



Mallory Tractor Distributor

Instruction guide for
Mallory Tractor Distributors offered as a Holley
replacement.



Your kit includes:

- (1) Coil pack (varies from model to model)
- (2) Ignition module and adapter plate (with hardware).
- (3) Encoder wheel with spacer.
- (4) 800 ohm spiral wound sparkplug leads and caps.
- (5) Instructions for wire harness.

Basic installation involves:

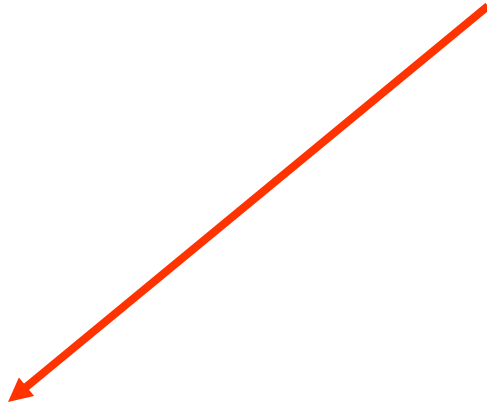
- Remove the stock points and timing parts.
- Install new adapters and adjust height correctly
- Connect the ignition wiring (leaving the coil power lead until after timing is set).
- Set #1 cylinder to TDC and calibrate timing using the encoder wheel.
- Install new coils using provided brackets or other suitable sturdy mount.

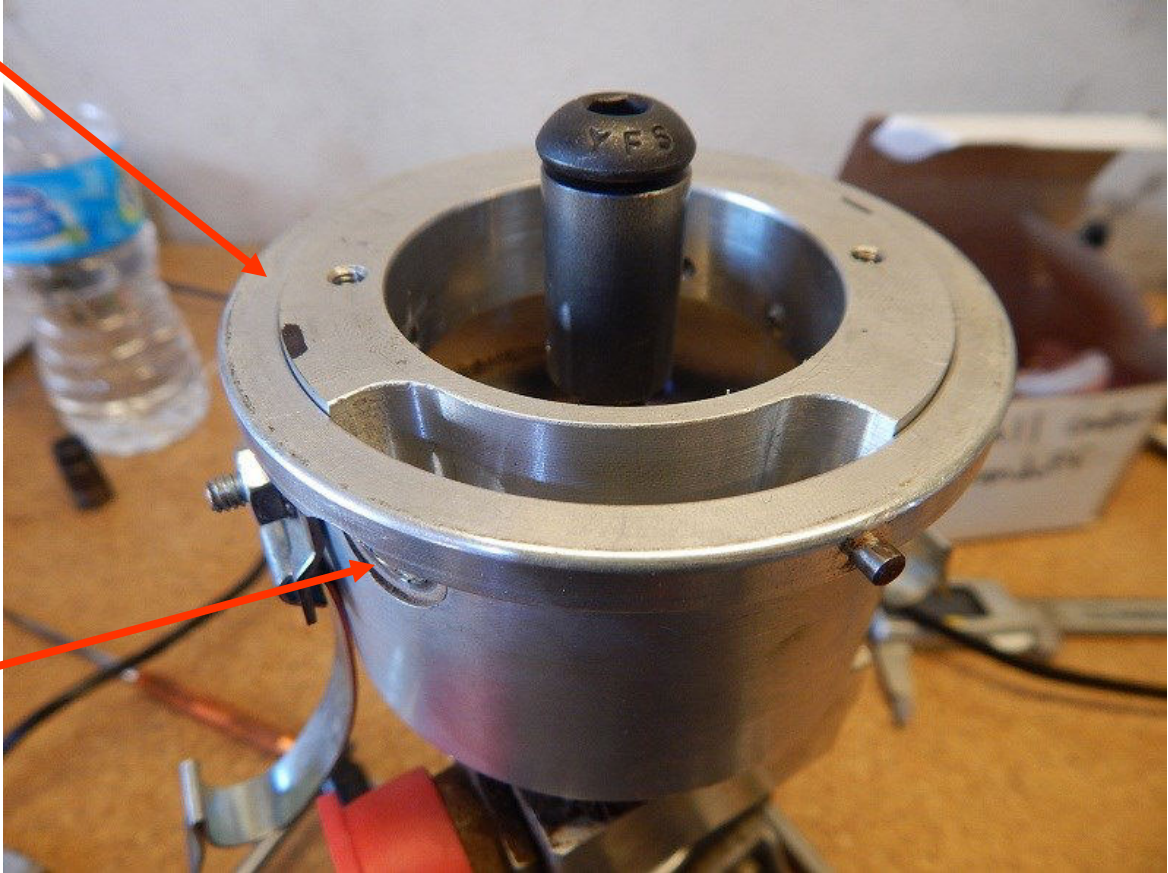
Step 1.

