

# **INSTALLATION INSTRUCTIONS**

## **Mallory Unilite® Conversion Kit Chevy V8 - PN 503M**

**Warning:** The Unilite® Electronic Ignition is an extremely reliable unit. Caution must be taken that the wiring is done exactly as shown in the instructions. After the Unilite® Ignition is installed and **before you start the engine**, re-check the wiring according to the instructions. Mis-wiring will cause the Unilite® Ignition to fail immediately.

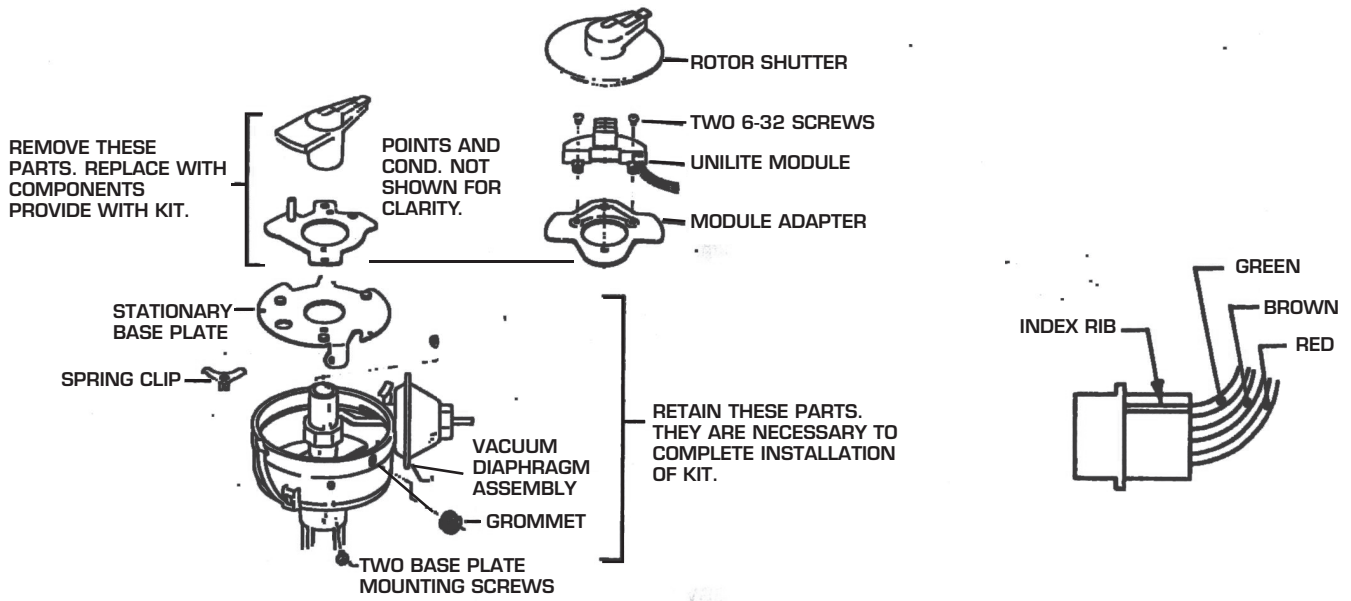
**Note:** If distributor location on engine allows easy access to the distributor, Unilite® Kit can be installed without removing distributor. Otherwise, distributor should be removed to install the Unilite® Kit.

### **INSTALLATION**

1. Remove the set aside distributor cap to allow clear access to distributor. Do not remove plug wires from cap. If it is not necessary to remove distributor from engine to install Unilite® Kit, remember rotor location so distributor can be reinstalled in engine with the rotor pointing to the same location as when distributor was removed.
2. Remove points, condenser, primary lead wire and rotor from distributor.
3. Remove points plate assembly from distributor housing. This can be done without removing Vacuum diaphragm.
4. With point plate assembly removed from distributor, disassemble upper point plate from lower stationary base plate by removing spring clip located beneath base plate.

**CAUTION:** Remove spring clip gently to avoid spring clip distortion.

5. To reassemble plate assembly, reverse process in Step 4, using new module adapter plate supplied (Figure 1).
6. Reinstall new plate assembly into distributor housing the same as original point plate. Be sure vacuum diaphragm arm is properly connected to movable plate.
7. Install Unilite® module, using the two 6-32 screws supplied.
8. Push supplied rubber grommet into hole inside distributor housing. Be sure flat on flange of rubber grommet is on the outside of the distributor housing facing upward. Push wires from module through rubber grommet.
9. Mount connector pins into plastic terminal pin housing supplied. Be sure wires are shoved into pin housing as shown in Figure 2. Shove pins into pin housing until a definite click is heard. Install rotor-shutter onto cam sleeve. Be sure it is sealed all the way down onto cam sleeve.
10. If distributor was removed from engine, install back into engine with the rotor pointing to the same location from which it was originally removed.
11. Install new distributor cap onto distributor housing. Holding original distributor cap near new distributor cap, remove plug wires one at a time, installing them into new distributor cap in the same connector sockets as removed from original cap. Be sure to do this one at a time so as to not change the firing order. Remove coil wire from original cap and install into new cap.
12. Engine is now ready to start. Using a timing light, adjust initial timing at idle. Vacuum line should be disconnected for this operation. Set timing as recommended by the engine manufacturer.

