



PERFORMANCE
PRODUCTS
2010 CATALOG



Mallory Electric of Toledo, Ohio was incorporated on Friday, February 13, 1925. Mallory Electric manufactured its products at 1742 Nicholas Building, Toledo, Ohio. Its founder, Marion Mallory, Sr., moved the company to 12416 Cloverdale Avenue, Detroit, Michigan in August of 1935. This initial move from Toledo to Detroit was made due to the company's enormous growth in the early thirties and the need to be closer to the Ford Motor Company. Marion Mallory Sr. had established ties with his close friend Henry Ford, and together they designed the ignition system for the 1932 Ford V8. Ford Motor Company placed an order with Mallory for one million distributors for its new V8. Mallory supplied much of the "original-equipment" ignition components for Ford through 1948. Even today, Mallory continues to build performance ignition products for Ford Motor Company vehicles. By the late 1960's the Detroit plant had become too small and "Boots" Mallory began moving his father's company to Carson City, Nevada in 1969. Ten of the Mallory Electric Company's nearly one hundred personnel and their families moved from Michigan to Nevada to help the company get re-established. Within a short period of time, the entire company was located at what was then 1801 Oregon Street, Carson City, NV.

Marion Mallory, Sr. was born on April 4, 1893 in Nevada, Missouri. He has held hundreds of patents in the automotive field since 1916. He first held patents under his own name, and then used the name "Mallory Research Company". After 1925, all of his patents were under the name Mallory Electric Corporation. Mallory has patents on items such as electrical systems, shock absorbers, internal combustion engines, ignition coils, ignition timers, ignition systems, governors, air inlet devices, carburetors, and even children's toy race tracks to name a few. Mallory's specialty was ignitions and fuel timing systems but he also invented a breakerless magneto and improved distributors and coils. His patents are held in several countries, including the United States, Canada, Great Britain, France and Germany. Many of the patents have been licensed to other manufacturers. For many years, Marion Mallory, Sr. was second only to Thomas Edison in patent holdings.

Mallory has always been involved in the development and sponsorship of auto racing. The Mallory ignition system first won the Pikes Peak Hill Climb on a Stutz in 1926. The Socony Expedition chose Mallory ignitions for their trek to Moose Factory (the second oldest town in Canada 16 degrees from the Arctic Circle) where no vehicle had ever gone before. Mallory was particularly active in the 1930's at Indianapolis. Wilbur Shaw finished second, driving No.17, the "Mallory Special", at the Indianapolis Speedway in 1933 with a top speed of 100 M.P.H., equipped with a regular Mallory distributor and D.S.M. coil. Mallory continued to set records at "The Brickyard" for many years, including winning more than 16 consecutive races between 1961 and 1983. For years, Mallory has also been involved in other types of motorsports, including drag racing, sprint car racing and NASCAR. For more than 20 years, the Mallory "SUPER-MAG" ignitions won nearly every N.H.R.A. event in Top Fuel Dragsters and Funny Cars. Mallory provided trackside technical support for its products from its 53-foot racing services trailer. This support vehicle and the involvement of our technicians have helped to keep Mallory, Inc. abreast of all the changes and developments in the industry. Customer service and innovation have always driven Mallory to success.

The Mallory's sold their company to W.R. Grace, Inc in 1976, and "Boots" Mallory was retained as company president. At that time W.R. Grace, Inc., also owned Mr. Gasket, and decided to form a marine products division which combined the marine products from both companies into one catalog in 1980. Mallory had been manufacturing marine ignition products since 1950. W.R. Grace, Inc. sold the Mallory Electric Corporation in 1981 to Super Shops, Inc. Super Shops, Inc. continued to build on the company's name and racing heritage with its race teams and sponsorship. Echlin, Inc. acquired Mallory Inc. from Super Shops on April 22, 1998, and was made a division of Mr. Gasket. In July of 1998, Echlin, Inc. merged with the DANA Corporation into their Engine Controls Group. The manufacturing of the Hurst and ACCEL product lines were then moved from Mr. Gasket headquarters in Cleveland, Ohio, to the Mallory facility in Carson City, Nevada. This facility, at 550 Mallory Way, (in 1980 the city granted the address change to Mallory Way) had once again joined Mr. Gasket and continued to build on the company's great history and superior products. DANA Corporation sold Mr. Gasket Inc., on March 29, 2001, which included Mallory Inc., to the investment group Performance Products International LLC (PPI). In April of 2007 the announcement was made that once again the Mr. Gasket company would be sold. After positioning themselves to make an attractive package to sell, Mr. Gasket sold off two of its long standing divisions: Erson Cams and Hurst Shifters. This reduced the company's size enough to close the Carson City Facility and move the entire operation to Cleveland, Ohio. On August 1, 2007 Prestolite Wire Corporation of Southfield, Michigan purchased Mr. Gasket, and changed its name to Prestolite Performance. Prestolite Performance is now the umbrella for what was the Mr. Gasket Performance Group. Prestolite Performance includes Mr. Gasket, Hays, Lakewood, ACCEL, Mallory, Mallory Marine, and Prestolite Wire. The move to Ohio was completed in January of 2008, and after more than eighty years as a leader of performance automotive ignitions, Mallory is back in Ohio where it all started.

MALLORY IGNITIONS HAVE WON 18 INDY 500 RACES & COUNTLESS OTHER RACES!

This Type Of MALLORY IGNITION MAGNETO SYSTEM has won the Indy 500 for 15 consecutive years under:

Name	Year	Car	Speed
Wesley	1935	1935 Stutz	100.000
W. Scott	1936	1936 Stutz	101.700
W. Scott	1937	1937 Stutz	101.700
W. Scott	1938	1938 Stutz	101.700
W. Scott	1939	1939 Stutz	101.700
W. Scott	1940	1940 Stutz	101.700
W. Scott	1941	1941 Stutz	101.700
W. Scott	1942	1942 Stutz	101.700
W. Scott	1943	1943 Stutz	101.700
W. Scott	1944	1944 Stutz	101.700
W. Scott	1945	1945 Stutz	101.700
W. Scott	1946	1946 Stutz	101.700
W. Scott	1947	1947 Stutz	101.700
W. Scott	1948	1948 Stutz	101.700
W. Scott	1949	1949 Stutz	101.700
W. Scott	1950	1950 Stutz	101.700

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Note that Mallory Ignition products are designed and engineered to work best TOGETHER AS A SYSTEM to provide maximum performance and reliability. For the absolute BEST PERFORMANCE, use only Mallory Ignition products.

Mallory has been the leading manufacturer of automotive and marine distributors for nearly 85 years. No other company can cover the wide range of applications, PERIOD!

The following chart is to aid in selecting the right distributor for a particular application. This quick reference guide is designed to allow you to quickly find special features that you want in a distributor.

All Electronic

12 Series Max Fire Distributors feature state of the art, all electronic advance distributors with a built-in Multi-strike Capacitive Discharge Ignition plus boost proportional retard, fully adjustable electronic rpm and vacuum advance curves, on board rev limiting, and many more features.

22 Series E Fire Distributors feature state of the art, all electronic advance distributors with a built-in rev limiting plus boost proportional retard, fully adjustable electronic rpm and vacuum advance curves, and many more features. They are ready to drop in and run- no additional ignition controls required

Professional Competition - *Requires a Capacitive Discharge Ignition Box*

20 Series Front Drive Distributors must be used with Jesel type belt drive, crank trigger, and HyFire Ignition box.

65 Series Crank Trigger Distributors have the optimum in timing stability because the timing signal is based right off of the crankshaft.

66 Series CT Distributors have dual magnetic triggers and are designed to be used with HyFire and CT Pro capacitive discharge ignitions systems. These are especially popular for racing applications.

84 Series Distributors have magnetic triggers and are designed to be used with HyFire capacitive discharge ignitions systems. They also have mechanical advance. These are especially popular for racing applications.

Street and Competition

32 Series Distributors have magnetic triggers and are designed to be used with HyFire capacitive discharge ignitions systems. They also have mechanical advance. These are especially popular for racing applications. However, they cannot run with just a coil since they lack the ability to fire the coil directly.

42 Series use Mallory's MBI (magnetic breakerless ignition) triggering system and the other features of the group above, but they have vacuum advance along with mechanical advance.

75 Series are based on GM's 4 pin HEI with the ignition coil in the distributor cap and a simple 1-wire hook-up. The high output module features an easy-to-adjust rev limiter.

Street

23, 24, 25 and 26 Series are mechanical advance point style distributors.

27 Series is also a point style distributor with mechanical advance, but it includes vacuum advance which helps part throttle driveability.

37, 38, 45 and 46 Series Distributors use Mallory's Unilite® module and can trigger either a HyFire capacitive discharge ignition or be run with just a coil. They have mechanical advance, but no vacuum advance.

47 Series also use Mallory's Unilite® triggering system and the other features of the group above, but they have vacuum advance along with mechanical advance.

50 and 57 Series Distributors use Mallory's MBI (magnetic breakerless ignition) triggering system with mechanical advance, but no vacuum advance. **57 Series** also use Mallory's MBI triggering system and the other features of the group above, but they have vacuum advance along with mechanical advance.

Performance Replacement and OEM Fuel Injection

78, 79 and 80 Series are designed to work with factory fuel injection systems used on popular Ford and GM V8 engines. The output of the distributor works the factory computer system making them the ideal plug-and-play upgrade on these engines

85 Series are based on GM's 4 pin HEI with the ignition coil in the distributor cap and a simple 1-wire hook-up.

Specialty

61 and 95 Series work with popular aftermarket fuel injection systems such as those offered by Edelbrock and others. These distributors use a Hall-effect triggering system. Check with the FI system's manufacturer to make sure the distributor is suitable.

DISTRIBUTOR GUIDE

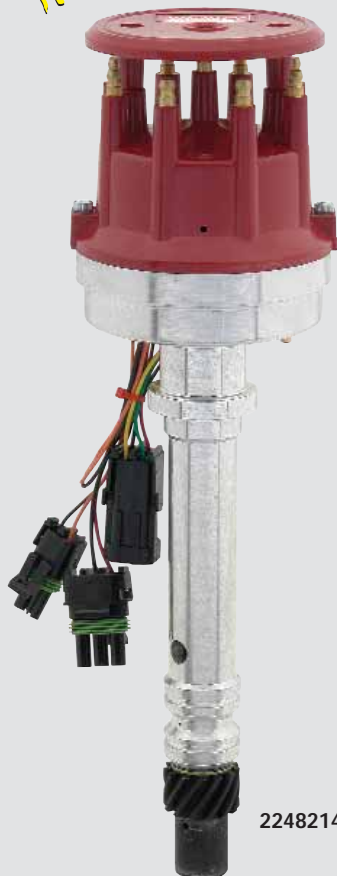


Dist. Series	Cat Page No.s	Ready To Run	CD Box Required	OEM ECM/ECU Trigger	Trigger Style	Billet Housing	Bearing Bushing Combo	Locked Adv.	Cent. (Mech.) Adv.	Vac. Adv.	Boost Retard	Mech. Tach Drive	Comp 9000 Pro Cap	Large Stack Cap	Small Stack Cap	Female Socket Cap	Flat Cap	OEM Style Cap
ALL ELECTRONIC																		
12	5	X			Hall	X	X		X	X	X		X	X				
22	4	X			Hall	X	X		X	X	X		X	X				
PROFESSIONAL COMPETITION																		
20	10				None	X		X					X					X
65	8				None	X		X					X					X
66	7		X		Mag	X	X	X					X	X				
84	6		X		Mag	X	X	X	X				X	X				
STREET and COMPETITION																		
32	12		X		Mag	X	X		X						X			
42	13	X			MBI	X	X		X	X					X			
75	11	X			Mag	X	X			X								X
STREET PERFORMANCE																		
23	19-21	X			Points	X										X		
25	19-26	X			Points	X										X	X	
26	19-20	X			Points	X						X				X		
27	19-21	X			Points	X				X						X		
37	15-16	X			UniLite	X										X	X	
38	15	X			UniLite	X						X				X		
45	15-17	X			UniLite	X										X		
47	15-27	X			UniLite	X				X						X		
50	15-27	X			MBI	X						X				X		
57	15-16	X			MBI	X				X		X				X		
PERFORMANCE REPLACEMENT and OEM FUEL INJECTION																		
78	23			X	Hall	X												X
79	23			X	Hall	X							X					
80	23			X	Mag	X												X
85	24	X			Mag	*				X								X
SPECIALTY FUEL INJECTION																		
61	25		X		Hall	X						X				X		
95	25		X		Hall	X							X	X				

Note- Some special features listed may not be available on all part numbers.
 *Indicates Combination Cast Upper & Billet Lower Housing