Disconnect your battery.

Remove the distributor cap. Remove the timing plate, mechanical timing weights/springs, and clean the inside of distributor if necessary.

There should be no parts left inside except the main shaft.



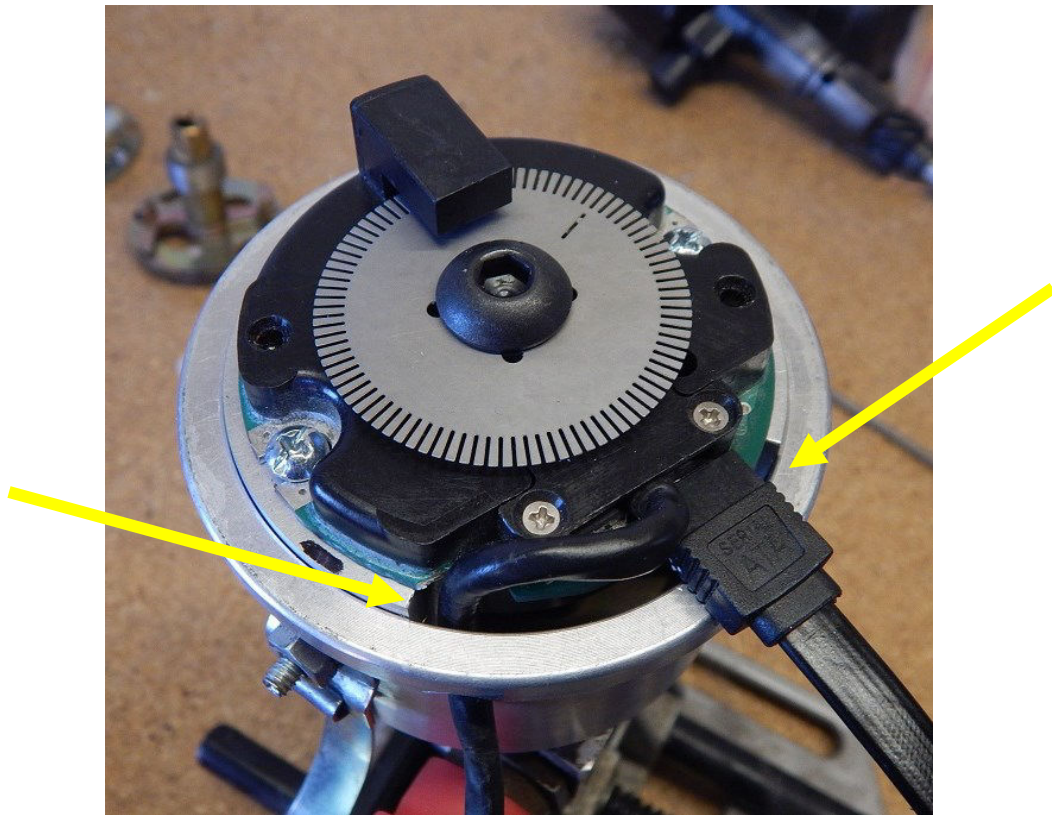


Step 2

Install the outer adapter with the top slightly above “flush” with the distributor top.

