

# **INSTALLATION INSTRUCTIONS**

## **Mallory Unilite® Conversion Kit Chrysler 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:** The Unilite® Kit can be installed without removing the distributor if there is room to do so. Otherwise, remove the distributor to install the Unilite® Kit.

### **INSTALLATION**

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

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

5. To reassemble plate assembly, reverse the process in Step 4, using the new module adapter plate supplied (Figure 1).
6. Reinstall new plate assembly into distributor housing the same as the original point plate. Be sure the vacuum diaphragm arm is properly connected to the movable plate.
7. Install Unilite® module, using the two 6-32 screws supplied.
8. Push supplied rubber grommet into the hole inside distributor housing. Be sure the flat in front of the rubber grommet is on the outside of the distributor housing facing upward. Push wires from the module through the 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 down onto the cam sleeve.
10. If the distributor was removed from the engine, install back into the 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 the original cap. Be sure to do this one at a time to not change the firing order. Remove coil wire from the original cap and install it into the new cap.
12. Engine is now ready to start. Using a timing light, adjust initial timing at idle. The vacuum line should be disconnected for this operation. Set timing as recommended by the engine manufacturer.

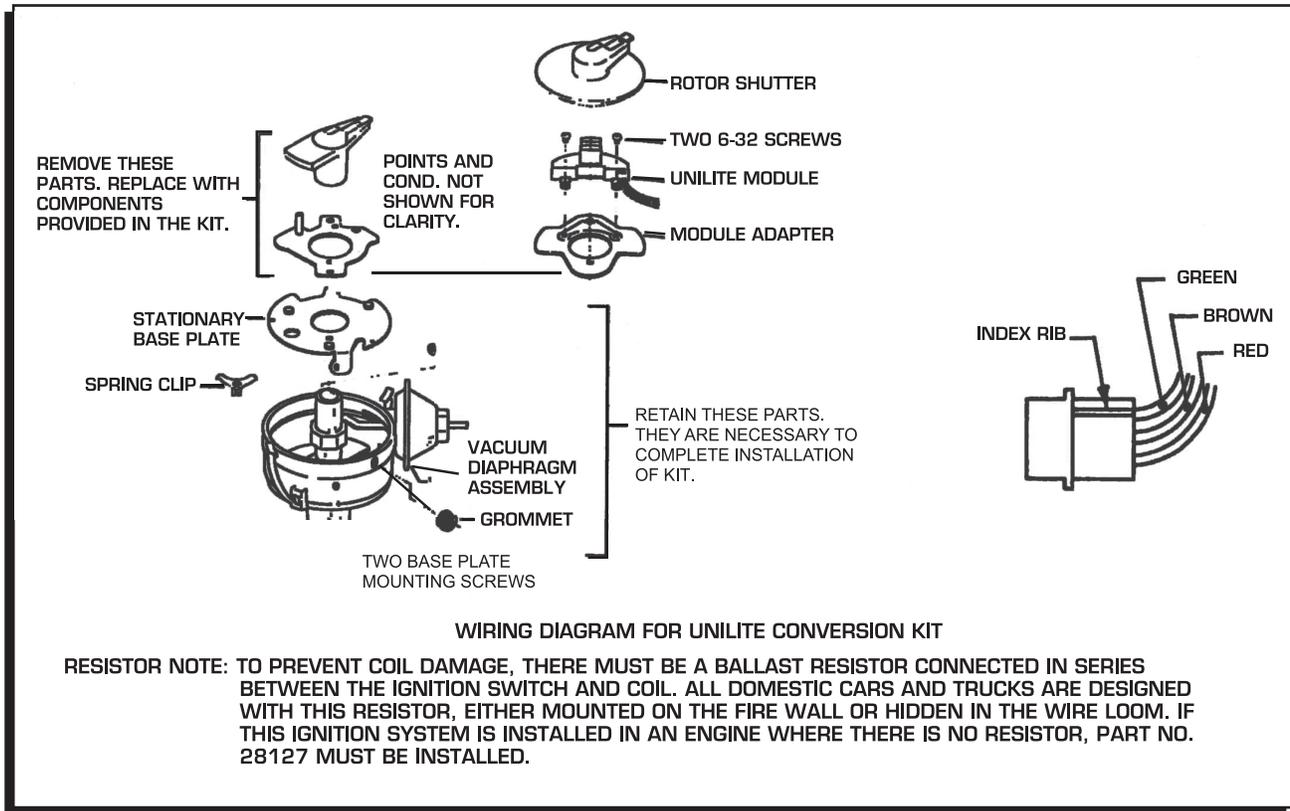
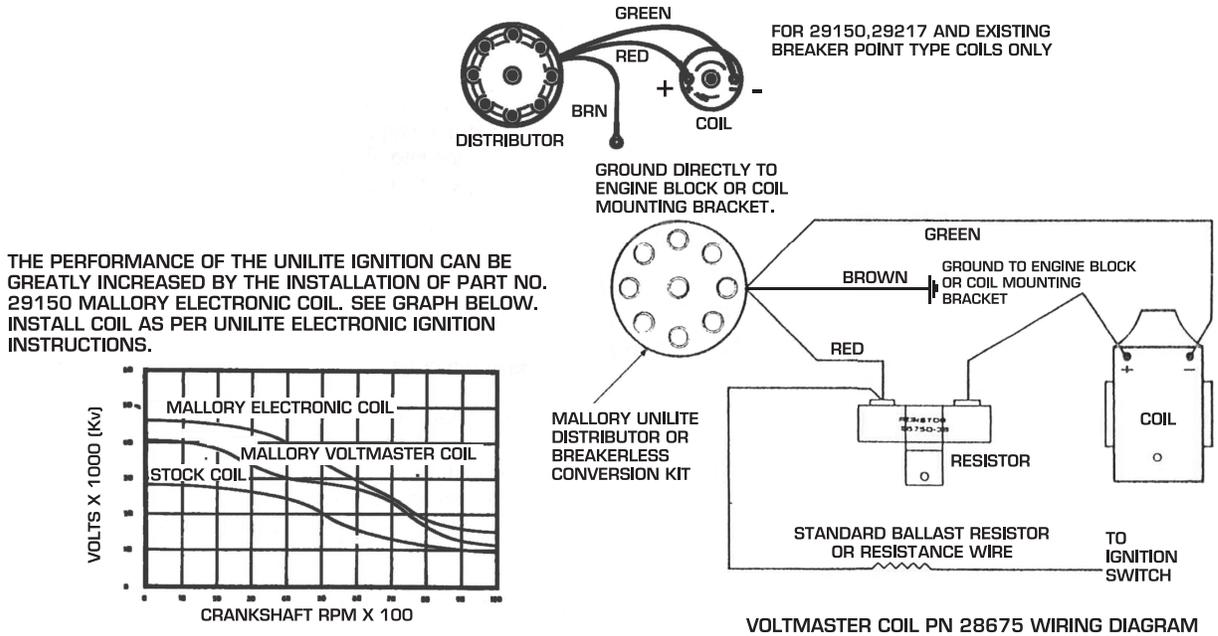
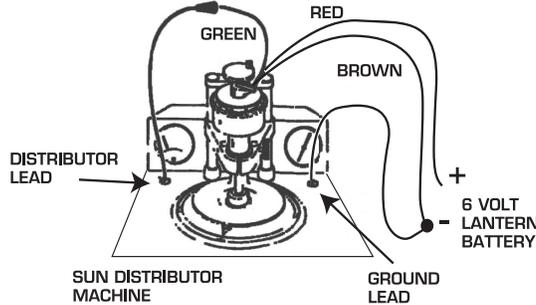


Figure 1



**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**