E-FIRE DISTRIBUTORS



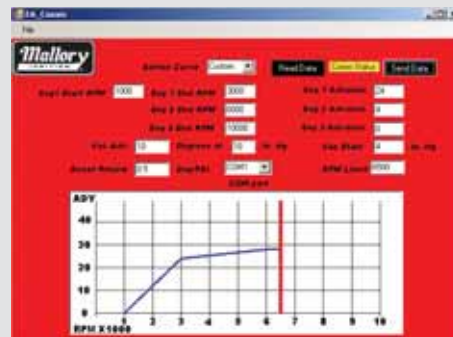
2248214



Features At A Glance:

- High Energy Inductive Storage – **7.5 Amp Maximum Current**
- All Electronic RPM Based and Vacuum Based Advance Curves
- Select from 7 Preprogrammed Performance Advance Curves or Custom Build Your Own
- Digital Rev Limiting
- Boost Proportional Retard for Supercharged or Turbocharged Engines (3 BAR MAP Sensor Built-in); 0.1-2° per pound of boost with maximum 15°
- Hall Effect Triggering for Maximum Timing Accuracy at any RPM
- Combination Ball Bearing & Bushing Shaft Support for Maximum High RPM Stability
- Convertible between Standard or Large Diameter COMP 9000 Cap
- Complete with Windows Based Software for Total Adjustability
- Ready to Drop in And Run - No Ignition Box Required
- For best performance use 29440 or 30440 coils
- Also programmable with optional hand held controller, 29124

Windows Based Software



E-FIRE DISTRIBUTORS

ENG YEAR	CYL	ENGINE	PART NO.
CHEVROLET - Includes All Distributor Equipped Engines except LT Series			
1955-96	V8-RH	262-454, 502 except 348-409, LT Series Rocketblock, Tall Block and Merlin/Superblock w/ Small Stack Cap	2248214
1955-96	V8-RH	262-454, 502 except 348-409, LT Series Rocketblock, Tall Block and Merlin/Superblock w/ COMP 9000 Cap	2248204
FORD MOTOR COMPANY - Includes Lincoln, Mercury, and Light Trucks			
1968-95	V8-LH	351C/M, 400, 429, 460 w/COMP 9000 Cap	2256704
1969-95	V8-LH	351W w/Comp 9000 Cap	2255404
1962-1995	V8-LH	221, 255, 260, 289, 302W	2255104

TUNE UP PARTS

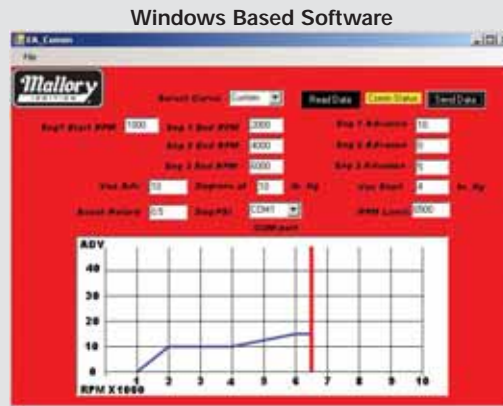
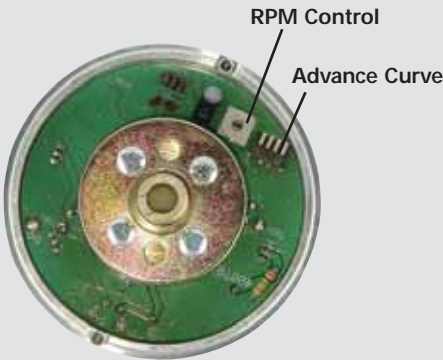
22 Series- With Stack Cap (Standard)					
Cap 205M	Rotor 29792	Wire Retainer 29314	Cap Adapter -	Optional Controller 29124	
22 Series- With COMP 9000 Cap (Large)					
Cap 29745	Rotor 29736	Wire Retainer 29744	Cap Adapter 29748	Optional Controller 29124	

MAXFIRE DISTRIBUTORS



Features At A Glance:

- Combines a High Output CD Ignition and Full Electronic Distributor
- Micro Processor Controlled Multi Spark Digital CD
- 480 primary voltage output, 115mJ spark energy
- All Electronic RPM Based and Vacuum Based Advance Curves
- Select from 7 Preprogrammed Performance Advance Curves or Custom Build Your Own
- Digital Boost Proportional Retard for Supercharged or Turbocharged Engines (3 BAR MAP Sensor Built-in); 0.1-2° per pound of boost with maximum 15°
- On Board Digital Rev Limiting; adjustable from 4500-8000 RPM in 250 RPM increments
- All Billet CNC Machined Components
- Hall Effect Trigger for Maximum Timing Accuracy at any RPM
- Combination Ball Bearing & Bushing Shaft Support for Maximum High RPM Stability
- Convertible between Standard or Large Diameter Caps
- Complete with Windows Based Software for Total Adjustability
- Ready to Drop in and Run - No Ignition Box Required
- For best performance use 29440 or 30440 coils
- Also programmable with optional hand held controller, 29124



MAXFIRE DISTRIBUTORS			
ENG YEAR	CYL	ENGINE	PART NO.
CHEVROLET - Includes All Distributor Equipped Engines except LT Series			
1955-96	V8-RH	262-454, 502 except 348-409, LT Series Rocketblock, Tall Block and Merlin/Superblock w/ Small Stack Cap	1248214
1955-96	V8-RH	262-454, 502 except 348-409, LT Series Rocketblock, Tall Block and Merlin/Superblock w/ COMP 9000 Cap	1248204
FORD MOTOR COMPANY - Includes Lincoln, Mercury, and Light Trucks			
1968-95	V8-LH	351C/M, 400, 429, 460 w/COMP 9000 Cap	1256704
1969-95	V8-LH	351W w/Comp 9000 Cap	1255404
1962-1995	V8-LH	221, 255, 260, 289, 302W	1255104

TUNE UP PARTS					
12 Series - With Stack Cap (Standard)					
Cap 205M	Rotor 29792	Wire Retainer 29314	Cap Adapter -	Optional Controller 29124	
12 Series - With COMP 9000 Cap (Large)					
Cap 29745	Rotor 29736	Wire Retainer 29744	Cap Adapter 29748	Optional Controller 29124	

BILLET COMPETITION



8448204



8455115

Features At A Glance:

- Adjustable mechanical advance curve is factory set for racing at 20°@ 2500 RPM. A locked out advance is also available.
- Two-wire magnetic pickup for reliable racing performance. Note: Requires the use of a Capacitive Discharge Ignition.
- Available with HEI Style Pro-Cap (large cap) or Stack Cap (small cap)
- 6061-T6 Billet Aluminum housing adds strength, centerless ground and burnished shaft uses a sealed ball bearing for extra durability in harsh racing environment. Aluminum/bronze gear for use with specialized roller and hard face camshafts.
- An adjustable flange on Chevrolet versions allow this distributor to fit different deck or manifold heights, such as Dart, Rocketblock, Bow Tie, Rodeck, and Superblock

Magnetic Single Pickup – 84 Series

Breakerless system with single magnetic pickup to run a complete capacitive discharge ignition system. Includes Pro Cap System or Stack Cap.

Application	Suggested HyFire Ignition
Street/Strip	6852M/6853M
Race	685

84 SERIES			84 SERIES W/ STACK CAP- 20 DEG ADV	84 SERIES W/ PRO CAP- W/ LOCKED ADV	84 SERIES W/ PRO CAP- W/ 20 DEG ADV
ENG YEAR	CYL	ENGINE			
CHEVROLET					
1955-96	V8-RH	262-454, 502 except 1955-74 Corvette w/mech tach, 348-409, Rocketblock, Tall Block, and Merlin/Superblock	8448215	8448204	8448205
FORD MOTOR COMPANY					
1962-95	V8/LH	212, 255, 260, 289, 302	8455115	—	—
1969-95	V8/LH	351W (will fit Eldelbrock Victor Jr. manifolds)	8455415	—	—
1968-95	V8/LH	351C/M, 400, 429 and 460	8456715	—	—

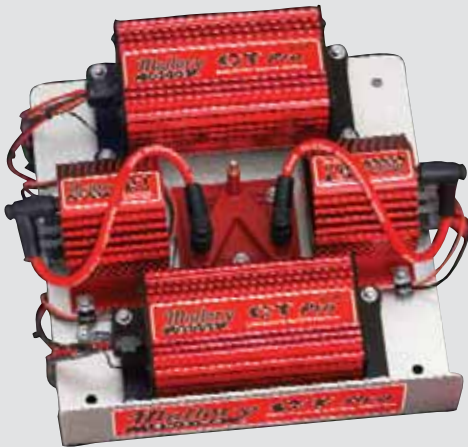
TUNE UP PARTS								
84 Series With Stack Cap								
Mag Pickup 29789	Cap 205M	Rotor LH 29792	Rotor RH 29792	Wire Retainer 29314	Cap Adapter —	Harness 29788	Adv Curve Kit 29014	
84 Series With Pro Cap								
Mag Pickup 29789	Cap 29745	Rotor LH 29773	Rotor RH 29772	Wire Retainer 29744	Cap Adapter 29748	Harness 29788	Adv Curve Kit 29014	

CT DISTRIBUTORS FOR CIRCLE TRACK



Features At A Glance:

- Low profile CNC Machined 6061-T6 billet aluminum housing for maximum strength and light weight
- Precision sealed bearing to stabilize the top of the shaft and a bushing in the bottom of the housing to make the shaft stable throughout the rpm range
- Precision engineering allows for 30% fewer internal components than comparable distributors. Fewer parts mean better dependability
- Low profile - fits under the air box in nearly all applications - no spacers required
- Locked advance for rock solid timing through the entire rpm range
- Dual Ford style magnetic pickups
- Interchangeable Distributor Cap designs
- Equipped with aluminum-bronze gear. Steel gear included in the box (except Chrysler models)



6655104

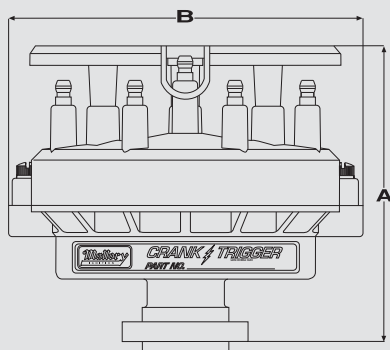
CT DISTRIBUTORS

ENG YEAR	CYL	ENGINE	SMALL CAP	COMP 9000 CAP
CHEVROLET- Includes All Distributor Equipped Engines Including Corporate GM Competition Engines				
1955-96	V8-RH	262-454, 502 (ex. 348-409) w/ adj.flange	6648214	6648204
CHRYSLER				
1965-95	V8/RH	LA Engines 273, 318 (67-up), 340 and 360	-	6657904
1958-78	V8/RH	R-5 Race Engine	-	6659904
FORD MOTOR COMPANY				
1969-95	V8/LH	351W	-	6655404
1962-80	V8/LH	221, 255, 260, 289, 302	-	6655104
1981-95	V8/LH	302	-	6670404

TUNE UP PARTS

66 Series with Stack (small) Cap							
Mag Pickup	Cap	Rotor LH	Rotor RH	Wire Retainer	Cap Adapt	Harness	
29789	205M	29792	29792	29314	-	29788	
66 Series with COMP 9000 Cap							
Mag Pickup	Cap	Rotor LH	Rotor RH	Wire Retainer	Cap Adapt	Harness	
29789	29745	29773	29772	29744	29748	29788	

CRANK TRIGGER



Features At A Glance:

- Must use with crank trigger wheel and HyFire CD box
- Low-profile CNC-machined housings
- Multiple cap options available
- Centerless ground shaft for stability
- Aluminum-bronze gear installed
- Available for all popular applications

Not legal for sale or use in California on any pollution controlled motor vehicles.
 NOTE: Mallory will build custom Crank Trigger Distributors for virtually every popular racing 4, 6 and 8 cylinder engine used in competition, including Chrysler, GM, Ford and import engines.