Be sure the cut out portion of the adapter allows the wires to exit the distributor and will allow a programmer cable to be installed onto the ignition module.

The programming port of the ignition module should be accessible with this configuration and will be shown on the next page.



If the wiring hole is aligned correctly, the ignition module programming port will also be accessible when the distributor cap is removed.

Once you install and adjust the height of the inner adapter so the encoder disc will not contact the module or reader, you can go back and firmly tighten all set screws.

Here is a picture showing the inner adapter that will hold the encoder disc. It should be adjusted after the outer adapter has been gently clamped in place.

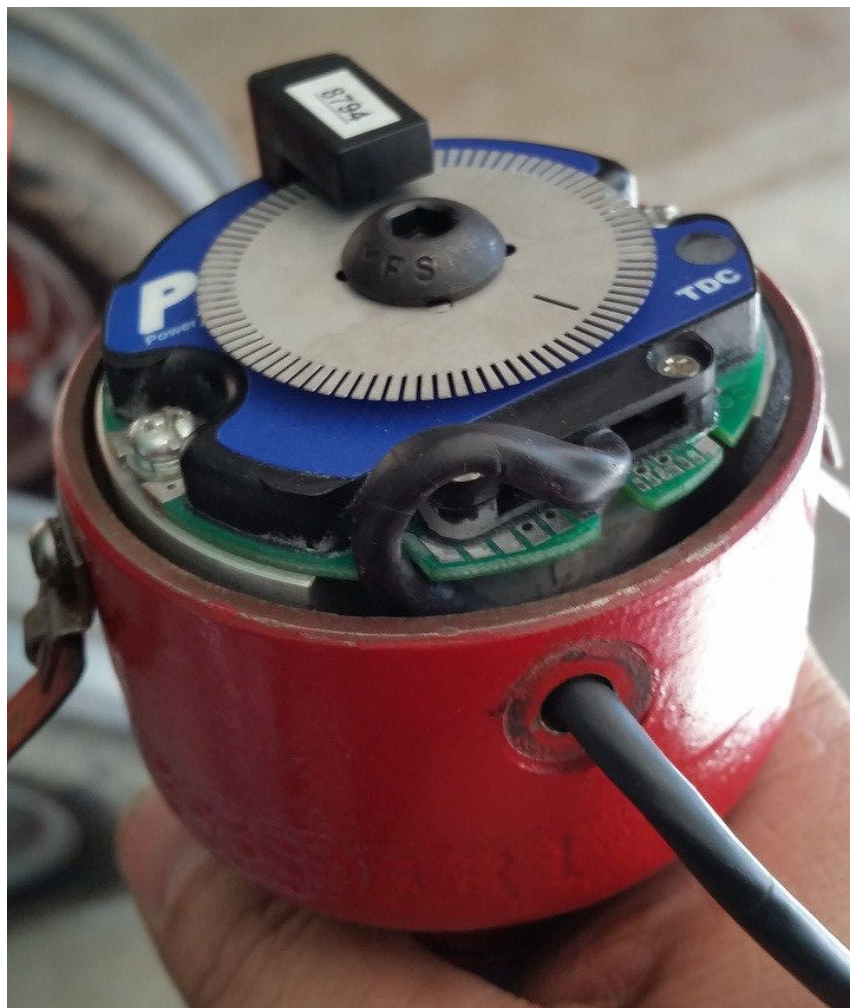


Step 3

Install both adapters by test fitting the ignition module. DO NOT over tighten the set screws. We recommend using a low strength thread locking agent. The encoder disc is very light and will not require much pressure to hold in place. If the center adapter rotates you have probably over tightened the center screw.

Carefully route the ignition wires out of the distributor. If you need to drill the hole larger take care to remove any sharp burrs that may damage the wires. Tuck the wires as shown so the programming port will be accessible.

This is a Farmall distributor but the routing is identical to the Mallory.



Step 4 Set timing.

Connect all leads EXCEPT power to the coils (unless every cap has a sparkplug installed and they are grounded to the engine). Place your engine #1 cylinder directly at TDC. The more accurate you are now, the better our timing curve works. Take your time and seek professional help if you are unsure what you are doing.

