°	A-D
15°	B-C
16°	A-C
18°	B-B
19°	A-B
20°	A-A
20° to 26°	B*
28° & Up	A*

*NOTE: USE ONLY ONE SPRING.

6. In order to plot a Hop-Out Curve you must decide at what RPM you want your advance to start, what RPM you want your advance to slow down and at what RPM you want your total advance to finish. The curve in Figure 2 is an example; it starts at 600 RPM, slows down at 1500 RPM, and is fully advanced at 4400 RPM. Plot your curve on the graph in Figure 3.

(SEE REVERSE SIDE)

7. From where the curve starts mark off a 1000 RPM interval on the first leg of the Hop-Out Curve. This may not fall completely on the first leg so it may be necessary to extend it so that it does cover a 1000 RPM interval. Now count the number of degrees in the 1000 RPM interval.
8. When the number of the degrees are determined for the first leg of the Hop-Out Curve, the first spring to be used is shown on the top line of the Hop-Out Curve Chart marked "+A through +F springs." Use the spring in accordance with the degrees you have recorded. For the first interval of Figure 2 you would use a +D spring.
9. To determine the second spring, mark off a 1000 RPM interval on the second leg of the curve. Now count the number of degrees in the 1000 RPM interval. After determining the number of degrees for the second leg, go to the Hop-Out Curve Chart, locate the column that has your first leg degrees on it, then proceed down the column until you find the degrees that correspond to your second leg degrees. For the second interval of Figure 2, you would use a D and K spring. So for our example in Figure 2, you would use a D and K spring to get that particular curve.
10. Install the springs you have selected and reassemble your distributor.
11. Occasionally the perch plates located on the plate might have to be bent to obtain our tolerance of plus or minus two degrees on all advance curves.

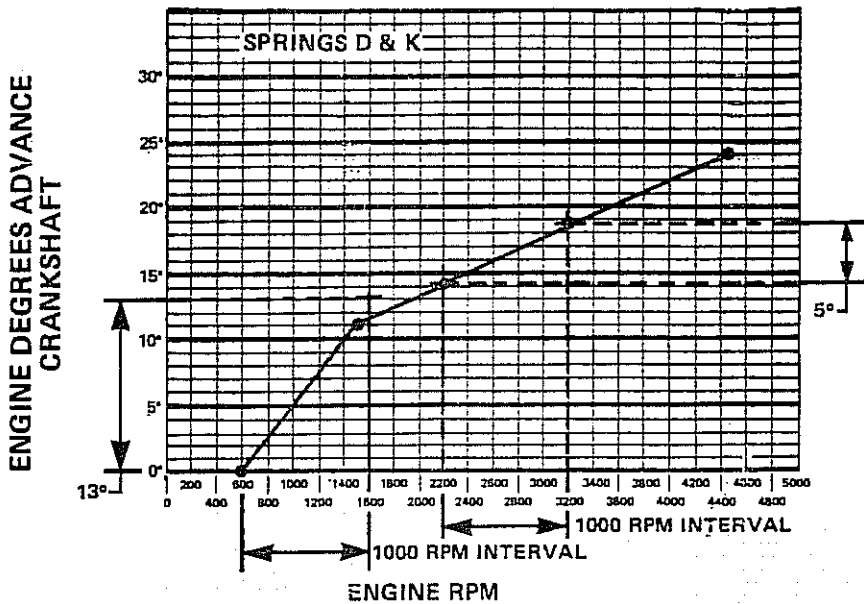
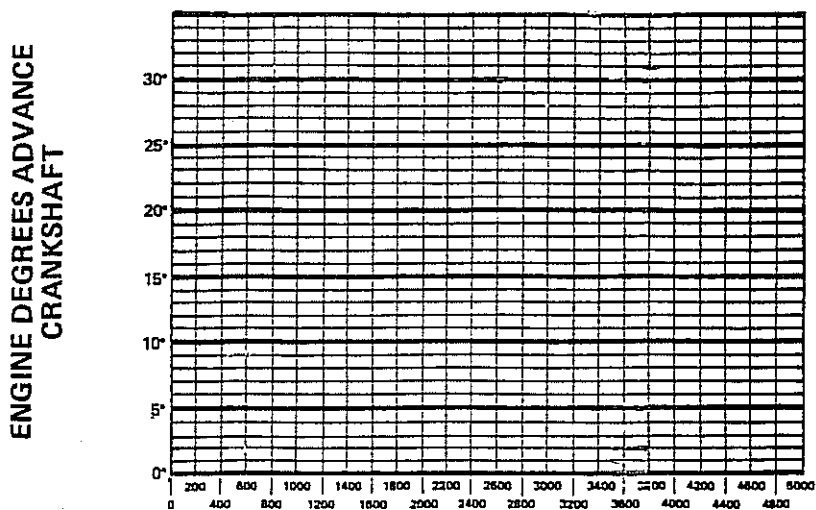