65 SERIES			CRANK TRIGGER DISTRIBUTOR	DIMENSIONS		SERVICE PARTS		
Dist	Cap	Engine	Non-Mechanical	A	B	Distributor	Rotor	Aluminum/Bronze
Eng	Style		Tach Drive	(65 Series)	Maximum	CAP		Distributor Gear
Year				Max Height	Width			
CHEVROLET- Includes corporate GM competition engines								
1955-96	1	262-454, 502 except 348, 409 and Tall Block	6559154	3.78"	5.125	221F	28995	29426 or 29426PD ‡
1955-96	2	262-454, 502 except 348, 409 and Tall Block	6548214	5.29"	4.000"	205M	28995	29426 or 29426PD ‡
1955-96	4	262-454, 502 except 348, 409 and Tall Block	6548244	5.04"	5.500"	29745	29772	29426 or 29426PD ‡
1955-96	1	262-454, 502, Tall Block and Rocketblock (adjustable flange), except 348, 409	6559054*	3.90 - 4.62	5.125"	221F	28995	29426 or 29426PD ‡
ALL	2	Tall Block and Rocketblock (adjustable)	6559014*	4.84 - 5.56	4.000"	205M	28995	29426 or 29426PD ‡
ALL	4	Tall Block and Rocketblock (adjustable)	6559044*	4.59 - 5.31	5.500"	29745	29772	29426 or 29426PD ‡
ALL	1	Merlin/Superblock (adjustable)	6579054*	4.59 - 5.31	5.125"	221F	28995	29426 or 29426PD ‡
ALL	2	Merlin/Superblock (adjustable)	6579014*	5.79 - 6.51	4.000"	205M	28995	29426 or 29426PD ‡
ALL	4	Merlin/Superblock (adjustable)	6579044*	5.54 - 6.26	5.500"	29745	29772	29426 or 29426PD ‡
ALL	4	GM Performance DRCE-2	6571844	6.000"	5.500"	29745	29772	29424PD
ALL	4	Tall/Merlin/Super (ICT)	6579046	6.09 - 6.81	5.500"	29745	29772	29426PD
FORD MOTOR COMPANY								
1969-95	2	351W	6555414	6.407"	4.000"	205M	28995A	29432 or 29432PD ‡
1969-95	4	351W	6555444	6.157"	5.500"	29745	29773	29432 or 29432PD ‡
1969-95	2	351C/M, 351 BOSS, 400, 429, 460	6556714	6.407"	4.000"	205M	28995A	29431 or 29431PD ‡
1969-95	4	351C/M, 351 BOSS, 400, 429, 460	6556744	6.157"	5.500"	29745	29773	29431 or 29431PD ‡

‡ Note: Includes Corporate GM Competition Engines- Buick, Oldsmobile, Pontiac, DRCE, DRCE-2

* Note: Indicates an adjustable collar

Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

CRANK TRIGGER KITS

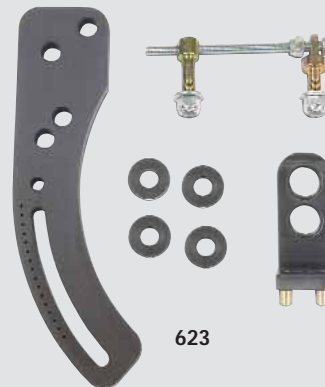
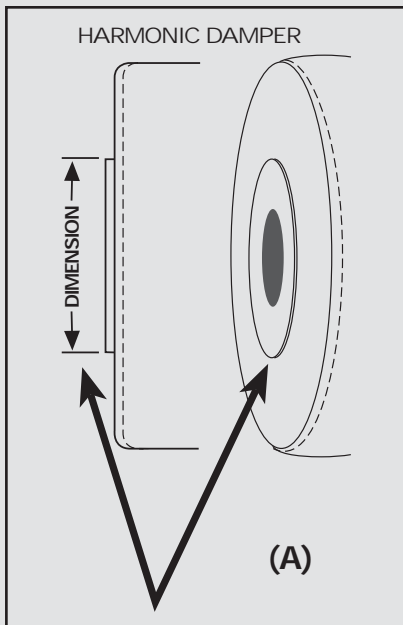
Crank and Cam Trigger Kits

The Mallory Crank Trigger System design uses four permanent magnets fastened in an aluminum wheel and a non-magnetic pickup. This crank trigger design produces an accurate signal and cannot be falsely triggered by any odd shaped trigger wheels. The Mallory Crank Trigger Kit includes a specially designed two piece mounting bracket for the non-magnetic pickup. The timing can be precisely set by moving the adjustment bolt secured to the pickup arm while the engine is running. Therefore, turning the engine on and off to set the timing is not necessary. All machining operations are done on state of the art CNC machining centers. Four spacers are included so you can install the pickup bracket on engines with a 1/4" motor plate or standard motor mounts. Components are available as a kit or individually.

Not legal for sale or use in California on any pollution controlled motor vehicles.



621A



623



624



626

CRANK TRIGGER KITS							WHEEL TO HARMONIC DAMPER DIMENSION (A)
CRANK TRIGGER KITS DESCRIPTION	KIT PART NO.	WHEEL PART NO.	ARM PART NO.	PICKUP PART NO.	WIRE HARNESS PART NO.	WHEEL DIAMETER	
CHEVROLET BIG BLOCK 396-454, 502†	620	622	623	624	29787	8.000"	4.749"
CHEVROLET BIG BLOCK 396-454, 502†	620A	622A	623	624	29787	8.000"	4.753"
CHEVROLET SMALL BLOCK 262-400†	621	625	626	624	29787	7.250"	4.749"
CHEVROLET SMALL BLOCK 262-400†	621A	625A	626	624	29787	7.250"	4.753"

† Note: Includes corporate GM Competition Engines – Buick, Oldsmobile, Pontiac, DRCE and DRCE-2.

FRONT DRIVE DISTRIBUTOR ACCESSORIES

Front Drive COMP 9000® Distributor

The Front Drive COMP 9000® Distributor for the big and small block Chevrolet engines are designed for use with the "Jesell" Camshaft Belt Drive Kit. The Front Drive COMP 9000® Distributor relocates the distributor and spark plug wiring harness to the front of the engine. By placing the distributor in front of the engine there is no interference with manifold runners and firewall locations. The Front Drive COMP 9000® Distributor is machined to exact tolerances. Features include the largest diameter cap offered in the high performance industry and a specially designed, counterbalanced rotor that interlocks with the adapter shield to eliminate arcing and crossfiring. A spark plug wire retainer was designed to ensure positive spark plug wire connections under even the most severe racing conditions.

NOTE: Applications will require Mallory Distributor Plug for dry sump oiling systems or Mallory Oil Pump Drive for wet sump oiling systems. See below for more information.

Must use with crank trigger wheel and HyFire CD box



SERVICE PARTS

ENGINE	KIT PART NO.	DISTRIBUTOR				
		CAP	ROTOR	WIRE RETAINER	ADAPTER SHIELD	DRIVE BELT
CHEVROLET BIG BLOCK 396-454, 502†	20900	29745	29772	29744	29748	20902
CHEVROLET SMALL BLOCK 262-400†	20901	29745	29772	29744	29748	20902

†Also includes corporate GM competition engines - Buick, Oldsmobile, Pontiac, DRCE and DRCE-2.

29003

Distributor Hole Plug

The Distributor Hole Plug is designed for the enthusiast who has changed over to a Mallory Front Drive COMP 9000® Distributor, a Mallory Magneto Front Drive or a distributorless ignition and requires that the distributor hole in the block and intake manifold to be plugged off. The Distributor Hole Plug is machined from 6061-T6 billet aluminum and plugs the distributor hole when an external (dry sump) oiling system is being used.

- Chevrolet V8 262-454, 502 29002
- Chevrolet V8 Tall Engine Block 29006

Oil Pump Drive

The Oil Pump Drive is designed especially for the enthusiast running an internal (wet sump) oiling system who has changed over to a Mallory Front Drive COMP 9000® Distributor, a Mallory Magneto Front Drive or a distributorless ignition system and requires the distributor hole in the block and intake manifold to be plugged off. The Oil Pump Drive comes complete with a shaft and an aluminum/bronze drive gear so that it will plug the distributor hole as well as drive the oil pump.

- Chevrolet V8 262-454, 502 29003
- Chevrolet V8 Tall Engine Block 29007

Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

29002



MALLORY HEI - 75 SERIES

Features At A Glance:

- Easy 1-wire hook-up; Genuine Mallory advance - fully adjustable
- Mallory high-output GM-style module with built-in digital rev limiter - no chips required
- Includes 57,000 volt coil, part no. 29215
- CNC-machined billet housings with ball bearing/bushing shaft support
- Steel distributor gears; Grooved for O-rings (Chevrolet only)
- Add more power with a HYFIRE CD Ignition, Includes plug-in harness for easy wiring
- Super Duty Dist Cap w/brass contacts



75 SERIES			75 SERIES W/HEI CAP- INCL COIL
ENG YEAR	CYL	ENGINE	
AMERICAN MOTORS - Includes Jeep			
1966-92	V8-RH	290, 304, 343, 360, 390, and 401- No Gear	7560001C
CHEVROLET- Includes All Distributor Equipped Engines Including Corporate GM Competition Engines			
1955-96	V8-RH	262-454, 502 (except 1955-74 Corvette w/ mech tach, 348-409, Rocketblock, Tall Block, and Merlin/Superblock)	7548201C
1955-74	V8-RH	262-454 1955-74 Corvette w/ mech tach,(exc.348-409, Rocketblock, Tall Block, and Merlin/Superblock)	7564501C
ALL	V8/RH	Merlin/Superblock, Rocketblock and Tall Block	7559001C
CHRYSLER			
1965-95	V8/RH	LA Engines 273, 318 (67-up), 340 and 360 (Ex. A Body)	7557901C
FORD MOTOR COMPANY			
1968-95	V8/LH	351C/M, 400, 429 and 460	7556701C
OLDSMOBILE			
1964-82	V8/LH	Olds Eng. 330, 350, 400, 403, 425 and 455	7563401C
1980-89	V8/LH	Olds Eng. 260, 307	7563401C
PONTIAC			
1963-81	V8/LH	Pont Eng. 265, 301, 326, 350, 389, 400, 421, 428 and 455	7558001C

Note: Check for sufficient clearance on vehicles not originally equipped with an HEI style distributor
 Distributors shown in **BOLD ITALIC** are supplied without a drive gear.
 Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

TUNE UP PARTS

Module 699	Cap 261	Rotor 362	"C" Coil 29215	Vac. Adv. 29331
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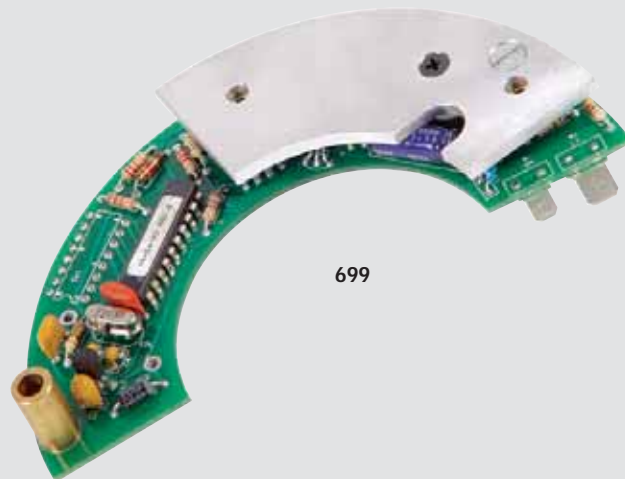
MALLORY HYFIRE HEI MODULE #699

Here's a way to really bring your coil-in-cap style GM HEI to life. Mallory's all new high output HEI module offers more performance and features than any other module available!