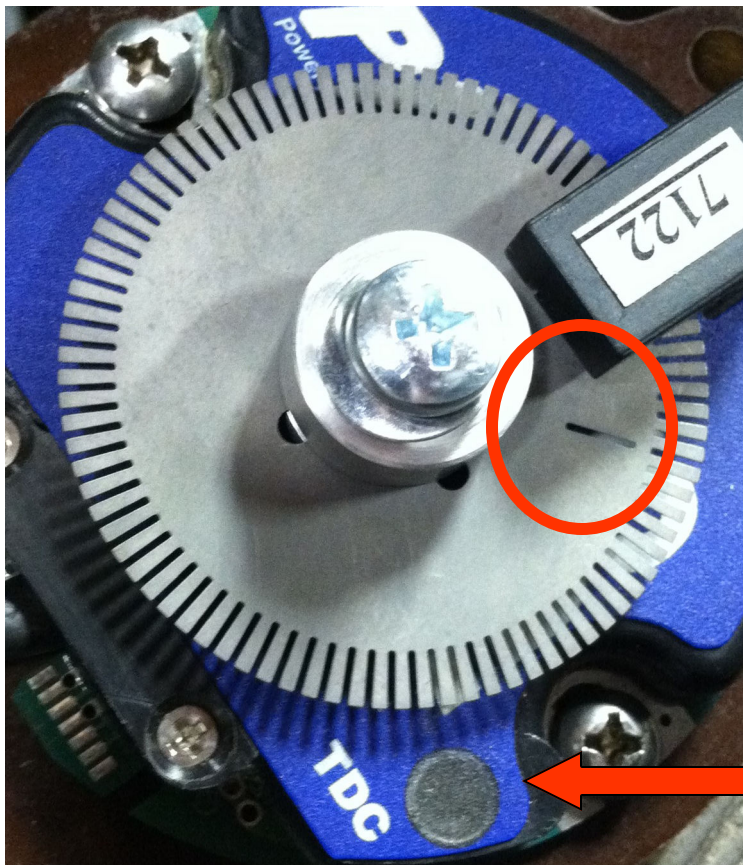
Do not connect power to the coils until timing is set. You want power to our ignition module but not to the coil until you are ready to run the engine.

Here is the sequence for toggling between the pre-programmed curves:

<u>BLUE</u>	<u>BROWN</u>
GROUND	GROUND
GROUND	UNGROUND
UNGROUND	GROUND
UNGROUND	UNGROUND

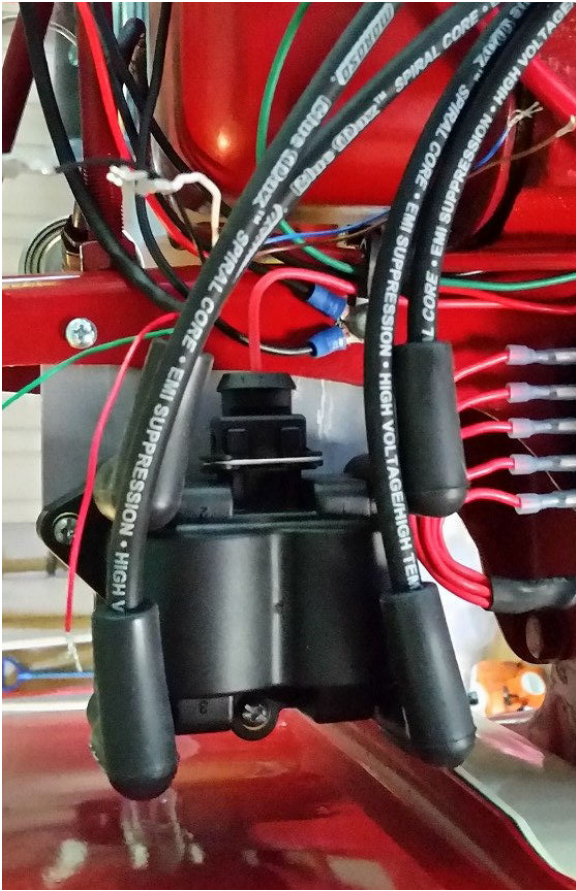
Turn on power. As you turn the encoder disc, there is a small "single" slot that will be rotated under the reader. As this happens the LED timing light will come on. Hold in place and tighten the center bolt KEEPING THE LIGHT ON as you are securing the disc.

