

AMERICA'S IGNITION SPECIALISTS

Mallory

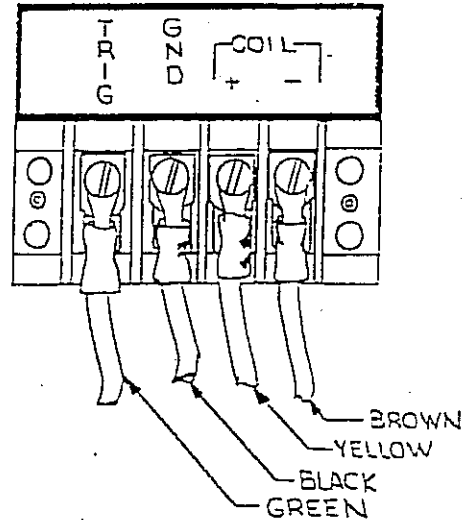
IGNITION

HyFire I
HyFire II
FOR OVER FIFTY YEARS

HYFIRE INSTALLATION INSTRUCTIONS

READ THIS SECTION FIRST!

1. Select a location for the HyFire box in the engine compartment making sure that the box is well away from hot engine components, such as exhaust manifolds, and in a fairly good air flow.
NOTE: DO NOT MOUNT BOX ON ENGINE.
2. Using HyFire box as a template, mark the spots for the four mounting holes, and drill them using a 5/32 drill bit.
3. Attach the box to the location using the four No. 10 sheet metal screws provided.
4. Supplied with the HyFire box are four preterminated wires. These are to be connected to the terminal block as follows:
Brown to terminal coil negative (-).
Yellow to terminal coil plus (+).
Black to terminal ground (GND).
Green to terminal trigger (TRIG).
(See figure 1.)
5. Before any wires are hooked up, disconnect the battery negative terminal to remove power from the system.
6. For proper operation, the coil plus (+) terminal must have full battery voltage during both crank and run. Therefore, if your vehicle has a ballast resistor or loom resistance wire, it must be bypassed with insulated wire of at least 16 gauge. Consult the appropriate service manual for your vehicle to accomplish this. In addition, the black wire, as noted below, MUST be connected to either the engine block or the battery terminal for best results.



To connect a HyFire in a standard point system, follow steps 7-12; for a Mallory Unilite system, follow steps 13-19; for Ford and Chrysler electronic systems, follow steps 20-25. Note that due to the dwell control characteristics of the HyFire, a small percentage of tachometers may not work properly when connected as shown. If your tach reads improperly, connect to the HyFire TRIG terminal. If you still have trouble, contact our service department.

The HyFire ignition system is optimized to work with suppressor type spark plug wire. If the ignition application is for a race vehicle in which solid wire is normally used, best results will be obtained by using a piece of suppressor wire between the coil and the distributor.

FIGURE 1
29026 - NO Resistor - w/ unilite
29026A - use Resistor or Bypassed

IMPORTANT! DO NOT USE HIGH INDUCTANCE AFTERMARKET COILS DESIGNED FOR POINT TYPE SYSTEMS, SUCH AS MALLORY 28675, 28720, AND ACCEL 14001.

IMPORTANT! MAKE SURE THAT ALL BALLAST RESISTANCES ARE REMOVED FROM THE COIL (+) LEAD, INCLUDING THOSE THAT MAY BE SUPPLIED WITH AFTERMARKET COILS.

STANDARD POINT IGNITION

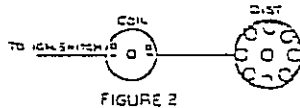


FIGURE 2

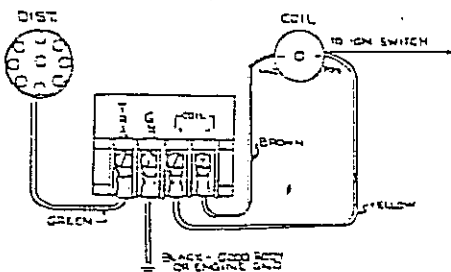


FIGURE 3

7. Disconnect wires connected between the distributor and the negative (-) terminal on the coil. (See figure 2.)
8. Connect brown wire (coil-) on HyFire box to the negative (-) terminal on the coil. Connect yellow wire (coil+) on the HyFire box to the positive (+) terminal on the coil. Try to route wires close to existing wires and away from hot engine components. (See figure 3.)
9. Connect black wire (GND) on HyFire box to a good body or engine ground point. This wire may also be connected directly to the negative (-) battery terminal. (See figure 3.)
10. Connect green wire (TRIG) on HyFire box to distributor connection or splice to wire on distributor. If the wire requires splicing, solder and tape connection to prevent shorting. Try to route wire close to existing wires and away from hot engine components. (See figure 3.)
11. If a tachometer is used, it should be connected to the coil minus (-) terminal.
12. Check all wire connections to be sure wires are attached to the proper places before reconnecting the battery.