- Easy-to-adjust built-in Rev Limiting – 5,000 to 9,500 RPM
- More current means more spark energy to fire the plugs
- Mallory 7.5 amp current limit; OEM 6.0 amp current limit
- Special extended dwell circuitry insure a hotter spark over a broader RPM range
- Higher RPM capability
- More accurate timing
- Reduces high RPM retard inherent with other HEI modules
- Works on 4, 6 (even-fire) and 8 cylinder coil-in-cap HEI distributors with 4 pin modules
- Available separately or with matching Mallory High Output Coil for even more performance

HyFire HEI Module (individually packaged) 699

High Output HEI Up-Grade Kit - Includes HyFire Module part number 699 and matching high output Mallory High RPM HEI coil part number 29215 . . . 6990



699

COMP S/S 32 SERIES



3248211

32 Series Features:

- 2 Wire Magnetic Pick Up and Reluctor for reliability. Note: Requires a CD Ignition System for operation. Use a HyFire System for easy wiring.
- Adjustable Mechanical Advance
- Easy upgrade to Adjustable Vacuum Advance (use part no. 29332)
- Ball bearing upper & bushing lower for maximum stability at any RPM
- 208 style (HEI style) cap w/wire retainer is 20% more cross-fire resistant
- CNC machined billet housing, Machined for o-rings (Chevrolet Only), Steel Distributor Gear (Ex. Chrysler), Adjustable flange on 3248211 and 3279011

Application	Suggested HyFire Ignition
Street/Strip	6852M/6853M
Race	685

32 SERIES

ENG YEAR	CYL	ENGINE	32 SERIES W/STACK CAP
CHEVROLET - Includes All Distributor Equipped Engines Including Corporate GM Competition Engines			
1955-96	V8-RH	262-454, 502 except 1955-74 Corvette w/ mech tach, 348-409, Rocketblock, Tall Block, and Merlin/Superblock	3248201
1955-96	V8-RH	262-454, 502 except 1955-74 Corvette w/ mech tach, 348-409, Rocketblock, Tall Block, and Merlin/Superblock with adjustable collar	3248211
1955-74	V8-RH	262-454 1955-74 Corvette w/ mech tach,(exc.348-409, Rocketblock, Tall Block, and Merlin/Superblock)	3264511
ALL	V8/RH	262-454, 502, Rocketblock, Tall Block, and Merlin/Superblock except 1955-74 Corvette w/ mech tach, 348-409 with adjustable collar	3279011
CHRYSLER			
1965-95	V8/RH	LA Engines 273, 318 (67-up), 340 and 360	3257911
1958-78	V8/LH	B Engines 350, 361, 383 and 400	3257711
1959-79	V8/LH	RB Engines 413, 426 Wedge and 440	3257811
1966-71	V8/LH	426 Hemi	3257811
FORD MOTOR COMPANY			
1968-95	V8/LH	351C/M, 400, 429 and 460	3256711
1958-76	V8/LH	332, 352, 360, 390, 406, 410, 427, and 428	3255311
1969-95	V8/LH	351W	3255411
1962-95	V8/LH	221, 255, 260, 289, 302	3255111
OLDSMOBILE			
1964-82	V8/HL	Olds Eng. 330, 350, 400, 403, 425 and 455	3263411
1980-89	V8/HL	Olds Eng. 260, 307	3263411
PONTIAC			
1963-81	V8/LH	Pont Eng. 265, 301, 326, 350, 389, 400, 421, 428 and 455	3258011

TUNE UP PARTS

32 Series						
Mag Pickup	Cap	Rotor	Wire Retainer	Harness	Adv Curve Kit	Vac Advance
29789	208M	304	29314	29788	29014	29332

Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

COMP S/S 42 SERIES

42 Series Features:

- Self Contained complete Magnetic Breakerless electronic module allows easy installation with just a coil, simple to add CD ignition at a later time.
- Easy to Adjust Mechanical and Vacuum Advance; Includes Vacuum Advance Lockout Plate to run strictly on mechanical advance.
- 208 style (HEI style) cap w/wire retainer is 20% more cross-fire resistant
- CNC machined billet housings, Machined for o-rings (Chevrolet Only), Steel Distributor Gear (Ex. Chrysler), Adjustable flange on 4248211
- Ball bearing upper & bushing lower for maximum stability and RPM
- Recommended coil - 29440 or 30440



4248211

42 SERIES			42 SERIES W/STACK CAP
ENG YEAR	CYL	ENGINE	
AMERICAN MOTORS			
66-92	V8/RH	290, 304, 343, 360, 390, and 401 <i>Note</i> - AMC Distributor is supplied without dist. gear	4260011
BUICK			
61-80	V8/RH	215, 300, 340, and 350	4264311
67-76	V8/RH	400, 430, and 455	4264411
CHEVROLET - Includes All Distributor Equipped Engines Including Corporate GM Competition Engines			
1955-96	V8-RH	262-454, 502 except 1955-74 Corvette w/ mech tach, 348-409, Rocketblock, Tall Block, and Merlin/Superblock	4248201
1955-96	V8-RH	262-454, 502 except 1955-74 Corvette w/ mech tach, 348-409, Rocketblock, Tall Block, and Merlin/Superblock with adjustable collar	4248211
1955-74	V8-RH	262-454 1955-74 Corvette w/ mech tach, (except 348-409, Rocketblock, Tall Block, and Merlin/Superblock)	4264511
ALL	V-8/RH	262-454, 502, Rocketblock, Tall Block, and Merlin/Superblock w/ Adjustable Collar (except 348-409)	4279011
CHRYSLER			
1965-95	V8/RH	LA Engines 273, 318 (67-up), 340 and 360	4257911
1958-78	V8/LH	B Engines 350, 361, 383 and 400	4257711
1959-79	V8/LH	RB Engines 413, 426 Wedge and 440	4257811
1966-71	V8/LH	426 Hemi	4257811
FORD MOTOR COMPANY			
1968-95	V8/LH	351C/M, 400, 429 and 460	4256711
1958-76	V8/LH	332, 352, 360, 390, 406, 410, 427, and 428	4255311
1969-95	V8/LH	351W	4255411
1962-95	V8/LH	221, 255, 260, 289, 302	4255111
HOLDEN			
68-99	V8/RH	258, 304, 308 and 348	4262611
OLDSMOBILE			
1964-82	V8/HL	Olds Eng. 330, 350, 400, 403, 425 and 455	4263411
1980-89	V8/HL	Olds Eng. 260, 307	4263411
PONTIAC			
1963-81	V8/LH	Pont Eng. 265, 301, 326, 350, 389, 400, 421, 428 and 455	4258011

TUNE UP PARTS

42 Series							
Module	Module Kit	Cap	Rotor	Wire Retainer	Harness	Adv Curve Kit	Vac Advance
609	6090M	208M	307M	29314	29349	29014	29332

Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

STREET PERFORMANCE ELECTRONIC

Features At A Glance:

- Adjustable mechanical advance
- Self-lubricating bushings provide years of trouble-free service
- Includes Mallory Super-Duty Cap and Rotor with brass terminals
- Triggers HYFIRE® Electronic Ignition Controls, OEM coils and high performance coils, such as Mallory PROMASTER® Series
- Available for most 4, 6, and 8 cylinder American engines and some popular 4 and 6 cylinder import engines

UNILITE® ELECTRONIC – 37, 38 & 45 Series

- Electronic ignition with a one-piece self-contained optical pickup and module, utilizes easy 3-wire hookup, and adjustable mechanical advance.
- Includes Mallory Super-Duty Cap (Points Style) and Rotor with brass terminals
- Can be used alone with high performance coil such as Mallory PROMASTER® Series or add on more power with HYFIRE® CD Ignition Controls

UNILITE® ELECTRONIC – 47 Series

- Electronic ignition with a one-piece, self-contained optical pickup and module, utilizes easy 3-wire hookup.
- Adjustable mechanical and adjustable vacuum advance. **50 STATE LEGAL EO D70-6 & D70-9.**
- Can be used alone with high performance coil such as Mallory PROMASTER® Series or add on more power with HYFIRE® CD Ignition Controls

MAGNETIC BREAKERLESS – 50 Series

- Breakerless Electronic System with Magnetic Pickup and Module. Easy 3-wire hookup. Adjustable mechanical advance.
- Includes Mallory Super-Duty Cap (Points Style) and Rotor with brass terminals
- Can be used alone with high performance coil such as Mallory PROMASTER® Series or add on more power with HYFIRE® CD Ignition Controls

MAGNETIC BREAKERLESS – 57 Series

- Breakerless Electronic System with Magnetic Pickup and Module. Easy 3-wire hookup.
- Adjustable mechanical and adjustable vacuum advance. **50 STATE LEGAL EO D70-6 & D70-9.**
- Can be used alone with high performance coil such as Mallory PROMASTER® Series or add on more power with HYFIRE® CD Ignition Controls



3748201



4748201



5748201



3864501



TECH TIP

All of these distributors can easily be converted to use a male tower - HEI style cap – see page 34 for details.

Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

BREAKERLESS ELECTRONIC - DOMESTIC

37, 38, 45, 46, 47, 50 AND 57 SERIES			37, 45 SERIES UNILITE® ELECTRONIC IGNITION	38, 46 SERIES UNILITE® IGNITION TACH DRIVE	47 SERIES UNILITE® VACUUM ADVANCE	50 SERIES MAGNETIC BREAKERLESS IGNITION	57 SERIES MAGNETIC BREAKERLESS VAC. ADV.
ENGINE YEAR	CYL.	ENGINE					
AMERICAN MOTORS - Includes Jeep							
1966-92	V8/RH	290, 304, 343, 360, 390 and 401	3760001	—	4760001	5060001M	5760001
1984-87	V6/RH	2.8L (Chevy 60°)	4569201	—	4769201	—	—
1965-80	L6/RH	199, 232 and 258	4560101	—	4760101	—	—
1981-89	L6/RH	4.2L	4560101	—	4760101	—	—
BUICK							
1967-76	V8/RH	400, 430 and 455	3764401	—	4764401	—	5764401
1961-80	V8/RH	215, 300, 340 and 350	3764301	—	4764301	5064301	5764301
1978-87	V6/RH	3.8L/231 - EVEN Fire	4568101	—	4768101	—	—
1982-85	V6/RH	3.0L/181 and 4.1L/252	4568101	—	4768101	—	—
1979-86	V6/RH	2.8L (Chevy 60°)	4569201	—	4769201	—	—
CHEVROLET - Includes GMC Light Trucks							
1955-96	V8/RH	262-454, 502 except 348, 409, Tall Block and 1955-74 CORVETTE	3748201	3848201	4748201	5048201	5748201
1955-74	V8/RH	CORVETTE equipped with Mechanical Tach	—	3864501	—	5064501	5764501
1966-69	V8/RH	366 and 427/Tall Block	3759001	3859001	—	—	—
1958-65	V8/RH	348 and 409	3734501	—	—	—	—
1962-90	L6/RH	194, 230, 250 and 4.8L 292	4562801	—	4762801	—	—
1949-62	L6/RH	216, 235 and 261	4518001	—	—	5018001	—
ALL	V6/RH	Corvair	4542301	—	—	—	—
1978-83	V6/RH	3.8L/231 (Buick)- EVEN Fire	4568101	—	4768101	—	—
1979-91	V6/RH	2.8L and 3.1L (60°)	4569201	—	4769201	—	—
1985-93	V6/RH	4.3L	4570001	—	4770001	—	—
1962-70	L4/RH	153	—	—	4768201	—	—
1976-82	L4/LH	110.8 Engines (Luv)	4565501	—	4765501	—	—
CHRYSLER - Includes Dodge, Plymouth and Light Trucks							
1959-79	V8/LH	413, 426 and 440 "RB" and Hemi	3757801	3857801	4757801	5057801	5757801
1958-79	V8/LH	350, 361, 383 and 400 "B"	3757701	—	4757701	5057701	5757701
1957-58	V8/RH	392 Hemi	3733701	—	—	5033701	—
1965-93	V8/RH	273, 318 (1967 and up), 340 and 360 LA	3757901	—	4757901	5057901	5757901
1960-80	L6/RH	170, 198 and 225 (Slant 6)	4562201	—	—	—	—
1971-77	L4/RH	1600cc (Colt)	3763501	—	—	—	—
FORD MOTOR COMPANY - Includes Mercury, Lincoln and Light Trucks							
1968-95	V8/LH	351C, 351 BOSS, 351M, 400, 429 and 460	3756701	—	4756701	5056701	5756701
1958-76	V8/LH	332, 352, 360, 390, 406, 410, 427 and 428 FE	3755301	—	4755301	5055301	5755301
1964-78	V8/LH	330, 359, 361, 389 and 391 (large oil pump drive, mechanical advance only)	3760401	—	—	—	—
1981-95	V8/LH	5.8L/351W	3768701	—	4768701	5068701	5768701
1969-80	V8/LH	351W	3755401	3855401	4755401	5055401	5755401
1981-95	V8/LH	5.0L/302	3770401	3870401	4770401	5070401	5770401
1962-80	V8/LH	221, 255, 260, 289, 302, 302 BOSS	3755101	3855101	4755101	5055101	5755101
1955-62	V8/LH	256, 272, 292 and 312 Hex Drive Oil Pump	3738701	3838701	—	5038701	—
1982-87	V6/LH	3.8L	4570501	—	4770501	—	—
1988-95	V6/LH	3.0L Vulcan	—	—	4770301	—	—
1988-97	V6/LH	3.8L with Balance Shaft	4570601	—	—	—	—
1972-84	V6/RH	2600cc and 2800cc	4560801	—	4760801	—	—
1965-92	L6/RH	240 and 300	4563101	—	4763101	—	—
1964-83	L6/RH	144, 170, 200 and 250	4563001	—	4763001	—	—
1960-62	L6/RH	144 and 170 (Falcon)	4543601	—	—	—	—
1974-82	L4/RH	2.3L/2300cc (Not HSC)	4562101	—	4762101	—	—
1971-74	L4/RH	2000cc Engines	4558201	—	—	—	—
1970-80	L4/LH	1600cc (Pinto)	4558101	—	—	—	—

Domestic Applications continued on next page.

Distributors shown in **BOLD ITALIC** are supplied without a drive gear.