Once this is done, your timing is set. Connect power to the coils using the nuts indicated with red paint and the (+) and coil triggers are indicated with a (-) mark. Now you can start the engine.



LED light comes on when the slot (shown in red circle) is directly under the reader.

Sample pictures showing coil mounting.

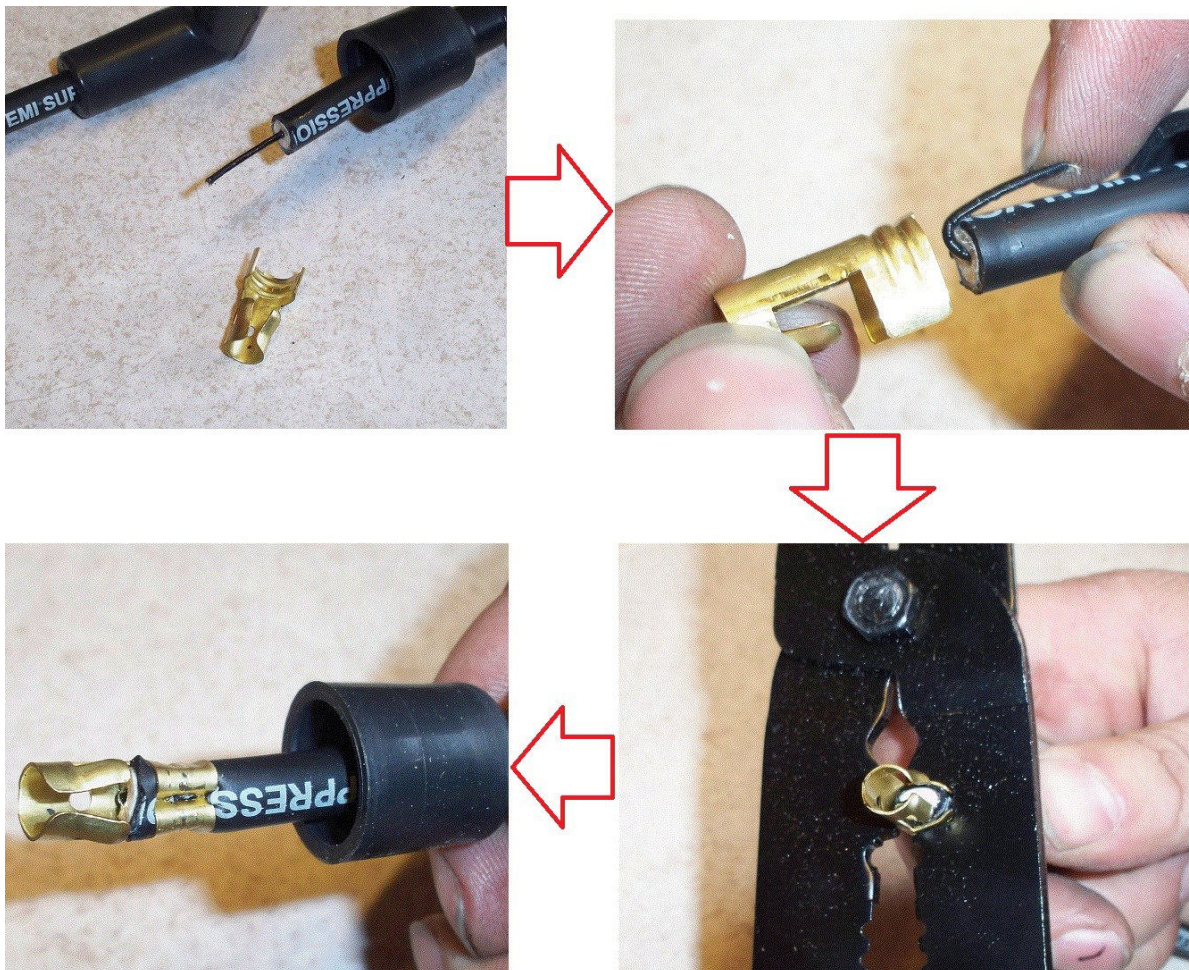


Typically you will need to take our 40 inch long sparkplug leads and cut/crimp them to the proper length. Many times the kit is designed to cut one lead into two shorter ones.

Please contact us if you are going to have issues crimping leads. If you know where the coil will be mounted you can determine the correct length needed.

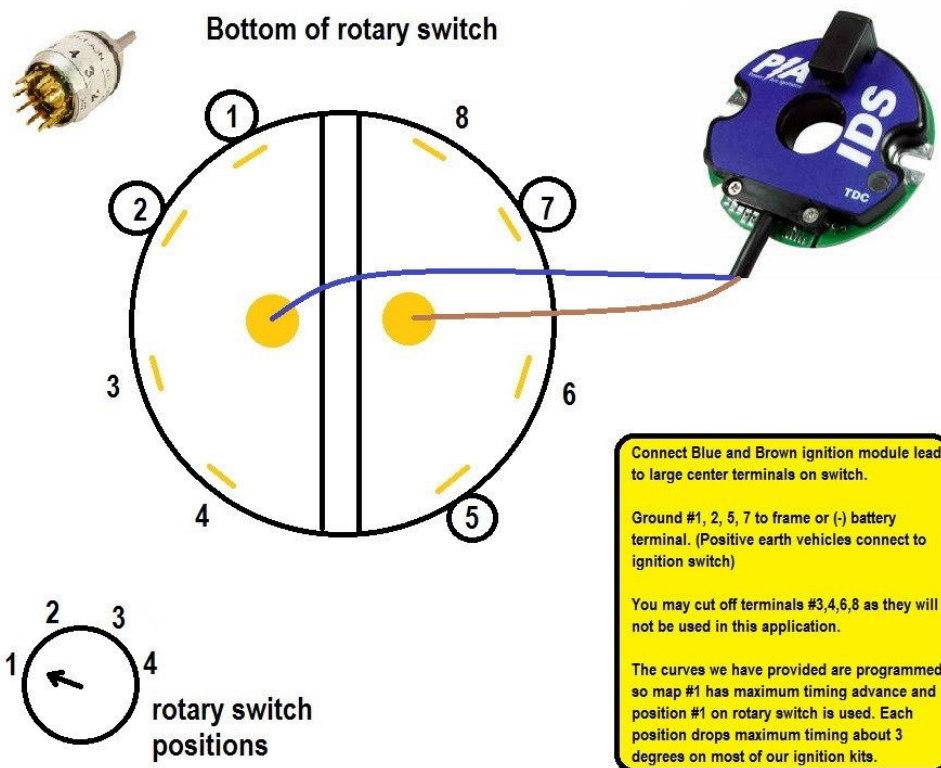
DO NOT use any sparkplug lead except those which are provided in the kit.

Severe damage or failure of the ignition could occur. Use resistor sparkplugs or resistor caps as well.



To change between the four (4) timing maps programmed into your C5 ignition module you can use a pair of toggle switches, a VOES, or a rotary switch.

We use and recommend Greyhill brand military spec switches. Here is how we install the switch to change timing maps. Using this switch, you can even change maps while driving.



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920-403-0555

**GREYHILL SWITCH
50KM45-01-2-04N**

Works with our C2, C3, or C4 modules.

Thank you for supporting American small businesses such as ours.

We have put forth great effort to design and build a quality product. We encourage suggestions or improvements to the kit and/or instructions.

-C5 Performance Inc.

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