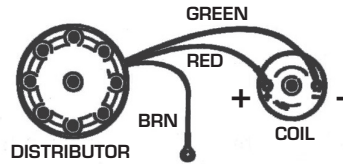
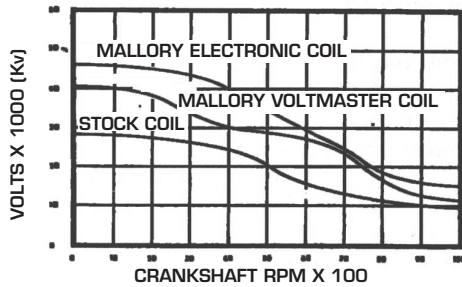


WIRING DIAGRAM FOR UNILITE CONVERSION KIT

RESISTOR NOTE: TO PREVENT COIL DAMAGE, THERE MUST BE A BALLAST RESISTOR CONNECTED IN SERIES BETWEEN THE IGNITION SWITCH AND COIL. ALL DOMESTIC CARS AND TRUCKS ARE DESIGNED WITH THIS RESISTOR, EITHER MOUNTED ON THE FIRE WALL OR HIDDEN IN THE WIRE LOOM IF THIS IGNITION SYSTEM IS INSTALLED IN AN ENGINE WHERE THERE IS NO RESISTOR, PART NO. 28127 MUST BE INSTALLED.

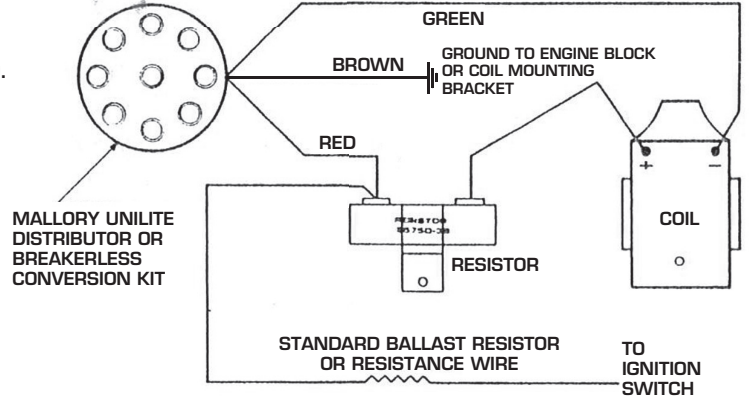
Figure 1

THE PERFORMANCE OF THE UNILITE IGNITION CAN BE GREATLY INCREASED BY THE INSTALLATION OF PART NO. 29150 MALLORY ELECTRONIC COIL. SEE GRAPH BELOW. INSTALL COIL AS PER UNILITE ELECTRONIC IGNITION INSTRUCTIONS.



FOR 29150, 29217 AND EXISTING BREAKER POINT TYPE COILS ONLY

GROUND DIRECTLY TO ENGINE BLOCK OR COIL MOUNTING BRACKET.



VOLTMASTER COIL PN 28675 WIRING DIAGRAM

INSTRUCTIONS FOR TESTING THE UNILITE ELECTRONIC IGNITION ON A SUN DISTRIBUTOR TESTER

USING A 6-VOLT LANTERN BATTERY, CONNECT UNILITE IGNITION TO SUN TESTER AS SHOWN IN DIAGRAM BELOW. WHEN CONNECT AS SHOWN, THE UNILITE IGNITION CAN BE TESTED IN THE CONVENTIONAL MANNER.

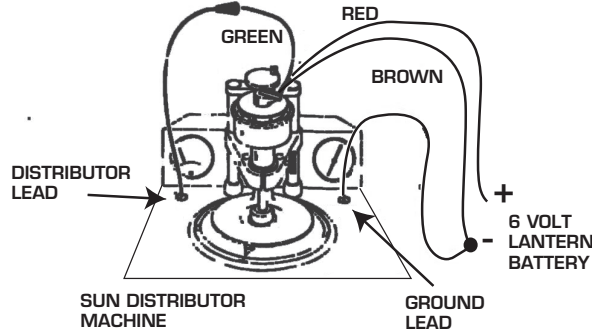


Figure 2