BREAKERLESS ELECTRONIC - DOMESTIC CONTINUED

37, 38, 45, 46, 47, 50 AND 57 SERIES			37, 45 SERIES UNILITE® ELECTRONIC IGNITION	38, 46 SERIES UNILITE® IGNITION TACH DRIVE	47 SERIES UNILITE® VACUUM ADVANCE	50 SERIES MAGNETIC BREAKERLESS IGNITION	57 SERIES MAGNETIC BREAKERLESS VAC. ADV.
FORD ANTIQUE ENGINES							
1949-53	V8/RH	All Flat Head (12 Volt Only) 8BA	3727501	—	—	5027501	—
1942-48*	V8/RH	All 2 Bolt Flathead (12 Volt Only)	3772001	—	—	5072001	—
1932-41	V8/RH	All 3 Bolt Flathead (12 Volt Only)	3772101	—	—	5072101	—
Model A	L4/LH	All (12 Volt Only)	4501105	—	—	—	—
Model B	L4/LH	All (12 Volt Only)	4501106	—	—	—	—
NOTE: Unilite® and Magnetic Breakerless Distributors require the ignition system to be converted to 12-volt negative ground. * Some 42-48 applications may encounter some water pump/fan interference due to slight increase in distributor length. Modifications may be required to install distributor.							
INTERNATIONAL HARVESTER - Light Trucks and Scout							
1970-78	V8/RH	304, 345 and 392 - No Gear	3761701	—	4761701	—	5761701
1969-79	L6/RH	232 and 258 (AMC) - Scout	4560101	—	4760101	—	—
1970-78	L4/RH	All - No Gear	4561601	—	—	—	—
OLDSMOBILE							
1964-80	V8/LH	330, 350, 400, 403, 425 and 455	3763401	—	4763401	5063401	5763401
1980-89	V8/LH	260 and 307	3763401	—	4763401	5063401	5763401
1977-81	V8/RH	267, 305 and 350 (Chevy)	3748201	3848201	4748201	5048201	5748201
1966-77	L6/RH	250 (Chevy)	4562801	—	4762801	—	—
1978-87	V6/RH	3.2L/196 and 3.8L/231 (Buick) - EVEN Fire	4568101	—	4768101	—	—
1982-85	V6/RH	3.0L/181 and 4.1L/252 (Buick)	4568101	—	4768101	—	—
1961-65	V8/RH	215 (Buick)	3764301	—	4764301	5064301	5764301
1979-82	V6/RH	2.8L (Chevy 60°)	4569201	—	4769201	—	—
PONTIAC							
1955-81	V8/LH	301, 326, 350, 389, 400, 421, 428 and 455	3758001	—	4758001	—	5758001
1977-81	V8/RH	267, 305 and 350 (Chevy)	3748201	—	4748201	5048201	5748201
1982	V6/RH	4.1L/252 (Buick)	4568101	—	4768101	—	—
1966-77	L6/RH	230 and 250 (Chevy)	4562801	—	4762801	—	—
1978-87	V6/RH	3.2L/196 and 3.8L/231 (Buick) - EVEN Fire	4568101	—	4768101	—	—
1961-65	V8/RH	215 (Buick)	3764301	—	4764301	5064301	5764301
1979-82	V6/RH	2.8L (Chevy 60°)	4569201	—	4769201	—	—
1979-87	L4/RH	SD 2.5L/151 Iron Duke (cross flow head)	4568601	No Gear	—	—	—

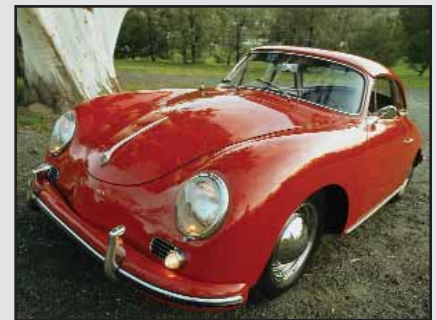
TUNE UP PARTS

Module	Cap*	Rotor	Cap/Rotor Kit	Harness	Vacuum Adv	Module	Module Kit	Cap*	Rotor	Cap/Rotor Kit	Harness	Vacuum Adv	
8 Cylinder Applications						6 Cylinder Applications - Except Semi-Even and Odd Fire Engines							
37 Series	605	209M	335	2092M	29349	37 Series	605	6050	226	331	—	29349	
38 Series	605	209M	335	2092M	29349	38 Series	605	6050	226	331	—	29349	
47 Series	605	209M	322	2092M	29349	29332	45 Series	605	6050	270	339	—	29349
50 Series	609	209M	309	2091M	29349	46 Series	605	6050	270	339	—	29349	
57 Series	609	209M	310	2091M	29349	29332	47 Series	605	6050	270	323M	—	29349
60 Series	637	209M	310	2091M	29349	50 Series	609	6090M	270	309	—	29349	
8 Cylinder Applications-w/ Flat Cap - Except 32-48 Ford Flathead*						57 Series	609	6090M	270	310	—	29349	
37 Series	605	221	360	—	29349	4 Cylinder Applications							
38 Series	605	221	360	—	29349	29332	37 Series	605	6050	225	337	—	29349
47 Series	605	—	—	—	29349	38 Series	605	6050	225	337	—	29349	
50 Series	609	221	318	—	29349	45 Series	605	6050	271	340	2093M	29349	
57 Series	609	—	—	—	29349	29332	46 Series	605	6050	271	340	2093M	29349
*Note: 32-48 Ford-Use cap 221A instead						47 Series	605	6050	271	325	2093M	29349	
						50 Series	609	6090M	271	309	2094M	29349	
						57 Series	609	6090M	271	310	2094M	29349	

Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles. Distributors shown in **BOLD ITALIC** are supplied without a drive gear.

BREAKERLESS ELECTRONIC - INTERNATIONAL

37, 38, 45, 46, 47, 50 AND 57 SERIES			37, 38, 45, 46 SERIES UNILITE® ELECTRONIC IGNITION	47 SERIES UNILITE® VACUUM ADVANCE
BRITISH LEYLAND				
Land Rover and Range Rover			Listings fit left side steering only.	
AUSTIN - MG - TRIUMPH - HILLMAN - MORGAN			Lucas Distributor hold down clamp must be used	
MORRIS - SINGER - SUNBEAM - ENGLISH FORD			when installing a replacement MALLORY Distributor	
JAGUAR				
1968-82	L4/LH	Austin-Allegro, America, Marina, Maxi and Mini w/o Drive Dog	4532001	4732001
1957-71	L4/LH	Austin Sprite, 950cc, 1100cc, 1275cc w/o Drive Dog	4532001	4732001
1965-74	L4/LH	Cooper and Cooper S, MK and 18/22, MKII w/o Drive Dog	4532001	4732001
1956-75	L4/LH	Hillman Husky, Imp, Minx w/o Drive Dog	4532001	4732001
1956-76	L4/LH	MG, MGA, MGB, G.T., Midget w/o Drive Dog	4532001	4732001
1953-79	L4/LH	Morgan, Morris Marina 1.3L and 1.8L w/o Drive Dog	4532001	4732001
1959-64	L4/LH	Singer Gatteliei and 4681, Vague MK2 w/o Drive Dog	4532001	4732001
1957-73	L4/LH	Sunbeam Alpine/Tiger, Imp, Arrow w/o Drive Dog	4532001	4732001
1951-60	L4/LH	English Ford 375 w/o Drive Dog	4532001	4732001
1963-76	L4/LH	Rover 2000, 2000TC, 2200TC w/o Drive Dog	4532001	4732001
1954-68	L4/LH	Triumph TR-2, TR-3, TR-3A, TR-3B, TR-4, TR-4A w/o Drive Dog	4532001	4732001
ALL	L4/LH	Triumph TR7 - No Gear	4571301	—
1960-77	L6/LH	Aston Martin DB4, DB5, DB6, DBS, Volante - No gear	4567801	4767801
1957-71	L6/LH	Austin, Austin-Healey 100/6, 3000 series - No gear	4567801	4767801
1961-71	L6/LH	Daimler, Vanden Plus 3L, 4L & 4.2L models - No gear	4567801	4767801
1958-74	L6/LH	Jaguar (w/o fuel inj.) XJ6, XKE, 2.4 and 3.4 Sedan, MK II, VIII, IX and X, 420 and 420G, XK150S - No Gear	4567801	4767801
1968-69	L6/LH	MGC - No gear	4567801	4767801
1964-65	L6/LH	Reliant Sabre, Scimitar - No gear	4567801	4767801
1957-58	L6/LH	Riley 2.6L models - No gear	4567801	4767801
1952-79	L6/LH	Rover 75, 90, 100, 105 and all 3.0L models - No gear	4567801	4767801
1962-75	L6/LH	Triumph TR250/6, TR6 - No gear	4567801	4767801
ALL	V8/RH	215 Aluminum Block (with 24° advance @ 3,200 rpm) - No Gear	—	4768901
DATSUN (Nissan Motors) - Without Fuel Injection				
ALL	L6/LH	240Z, 260Z and 280Z (L24, L26 and L28E)	4563901	4763901
1981-84	L6/LH	Maxima 2400cc (L24E)	4563901	4763901
1977-82	L6/LH	810 2400cc (L24E)	4563901	4763901
1967-80	L4/LH	Pick-up1600cc (L16), 1800cc (L18), 2000cc (L20B)	4558901	4758901
1977-79	L4/LH	200SX 2000cc (L20B)	4558901	4758901
1968-73	L4/LH	510 1600cc (L16), 2000cc (L20B)	4558901	4758901
1978-79	L4/LH	510 1600cc (L16), 2000cc (L20B)	4558901	4758901
1974-77	L4/LH	610 and 710 1800cc (L18), 2000cc (L20B)	4558901	4758901
PORSCHE - Without Fuel Injection				
1959-75	4/RH	356B, 1600S, 912 and 914	4554101	4754101
TOYOTA				
1969-89	L6/RH	Land Cruiser O. H. V.	4564101	4764101
1974-79	L4/RH	Corolla 1600cc Engines (without dual webbers)	4559601	—
1975-84	L4/RH	Celica 2200cc (20R), 2400cc (22R, 22REC) w/o pwr steering	4564201	—
1975-82	L4/RH	Corona 2200cc (20R), 2400cc (22R, 22REC) w/o pwr steering	4564201	—
1975-84	L4/RH	Hi-Lux and Pick-up 2200cc (20R), 2400cc (22R, 22REC) w/o pwr steering	4564201	—
VOLKSWAGEN - Without Fuel Injection				
1955-74	4/RH	Air Cooled	4554101	4754101
1975-80	L4/RH	Dasher, Rabbit and Scirocco	4564001	—
VOLVO - Without Fuel Injection				
1966-74	L4/LH	1800cc - 122s, 140 and 1800 Series	4561001	—



Distributors shown in **BOLD ITALIC** are supplied without a drive gear.

STREET PERFORMANCE POINT STYLE

Features At A Glance:

- Adjustable mechanical advance
- Self-lubricating bushings provide years of trouble-free service
- Includes Mallory Super-Duty Cap and Rotor with brass terminals
- Triggers HYFIRE® Electronic Ignition Controls, OEM coils and high performance coils, such as Mallory PROMASTER® Series
- Available for most 4, 6, and 8 cylinder American engines and some popular 4 and 6 cylinder import engines

DUAL POINT - 23, 24, 25, & 26 Series

- Adjustable mechanical advance; uses special heavy-duty points for increased RPM range & coil output
- Includes Mallory Super-Duty Cap and Rotor with brass terminals
- Self-lubricating bushings provide years of trouble-free service
- Ready to Install and Run with just a points specific coil, simple to add a Mallory Hyfire CD ignition for more power at a later time.

DUAL POINT - 27 Series

- Adjustable mechanical advance and adjustable vacuum advance, uses special heavy-duty points for increased RPM range & coil output
- Includes Mallory Super-Duty Cap and Rotor with brass terminals
- Self-lubricating bushings provide years of trouble-free service
- Ready to Install and Run with just a points specific coil, simple to add a Mallory Hyfire CD ignition for more power at a later time.