FIGURE 2

HOP-OUT CURVE CHART					
+ A 28° to 4° Up		+ B 20° to 26°		+ C 17° to 19½°	
DEGREES	SPRING	DEGREES	SPRING	DEGREES	SPRING
13°	G	13°	G	11½°	G
11°	H	10½°	H	9½°	H
9°	I	9°	I	8½°	I
7°	J	7°	J	6½°	J
4½°	K	4½°	K	4½°	K
3½°	L	3½°	L	4°	L
+ D 13° to 16½°		+ E 12°		+ F 9°	
DEGREES	SPRING	DEGREES	SPRING	DEGREES	SPRING
11°	G	9°	G	8°	G
9°	H	8°	H	7½°	H
8°	I	7°	I	7°	I
7°	J	6½°	J	6½°	J
5°	K	5°	K	4½°	K
4°	L	4°	L	4°	L



ENGINE RPM
FIGURE 3

SPRING COLOR CODE CHART	
SPRING	COLOR
A	RED
B	PURPLE
C	GREEN
D	BRONZE
E	BLACK
F	GOLD
G	ORANGE
H	BLUE
I	YELLOW
J	PINK
K	SILVER
L	WHITE



INSTALLATION INSTRUCTIONS

DEGREE KEY

The enclosed degree key adjusts the total advance in your Mallory® distributor with "YL" style advance. Most Mallory® 8 cylinder distributors come preset from the factory with 24 total crankshaft degrees advance. If more or less degrees of advance are desired, follow instructions for adjustment.

1. Remove contact point plate or Unilite® plate from distributor.
2. Remove E-clip and washer from distributor ("A" in Fig. 1A).
3. Remove advance plate assembly "B".
4. Loosen screws marked "D" so advance control arms "C" can be moved.
5. Insert degree key into advance slot to desired total advance (advance shown on degree key is in crankshaft degrees of advance as shown in Fig. 1B). Push arms "C" tight against advance key
6. and lock screws "D". Set both advance control arms "C" the same.
7. Re-assemble advance plate assembly to shaft. The advance weights will have to be moved out so advance pins fit into advance plate slots properly. (NOTE: There is a small shim washer on shaft which may come off shaft when advance plate and cam are removed. Be sure this shim washer is installed on the shaft before re-installing advance plate and cam assembly.)
8. Re-install washer and E-clip "A" over advance plate.
9. Re-install contact point plate or Unilite® plate. POINTS MUST BE RESET. Refer to distributor instructions for proper setting. Rev-Pol® and Double Life Distributor® Points must be set on a distributor test machine for proper setting and synchronization.
10. Re-install rotor.

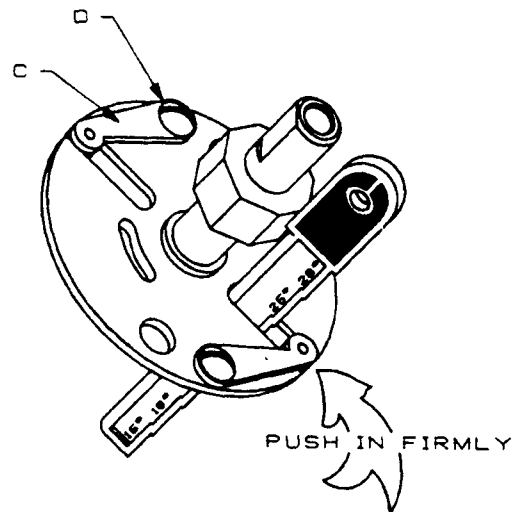
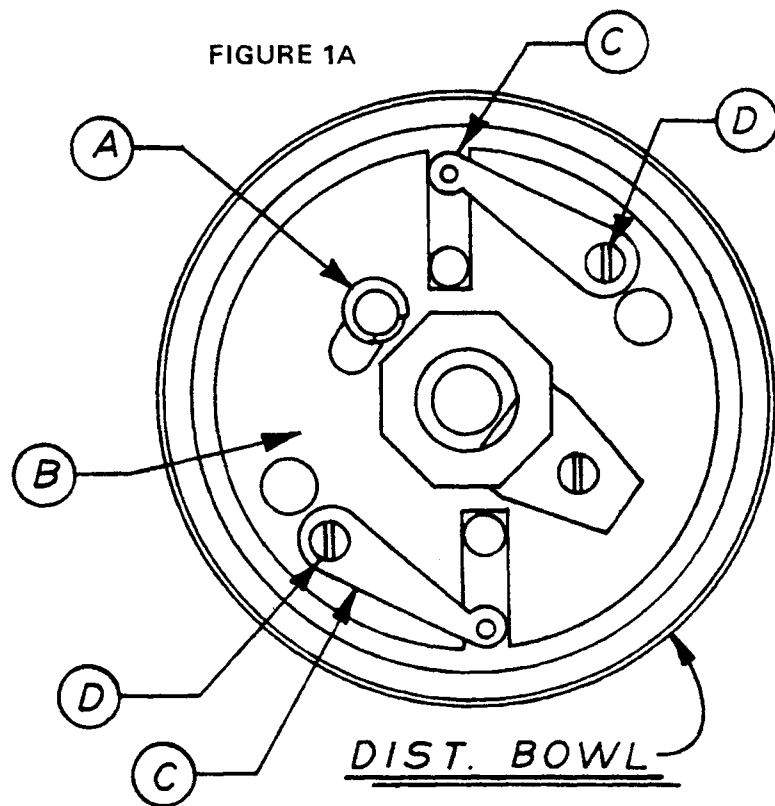


FIGURE 1B



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