MALLORY UNILITE IGNITION

- Disconnect Unilite red and green wires from the Coil. (See figure 4.)
- Connect brown wire (Coil-) on the Hyfire box to the negative (-) terminal on the Coil. Connect yellow wire (Coil+) on the Hyfire box to the positive (+) terminal on the Coil. Try to route wires close to existing wires and away from hot engine components. (See figure 5.)

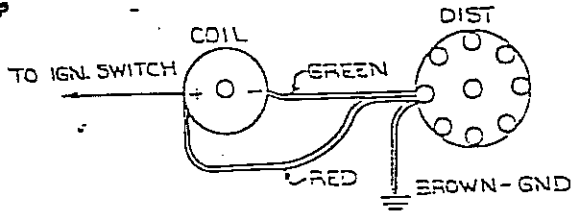


FIGURE 4

- Connect red wire from Unilite to the Coil+ terminal on the Hyfire box. (See figure 5.)
- Connect green wire from Unilite to the trigger terminal (Trig) on the Hyfire box. At this point the green wire that was installed in step 4 can be removed and discarded. (See figure 5.)
- Connect black wire (GND) on Hyfire box to a good body or engine ground point. This wire may also be connected directly to the negative (-) battery terminal. The brown wire from the Unilite can be connected to the GND terminal on the Hyfire box. (See figure 5.)
- If a tachometer is used, it should be connected to the coil minus (-) terminal.
- Check all wire connections to be sure wires are attached to the proper places before reconnecting the battery.

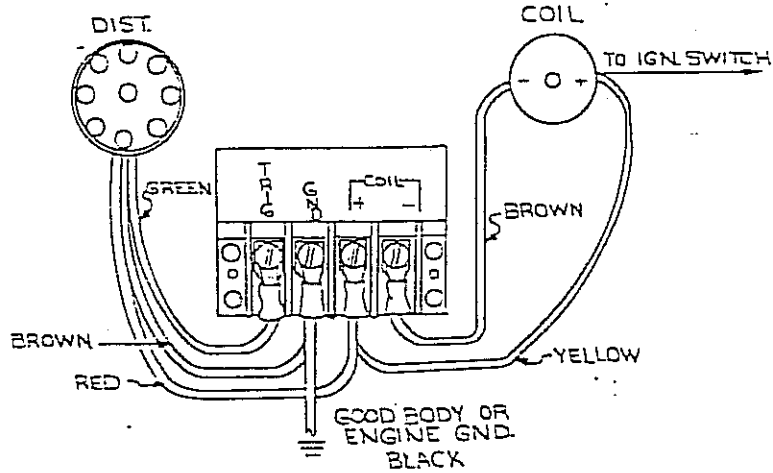


FIGURE 5

FORD AND CHRYSLER ELECTRONIC IGNITION

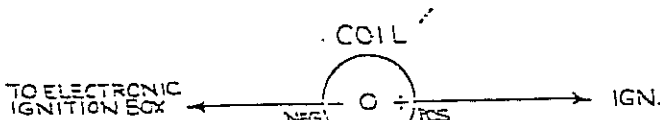


FIGURE 6

- Disconnect wire from negative (-) terminal on Coil. (See figure 6.)
- Connect brown wire (Coil-) on Hyfire box to the negative (-) terminal on the Coil. Connect yellow wire (Coil+) on the Hyfire box to the positive (+) terminal on the Coil. Try to route wires close to existing wires and away from hot engine components. (See figure 7.)

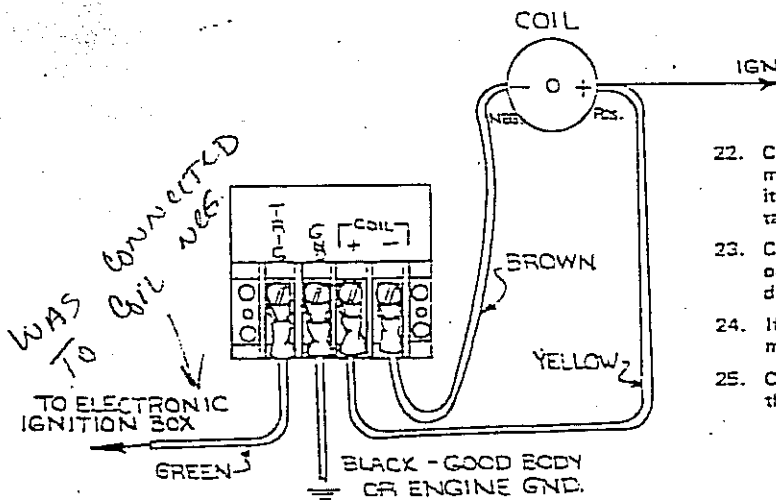


FIGURE 7

- Connect wire that was disconnected in step 20 to terminal marked Trig on Hyfire box. If wire is not long enough, splice it to green wire already installed on box. Be sure to solder and tape splice. (see figure 7.)
- Connect black wire (GND) on the Hyfire box to a good body or engine ground point. This wire may also be connected directly to the negative (-) battery terminal. (See figure 7.)
- If a tachometer is used, it should be connected to the coil minus (-) terminal.
- Check all wire connections to be sure wires are attached to the proper places before reconnecting the battery.