Recommended coils -
28720 & 29217 see page 75



Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

BREAKER POINT DISTRIBUTORS - DOMESTIC

23, 24, 25, 26 AND 27 SERIES			23, 25 SERIES DUAL POINT IGNITION	24, 26 SERIES DUAL POINT IGNITION TACH DRIVE	27 SERIES DUAL POINT VACUUM ADVANCE
ENGINE YEAR	CYL.	ENGINE			
AMERICAN MOTORS - Includes Jeep					
1966-92	V8/RH	290, 304, 343, 360, 390 and 401	2560001	—	2760001
1984-87	V6/RH	2.8L (Chevy 60°)	—	—	2769201
BUICK					
1967-76	V8/RH	400, 430 and 455	2564401	—	2764401
1961-80	V8/RH	215, 300, 340 and 350	2564301	—	2764301
1975-77	V6/RH	231 - ODD Fire	—	—	—
1978-87	V6/RH	3.8L/231 - EVEN Fire	—	—	2768101
1978-84	V6/RH	3.3L/200 and 3.8L/229 - SEMI EVEN Fire	2368301	—	—
1982-85	V6/RH	3.0L/181 and 4.1L/252	—	—	2768101
1979-86	V6/RH	2.8L (Chevy 60°)	—	—	2769201
CHEVROLET - Includes GMC Light Trucks					
1955-96	V8/RH	262-454, 502 except 348, 409, Tall Block and 1955-74 CORVETTE	2548201	—	2748201
1955-74	V8/RH	CORVETTE equipped with Mechanical Tach	—	2664501	—
1966-69	V8/RH	366 and 427/Tall Block	2559001	2659001	—
1958-65	V8/RH	348 and 409	2534501	—	—
1962-90	L6/RH	194, 230, 250 and 4.8L 292	2362801	—	2762801
1949-62	L6/RH	216, 235 and 261	2318001	—	—
ALL	V6/RH	Corvair	2342301	—	—
1978-83	V6/RH	3.8L/231 (Buick)- EVEN Fire	—	—	2768101
1979-91	V6/RH	2.8L and 3.1L (60°)	—	—	2769201
1978-84	V6/RH	3.3L/200 and 3.8L/229 - SEMI EVEN Fire	2368301	—	—
1985-93	V6/RH	4.3L	2370001	—	2770001
1971-77	L4/RH	140 (Vega)	2358301	—	—
CHRYSLER - Includes Dodge, Plymouth and Light Trucks					
1959-79	V8/LH	413, 426 and 440 "RB" and Hemi	2557801	—	2757801
1958-79	V8/LH	350, 361, 383 and 400 "B"	2557701	2657701	2757701
1957-58	V8/RH	392 Hemi	2533701	—	—
1965-93	V8/RH	273, 318 (1967 and up), 340 and 360 LA	2557901	—	—
1971-77	L4/RH	1600cc (Colt)	2563501	—	—
FORD MOTOR COMPANY - Includes Mercury, Lincoln and Light Trucks					
1968-95	V8/LH	351C, 351 BOSS, 351M, 400, 429 and 460	2556701	—	2756701
1958-76	V8/LH	332, 352, 360, 390, 406, 410, 427 and 428 FE	2555301	—	2755301
1964-78	V8/LH	330, 359, 361, 389 and 391 (large oil pump drive, mechanical advance only)	2560401	—	—
1981-95	V8/LH	5.8L/351W	2568701	—	2768701
1969-80	V8/LH	351W	2555401	—	2755401
1981-95	V8/LH	5.0L/302	2570401	—	2770401
1962-80	V8/LH	221, 255, 260, 289, 302, 302 BOSS	2555101	—	2755101
1955-62	V8/LH	256, 272, 292 and 312	2538701	2638701	—
1972-84	V6/RH	2600cc and 2800cc	—	—	2760801
1965-92	L6/RH	240 and 300	—	—	2763101
1960-62	L6/RH	144 and 170 (Falcon)	—	—	—
1974-82	L4/RH	2.3L/2300cc (Not HSC)	2362101	—	2762101
1971-74	L4/RH	2000cc Engines	—	—	2758201

Domestic Applications continued on next page.

Distributors shown in **BOLD ITALIC** are supplied without a drive gear.

BREAKER POINT DISTRIBUTORS - DOMESTIC

23, 24, 25, 26 AND 27 SERIES			23, 25 SERIES DUAL POINT IGNITION	24, 26 SERIES DUAL POINT IGNITION TACH DRIVE	27 SERIES DUAL POINT VACUUM ADVANCE
ENGINE YEAR	CYL.	ENGINE			
FORD ANTIQUE ENGINES					
1949-53	V8/RH	All Flat Head	2527501	—	—
1942-48*	V8/RH	All 2 Bolt Flathead	2572001	—	—
1932-41	V8/RH	All 3 Bolt Flathead	2572101	—	—
Model A	L4/LH	All	2301105	—	—
Model B	L4/LH	All	2301106	—	—
* Some 42-48 applications may encounter some water pump/fan interference due to slight increase in distributor length. Modifications may be required to install distributor.					
INTERNATIONAL HARVESTER - Light Trucks and Scout					
1970-78	V8/RH	304, 345 and 392 - No Gear	2561701	—	2761701
OLDSMOBILE					
1964-80	V8/LH	330, 350, 400, 403, 425 and 455	—	—	2763401
1980-89	V8/LH	260 and 307	—	—	2763401
1977-81	V8/RH	267, 305 and 350 (Chevy)	2548201	—	2748201
1966-77	L6/RH	250 (Chevy)	2362801	—	2762801
1978-87	V6/RH	3.2L/196 and 3.8L/231 (Buick) - EVEN Fire	—	—	2768101
1982-85	V6/RH	3.0L/181 and 4.1L/252 (Buick)	—	—	2768101
1961-65	V8/RH	215 (Buick)	2564301	—	2764301
1979-82	V6/RH	2.8L (Chevy 60°)	—	—	2769201
PONTIAC					
1955-81	V8/LH	301, 326, 350, 389, 400, 421, 428 and 455	2558001	2658001	2758001
1977-81	V8/RH	267, 305 and 350 (Chevy)	2548201	—	2748201
1982	V6/RH	4.1L/252 (Buick)	—	—	2768101
1966-77	L6/RH	230 and 250 (Chevy)	2362801	—	2762801
1978-87	V6/RH	3.2L/196 and 3.8L/231 (Buick) - EVEN Fire	—	—	2768101
1961-65	V8/RH	215 (Buick)	2564301	—	2764301
1979-84	V6/RH	3.3L/200 and 3.8L/229- ODD Fire	2368301	—	—
1979-82	V6/RH	2.8L (Chevy 60°)	—	—	2769201
1979-87	L4/RH	SD 2.5L/151 Iron Duke (cross flow head) - No Gear	2368601	—	—

Distributors shown in ***BOLD ITALIC*** are supplied without a drive gear.



Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

BREAKER POINT DISTRIBUTORS - INTERNATIONAL

23, 24, 25, 26 AND 27 SERIES			23, 24, 25 SERIES	27 SERIES
ENGINE	YEAR	CYL. ENGINE	DUAL POINT IGNITION	DUAL POINT VACUUM ADVANCE
BRITISH LEYLAND				
Land Rover and Range Rover			Listings fit left side steering only.	
AUSTIN - MG - TRIUMPH - HILLMAN - MORGAN			Lucas Distributor hold down clamp must be used	
MORRIS - SINGER - SUNBEAM - ENGLISH FORD			when installing a replacement MALLORY Distributor	
JAGUAR				
1968-82	L4/LH	Austin-Allegro, America, Marina, Maxi and Mini w/o Drive Dog	2332001	2732001
1957-71	L4/LH	Austin Sprite, 950cc, 1100cc, 1275cc w/o Drive Dog	2332001	2732001
1965-74	L4/LH	Cooper and Cooper S, MK and 18/22, MKII w/o Drive Dog	2332001	2732001
1956-75	L4/LH	Hillman Husky, Imp, Minx w/o Drive Dog	2332001	2732001
1956-76	L4/LH	MG, MGA, MGB, G.T., Midget w/o Drive Dog	2332001	2732001
1953-79	L4/LH	Morgan, Morris Marina 1.3L and 1.8L w/o Drive Dog	2332001	2732001
1959-64	L4/LH	Singer Gattellei and 4681, Vague MK2 w/o Drive Dog	2332001	2732001
1957-73	L4/LH	Sunbeam Alpine/Tiger, Imp, Arrow w/o Drive Dog	2332001	2732001
1951-60	L4/LH	English Ford 375 w/o Drive Dog	2332001	2732001
1963-76	L4/LH	Rover 2000, 2000TC, 2200TC w/o Drive Dog	2332001	2732001
1954-68	L4/LH	Triumph TR-2, TR-3, TR-3A, TR-3B, TR-4, TR-4A w/o Drive Dog	2332001	2732001
1960-77	L6/LH	Aston Martin DB4, DB5, DB6, DBS, Volante - No gear	2367801	2767801
1957-71	L6/LH	Austin, Austin-Healey 100/6, 3000 series - No gear	2367801	2767801
1961-71	L6/LH	Daimler, Vanden Plus 3L, 4L & 4.2L models - No gear	2367801	2767801
1958-74	L6/LH	Jaguar (w/o fuel inj.) XJ6, XKE, 2.4 and 3.4 Sedan, MK II, VIII, IX and X, 420 and 420G, XK150S	2367801	2767801
1968-69	L6/LH	MGC - No gear	2367801	2767801
1964-65	L6/LH	Reliant Sabre, Scimitar - No gear	2367801	2767801
1957-58	L6/LH	Riley 2.6L models - No gear	2367801	2767801
1952-79	L6/LH	Rover 75, 90, 100, 105 and all 3.0L models - No gear	2367801	2767801
1962-75	L6/LH	Triumph TR250/6, TR6 - No gear	2367801	2767801
ALL	V8/RH	215 Aluminum Block (with 24° advance @3,200 rpm) - No Gear	—	2768901
ALL	V8/RH	215 Aluminum Block Rover (with 18° advance @ 3,400 rpm) - No Gear	—	2768902
DATSUN (Nissan Motors) - Without Fuel Injection				
ALL	L6/LH	240Z, 260Z and 280Z (L24, L26 and L28E)	2363901	2763901
1981-84	L6/LH	Maxima 2400cc (L24E)	2363901	2763901
1977-82	L6/LH	810 2400cc (L24E)	2363901	2763901
1967-80	L4/LH	Pick-up1600cc (L16), 1800cc (L18), 2000cc (L20B)	—	2758901
1977-79	L4/LH	200SX 2000cc (L20B)	—	2758901
1968-73	L4/LH	510 1600cc (L16), 2000cc (L20B)	—	2758901
1978-79	L4/LH	510 1600cc (L16), 2000cc (L20B)	—	2758901
1974-77	L4/LH	610 and 710 1800cc (L18), 2000cc (L20B)	—	2758901
PORSCHE - Without Fuel Injection				
1959-75	4/RH	356B, 1600S, 912 and 914	2354101	2754101
TOYOTA				
1969-89	L6/RH	Land Cruiser O. H. V.	2364101	2764101
VOLKSWAGEN - Without Fuel Injection				
1955-74	4/RH	Air Cooled	2354101	2754101
1955-74	4/RH	Air Cooled (special single point distributor with 22° advance @ 2500 rpm)	2354109	—
1975-80	L4/RH	Dasher, Rabbit and Scirocco	—	2764001
VOLVO - Without Fuel Injection				
1966-74	L4/LH	1800cc - 122s, 140 and 1800 Series	2361001	—



TUNE-UP PARTS FOR MALLORY POINTS STYLE DISTRIBUTORS

23, 24, 25, 26 AND 27 SERIES

8 Cylinder Applications								
	Points	SD Points	Condenser	Tune Up Kit	Cap	Rotor	Cap/Rotor Kit	Vacuum Adv
25 Series	25042	25042X	400	29323	209M	309	2091M	
26 Series	25042	25042X	400	29323	209M	309	2091M	
27 Series	25042	25042X	401	29323	209M	310	2091M	29332
YL/HP	25042	25042X	400	29323	209M	309	2091M	
YL/DP	25042	25042X	400	29323	209M	309	2091M	
6 Cylinder Applications - Except Semi-Even and Odd Fire Engines								
23 Series	25042	25042X	400	29323	270	309		
24 Series	25042	25042X	400	29323	270	309		
25 Series	25042	25042X	400	29323	226	320M		
26 Series	25042	25042X	400	29323	226	320M		
27 Series	25042	25042X	401	29323	270	310		29332
YL/HP	25042	25042X	400	29323	226	320M		
YL/DP	25042	25042X	400	29323	226	320M		
6 Cylinder Applications - Semi-Even and Odd Fire Engines								
23 Series	25042	25042X	400	29323	270	310		
25 Series	25042	25042X	400	29323	215A			
YL/HP	25042	25042X	400	29323	215A			
YL/DP	25042	25042X	400	29323	215A			
4 Cylinder Applications								
23 Series	25042	25042X	400	29323	271	309	2093M	
24 Series	25042	25042X	400	29323	271	309	2093M	
25 Series	25042	25042X	400	29323	225	320M		
26 Series	25042	25042X	400	29323	225	320M		
27 Series	25042	25042X	401	29323	271	310	2093M	29332
YL/HP	25042	25042X	400	29323	225	320M		
YL/DP	25042	25042X	400	29323	225	320M		
Old Mallory Distributors - Double-Life, Rev Pol, YC, ZC, 10, 11, 14, 15 Series								
8 Cylinder	24875B	24875BX	400			4215C		
6 Cylinder	24875B	24875BX	400		n/a	4215C		
4 Cylinder	24875B	24875BX	400		n/a	4215C		
8 Cylinder Applications- w/ Flat Cap*								
25 Series	25042	25042X	29323	400	221	318		
26 Series	25042	25042X	29323	400	221	318		
27 Series	25042	25042X	29323	400	221	318		

*Note: 32-48 Ford-Use cap 221A instead

CONTACT POINT ADJUSTMENTS

8 Cylinder Applications						
	Dual Point Point Gap	Dwell - Each	Dwell - Total	Single Point Point Gap	Dwell - Each	Dwell - Total
25 Series	.022"	26 Degrees	33 Deg +/- 2	.018"	29 Degrees	29 Deg +/- 2
26 Series	.022"	26 Degrees	33 Deg +/- 2	.018"	29 Degrees	29 Deg +/- 2
27 Series	.022"	26 Degrees	33 Deg +/- 2	.018"	29 Degrees	29 Deg +/- 2
YL/HP	.022"	26 Degrees	33 Deg +/- 2	.018"	29 Degrees	29 Deg +/- 2
YL/DP	.022"	26 Degrees	33 Deg +/- 2	.018"	29 Degrees	29 Deg +/- 2
6 Cylinder Applications- Except Semi-Even and Odd Fire Engines						
	Dual Point Point Gap	Dwell - Each	Dwell - Total	Single Point Point Gap	Dwell - Each	Dwell - Total
23 Series	.028"	29 Degrees	35 Deg +/- 2	.022"	31 Degrees	31 Deg +/- 2
24 Series	.028"	29 Degrees	35 Deg +/- 2	.022"	31 Degrees	31 Deg +/- 2
25 Series	.028"	29 Degrees	35 Deg +/- 2	.022"	31 Degrees	31 Deg +/- 2
26 Series	.028"	29 Degrees	35 Deg +/- 2	.022"	31 Degrees	31 Deg +/- 2
27 Series	.028"	29 Degrees	35 Deg +/- 2	.022"	31 Degrees	31 Deg +/- 2
YL/HP	.028"	29 Degrees	35 Deg +/- 2	.022"	31 Degrees	31 Deg +/- 2
YL/DP	.028"	29 Degrees	35 Deg +/- 2	.022"	31 Degrees	31 Deg +/- 2
6 Cylinder Applications- Semi-Even and Odd Fire Engines						
	Dual Point Point Gap	Dwell - Each	Dwell - Total			
23 Series	.022"	30 Degrees	35 Deg +/- 2			
25 Series	.022"	30 Degrees	35 Deg +/- 2			
YL/HP	.022"	30 Degrees	35 Deg +/- 2			
YL/DP	.022"	30 Degrees	35 Deg +/- 2			
4 Cylinder Applications						
	Dual Point Point Gap	Dwell - Each	Dwell - Total	Single Point Point Gap	Dwell - Each	Dwell - Total
23 Series	.022"	32 Degrees	41 Deg +/- 2	.018"	34 Degrees	34 Deg +/- 2
24 Series	.022"	32 Degrees	41 Deg +/- 2	.018"	34 Degrees	34 Deg +/- 2
25 Series	.022"	32 Degrees	41 Deg +/- 2	.018"	34 Degrees	34 Deg +/- 2
26 Series	.022"	32 Degrees	41 Deg +/- 2	.018"	34 Degrees	34 Deg +/- 2
27 Series	.022"	32 Degrees	41 Deg +/- 2	.018"	34 Degrees	34 Deg +/- 2
YL/HP	.022"	32 Degrees	41 Deg +/- 2	.018"	34 Degrees	34 Deg +/- 2
YL/DP	.022"	32 Degrees	41 Deg +/- 2	.018"	34 Degrees	34 Deg +/- 2
Old Mallory Distributors- Double-Life, Rev Pol, YC, ZC, 10, 11, 14, 15 Series						
	Dual Point Point Gap	Dwell - Each	Dwell - Total			
8 Cylinder	.018"	17 Degrees	34 Deg +/- 2			
6 Cylinder	.020"	24 Degrees	48 Deg +/- 2			
4 Cylinder	.022"	35 Degrees	41 Deg +/- 2			



Distributors for Factory Fuel-Injected Cars & Trucks 78 & 79 Series - Ford TFI Distributors

Features At A Glance:

- Direct plug-in replacement for factory distributor
- High performance Mallory electronics for maximum performance
- Precision CNC-machined billet aluminum housing
- Large diameter Mallory Pro Cap with wire retaining ring (79 Series)
- Clears most popular stock and performance fuel rails
- See page 69 for suggested coils

50 STATE LEGAL

- 1986-97 Ford 5.0L
with Distributor Mounted TFI Module 7970404
- 1986-97 Ford 5.8L
with Distributor Mounted TFI Module 7968704
- 1991-97 Ford 5.0L
with Remote Mounted TFI Module. 7870406
- 1991-97 Ford 5.8L
with Remote Mounted TFI Module. 7868706



79 SERIES TUNE UP PARTS				
Module	Cap	Rotor	Wire Retainer	Cap Adapter
613	29745	29736	29744	29748
78 SERIES TUNE UP PARTS				
	Cap			
	263M			



80 Series - Chevrolet HEI/EST Distributor

Features At A Glance:

- Direct plug-in replacement for factory distributor
- High output magnetic trigger for stronger signal throughout the RPM range
- Precision CNC-machined billet aluminum housing
- Unique Mallory Distributor Cap adds crossfire protection
- Ball bearing/bushing-supported oversized hardened shaft for maximum timing stability
- Use 29210 coil for best results

50 STATE LEGAL

- 1987-93 Chevrolet V8 262-454, 502 exc. Tall Block
HEI/EST Equipped GM Cars 8048204
- 1987-95 Chevrolet V8 262-454, 502 exc. Tall Block
HEI/EST Equipped GM Trucks. 8048204



80 SERIES TUNE UP PARTS			
Module	Pick Up	Cap	Rotor
612	29789	265M	366

MALLORY HEI - 85 SERIES



8548201C



8548201

Features At A Glance:

- Direct Plug-in for GM HEI equipped Cars and Trucks (Pre-Computer)
- Available With Matching Mallory High Performance Coil (except as noted)
- Mechanical Advance Plus Adjustable Vacuum Advance
- Mallory Electronics For High Performance Dwell and Coil Saturation
- Precision CNC Machined Billet/Cast Housing for Maximum Timing Accuracy
- For Non Computer Controlled Cars and Trucks

Street Performance Distributors

Applications-With Matching Performance Coil

- Chevrolet V8 262-400 and 396-502 1955-96 . . . 8548201C
- Ford V8 260-302W 1962-95 8555101C
- Ford V8 351W 1969-95 8555401C
- Ford V8 351M, 351C, 400 and 429-460 8556701C
- American Motors/Jeep V8 290-401 1966-92 . . . 8560001C

Applications- Without Coil

- Chevrolet V8 262-400 and 396-502 1955-96 8548201

Race Prepped Distributors

Additional Features

- Locked Mechanical Advance
- Locked Vacuum Advance
- Complete advance weight and spring kit included to allow for conversion back to mechanical advance
- Multi-index cap for ease of installation on V8 engines

Applications- With Matching Performance Coil

- Chevrolet V8 262-400 and 396-502 1955-96 . . 8548201RC

Applications- Without Coil

- Chevrolet V8 262-400 and 396-502 1955-96 . . . 8548201R



29212

Coils sold separately



29215

TUNE UP PARTS

85 Series	Cap	Rotor	"C" Coil	"RC" Coil	Vac. Adv.
Module 607	261	362	29212	29215	29331

Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

FOR AFTERMARKET FUEL INJECTION - EDELBROCK® AND OTHER SYSTEMS

61 Series

Features At A Glance:

- For popular Chevrolet and Ford engines
- Utilizes Hall Effect Triggering with #1 cylinder identification
- Compact design for maximum clearance; Precision CNC-machined billet housing
- Eliminates conversion hassles of stock distributors
- Stable triggering throughout the RPM range
- Additional models available on a special order basis

95 Series

Features At A Glance:

- Available with Stack (Small HEI Style) or Pro Cap (Large HEI Style) Caps
- Common housing allows for cap/rotor swaps
- Billet housings with ball bearing/bushing shaft support
- Larger caps increase cross fire resistance; Plug Wire Retainer Holds Wires in place
- Steel distributor gears; Grooved for O-rings (supplied, not installed)



61 AND 95 SERIES			61 SERIES W/STANDARD CAP	95 SERIES W/STACK CAP	95 SERIES W/PRO CAP
ENG YEAR	CYL	ENGINE			
CHEVROLET- Includes All Distributor Equipped Engines Including Corporate GM Competition Engines					
1955-96	V8-RH	262-454, 502 except 1955-74 Corvette w/ mech tach, 348-409, Rocketblock, Tall Block, and Merlin/Superblock	6148201	9548214	9548204
1955-74	V8-RH	262-454 1955-74 Corvette w/ mech tach, (exc.348-409, Rocketblock, Tall Block, and Merlin/Superblock)	6164501	9564514	9564504
ALL	V8/RH	Merlin/Superblock, Rocketblock and Tall Block		9559014	9559004
CHRYSLER					
1965-95	V8/RH	LA Engines 273, 318 (67-up), 340 and 360	—	9557914	9557904
1958-78	V8/LH	B Engines 350, 361, 383 and 400	—	9557714	9557704
1959-79	V8/LH	RB Engines 413, 426 Wedge and 440	—	9557814	n/a
1966-71	V8/LH	426 Hemi	—	9557814	n/a
FORD MOTOR COMPANY - Includes Mercury, Lincoln and Light Trucks					
1968-95	V8/LH	351C/M, 400, 429 and 460	6156701	9556714	9556704
1958-76	V8/LH	332, 352, 360, 390, 406, 410, 427, and 428		9555314	
1969-95	V8/LH	351W	6155401	9555414	—
1962-95	V8/LH	221, 255, 260, 289, 302	6155101	9555114	9555104
OLDSMOBILE					
1964-82	V8/HL	Olds Eng. 330, 350, 400, 403, 425 and 455	—	9563414	—
1980-89	V8/HL	Olds Eng. 260, 307	—	9563414	—

TUNE UP PARTS			
61 Series - With Standard Cap			
Cap	Rotor		
209M	310		
95 Series - With Stack Cap			
Cap	Rotor	Wire Retainer	
205M	29792	29314	
95 Series - With Pro Cap			
Cap	Rotor	Wire Retainer	Cap Adapter
29745	29736	29744	29748



S/C SERIES UNILITE® AND DUAL POINT DISTRIBUTORS FOR SUPERCHARGED ENGINES



2544501



2555801

Features At A Glance:

- Low profile housing with flat caps for maximum clearance
- Small diameter bowl for ease of fit
- For popular Chevrolet and Ford engines
- Precision CNC-machined billet housing
- Available in Dual Point and Unilite® models
- Additional models available on a special order basis



25 AND 37 SERIES			25 SERIES DUAL POINT IGNITION	37 SERIES UNILITE® ELECTRONIC IGNITION
ENG YEAR	CYL	ENGINE		
CHEVROLET- Includes All Distributor Equipped Engines Including Corporate GM Competition Engines				
1955-96	V8-RH	262-454, 502 except 1955-74 Corvette w/ mech tach, 348-409, Rocketblock, Tall Block, and Merlin/Superblock	2568501	3768501
FORD MOTOR COMPANY - Includes Mercury, Lincoln and Light Trucks				
1962-95	V8/LH	212, 255, 260, 289, 302	2544501	3744501
1969-95	V8/LH	351W (will fit Edelbrock Victor Jr. manifolds)	2555801	3755801
1968-95	V8/LH	351C/M, 400, 429 and 460		3756001

TUNE UP PARTS 25 SERIES			
Points	Condenser	Cap	Rotor
25042	400	221	319

TUNE UP PARTS 37 SERIES			
Module	Module Kit	Cap	Rotor
605	6050	221	360

Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

CUSTOM DISTRIBUTORS

If you can't find a distributor for your older engine application listed in this catalog, Mallory can build a custom distributor for just about any automotive application dating back to the '20s. If we don't have your application's information on file, simply supply us with your OEM factory distributor and in most cases, we can engineer and manufacture a modern electronic style or a single / dual point replacement unit for you.

Do you need a mechanical tachometer drive? We have you covered. How about a trigger unit for a modern electronic fuel injection system being installed on your older engine? We can do that too. Below are listed just a few of the more common "specialty, street rod and & antique" applications that we already have setup in our system.

If you don't see what you are looking for call our Tech Service department at 216-688-8300 #500



3734501



2572001



2572101



2527501

YEAR	CYL	ENGINE	23,25 SERIES DUAL POINT IGNITION	37, 45 SEIRES UNILITE IGNITION	47 SERIES UNILITE VAC. ADV.	50 SEIES MAGNETIC BREAKERLESS	57 SERIES MAG. BRKLESS VAC, AVD.
FORD							
1955-64	V8/LH	272-312 Y-block	2538701	3738701	-	5038701	-
1949-53	V8/RH	All flat head 12 volt only	2527501	3727501	-	5027501	-
1942-48*	V8/RH	All 2-bolt 12 volt only	2572001	3772001	-	5072001	-
1932-41	V8/RH	All 3-bolt 12 volt only	2572101	3772101	-	5072101	-
Model A	L4/LH	All 12 volt only	2301105	4501105	-	-	-
Model B	L4/LH	All 12 volt only	2301106	4501106	-	-	-
Note: Unilite and Magnetic Breakerless Ignition distributors require the ignition system to be converted to 12-volt negative ground. * Some 1942-48 models may encounter some water pump/fan interference due to slight increase in distributor length. Modification maybe required.							
LINCLON / MERCURY / EDSEL							
1958-67	V8/LH	383-462 MEL	-	373440001	-	-	-
1955-58	V8/LH	341-368 Y-block	2538701	3738701	-	5038701	-
BUICK							
1953-66	V8/RH	264-425 Nailhead	-	372920002	472920002	-	-
CADILLAC							
1963-65	V8/RH	390-429	-	-	474770001	-	-
CHEVROLET							
1958-65	V8/RH	348-409 "W" engine	2534501	3734501	-	-	-
CHRYSLER							
1964-71	V8/LH	426 Hemi	2557801	3757801	4757801	5057801	5757801
1957-58	V8/RH	392 Hemi	2533701	3733701	-	5033701	-
1951-57	V8/RH	241-354 Hemi	-	37270001	-	-	-
OLDSMOBILE							
1949-64	V8/LH	303-394 Rocket	-	-	47250001	-	-

In today's economy, we at Mallory understand that maximizing your performance dollars is one of your top priorities. That's why we have introduced a new line of economically priced street/strip distributors - the PROMASTER Series. We took the most popular application, loaded the distributors with features and benefits that everyone could appreciate and priced them where anyone could afford them;

Features At A Glance:

- CNC machined billet 6061-T6 aluminum housing
- Machined for O-rings – O-rings included
- Centerless ground shaft, welded pins, plated assembly with nylon rub pads
- Steel distributor gear compatible with flat tappet or hydraulic roller camshaft
- Easy to adjust vacuum advance (if equipped) – lock out included
- Easy to adjust top mount mechanical advance - recurve kit included
- Cap, rotor and wire retainer included



85551M



8361M



8207M



8467M



8433M

Tech Sheet

Primary Resistance	0.4 Ohms
Secondary Resistance	5.0K Ohms
Maximum Voltage	44 KV
Inductance	6.5 mH
Turns Ratio	60:1

8207M

For Chevrolet 262-502 V8 engines except 348, 409 and Tall deck block engines

2-wire Magnetic Trigger with Mechanical Advance
Requires the used of a Mallory HyFire CD ignition control box **85551M**

2-wire Magnetic Trigger with Mechanical and Vacuum advance
Requires the used of a Mallory HyFire CD ignition control box **8361M**

3-wire Ready to run Module with Mechanical and Vacuum advance . . . **8360M**
Must be used with Mallory #8207M coil – sold separately

Replacement parts Distributor cap **8433M**
 Rotor **8467M**

FOR MALLORY ELECTRONIC STYLE DISTRIBUTORS

BILLET COMPETITION SERIES								
81 Series With Stack Cap								
Mag Pickup	Cap	Rotor LH	Rotor RH	Wire Retainer	Cap Adapter	Harness	Adv Curve Kit	
29789	205M	29792	29792	29314	-	29788	29014	
81 Series With Pro Cap								
Mag Pickup	Cap	Rotor LH	Rotor RH	Wire Retainer	Cap Adapter	Harness	Adv Curve Kit	
29789	29745	29773	29772	29744	29748	-	29014	
82 Series With Stack Cap								
Module	Module Kit	Cap	Rotor LH	Rotor RH	Wire Retainer	Cap Adapter	Harness	Adv Curve Kit
609	6090M	205M	29792	29792	29314	-	29349	29014
82 Series With Pro Cap								
Module	Module Kit	Cap	Rotor LH	Rotor RH	Wire Retainer	Cap Adapter	Harness	Adv Curve Kit
609	6090M	29745	29773	29772	29744	29748	29349	29014
83 Series With Stack Cap								
Module	Module Kit	Cap	Rotor LH	Rotor RH	Wire Retainer	Cap Adapter	Harness	Adv Curve Kit
605	6050	205M	336	336	29314	-	29349	29014
83 Series With Pro Cap								
Module	Module Kit	Cap	Rotor LH	Rotor RH	Wire Retainer	Cap Adapter	Harness	Adv Curve Kit
605	6050	29745	29747	29746	29744	29749	29349	29014
84 Series With Stack Cap								
Mag Pickup	Cap	Rotor LH	Rotor RH	Wire Retainer	Cap Adapter	Harness	Adv Curve Kit	
29789	205M	29792	29792	29314	-	-	29014	
84 Series With Pro Cap								
Mag Pickup	Cap	Rotor LH	Rotor RH	Wire Retainer	Cap Adapter	Harness	Adv Curve Kit	
29789	29745	29773	29772	29744	29748	-	29014	

CT SERIES						
66 Series with Stack (small) Cap						
Mag Pickup	Cap	Rotor LH	Rotor RH	Wire Retainer	Cap Adapt	Harness
29789	205M	29792	29792	29314	-	-
66 Series with COMP 9000 Cap						
Mag Pickup	Cap	Rotor LH	Rotor RH	Wire Retainer	Cap Adapt	Harness
29789	29745	29773	29772	29744	29748	-

E FIRE & MAX FIRE SERIES				
12 & 22 Series with Stack (small) Cap				
Cap	Rotor LH	Rotor RH	Wire Retainer	Cap Adapt
205M	29792	29792	29314	-
12 & 22 Series with COMP 9000 Cap				
Cap	Rotor LH	Rotor RH	Wire Retainer	Cap Adapt
29745	29736	29736	29744	29748

COMP S/S SERIES						
32 Series						
Mag Pickup	Cap	Rotor	Wire Retainer	Harness	Adv Curve Kit	
29789	208M	304	29314	-	29014	
42 Series						
Module	Module Kit	Cap	Rotor	Wire Retainer	Harness	Adv Curve Kit
609	6090M	208M	307M	29314	29349	29014

COMP 9000 SERIES									
86 Series									
Module	Module Kit	Cap	Rotor	Wire Retainer	Cap Adapter	Harness	Vac. Adv- LH	Vac. Adv- RH	Adv Curve Kit
605	6050	29745	29737	29744	29749	29349	29333-L	29333-R	29014
87 Series									
Module	Module Kit	Cap	Rotor	Wire Retainer	Cap Adapter	Harness	Vac. Adv- LH	Vac. Adv- RH	Adv Curve Kit
609	6090M	29745	29736	29744	29748	29349	29333-L	29333-R	29014
89 Series									
Module	Module Kit	Cap	Rotor LH	Rotor RH	Wire Retainer	Cap Adapter	Harness	Adv Curve Kit	
609	6090M	29745	29773	29772	29744	29748	29349	29014	
91 Series									
Module	Module Kit	Cap	Rotor LH	Rotor RH	Wire Retainer	Cap Adapter	Harness	Adv Curve Kit	
605	6050	29745	29747	29746	29744	29749	29349	29014	

AFTERMARKET FUEL-INJECTION			
61 Series - With Standard Cap			
Cap	Rotor		
209M	310		
95 Series - With Stack Cap			
Cap	Rotor	Wire Retainer	
205M	29792	29314	
95 Series - With Pro Cap			
Cap	Rotor	Wire Retainer	Cap Adapter
29745	29736	29744	29748

FOR ELECTRONIC AND POINTS STYLE DISTRIBUTORS

HEI DISTRIBUTORS

85 Series					
Module	Cap	Rotor	"C" Coil	"RC" Coil	Vac. Adv.
607	261	362	29212	29215	29331
75 Series					
Module	Cap	Rotor	"C" Coil		Vac. Adv.
699	261	362	29215		29331

FACTORY FUEL INJECTION SYSTEMS

78 Series				
Module	Cap	Rotor	Wire Retainer	Cap Adapter
	263M	-	-	-
79 Series				
Module	Cap	Rotor	Wire Retainer	Cap Adapter
613	29745	29736	29744	29748
80 Series				
Module	Pick Up	Cap	Rotor	Harness
612	29789	265M	366	-

HIGH PERFORMANCE ELECTRONIC

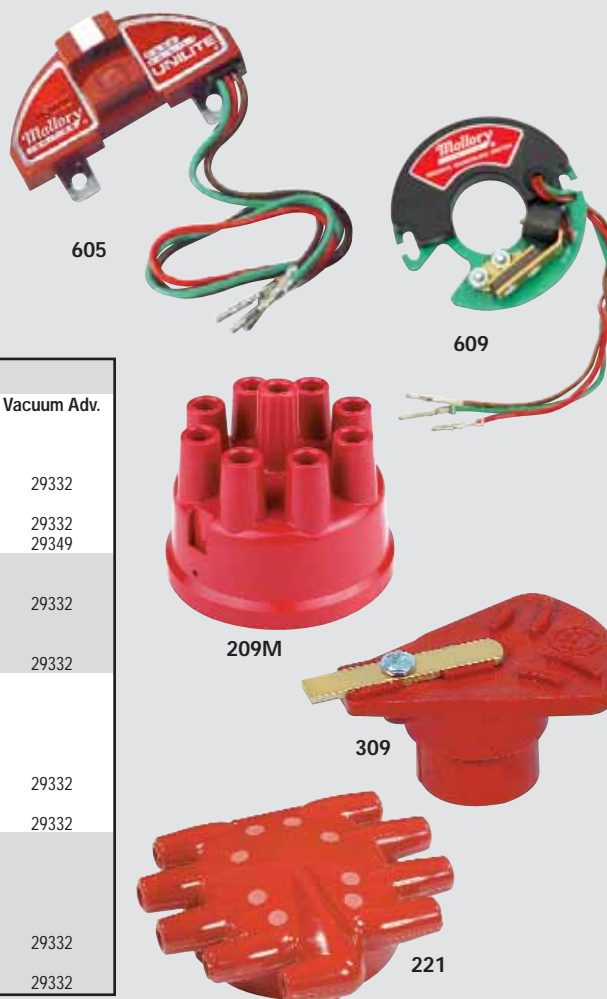
	Module	Cap	Rotor	Cap/Rotor Kit	Harness	Vacuum Adv.
8 Cylinder Applications						
37 Series	605	209M	335	2092M	29349	
38 Series	605	209M	335	2092M	29349	
47 Series	605	209M	322	2092M	29349	29332
50 Series	609	209M	309	2091M	29349	
57 Series	609	209M	310	2091M	29349	29332
60 Series	637		209M	310	2091M	29349
8 Cylinder Applications - w/ Flat Cap*						
37 Series	605		221		29349	
38 Series	605		221		29349	29332
47 Series	605		221		29349	
50 Series	609		221		29349	
57 Series	609		221		29349	29332
6 Cylinder Applications - Except Semi-Even and Odd Fire Engines						
37 Series	605		226		29349	
38 Series	605		226		29349	
45 Series	605		270		29349	
46 Series	605		270		29349	
47 Series	605		270	323M	29349	29332
50 Series	609		270	309	29349	
57 Series	609		270	310	29349	29332
4 Cylinder Applications						
37 Series	605	225	337		29349	
38 Series	605	225	337		29349	
45 Series	605	271	340	2093M	29349	
46 Series	605	271	340	2093M	29349	
47 Series	605	271	325	2093M	29349	29332
50 Series	609	271	309	2094M	29349	
57 Series	609	271	310	2094M	29349	29332

*Note: 32-48 Ford-Use cap 221A instead

HIGH PERFORMANCE POINTS STYLE

	Points	SD Points	Condenser	Tune Up Kit	Cap	Rotor	Cap/Rotor Kit	Vacuum Adv.
8 Cylinder Applications								
25 Series	25042	25042X	400	29323	209M	309	2091M	
26 Series	25042	25042X	400	29323	209M	309	2091M	
27 Series	25042	25042X	401	29323	209M	310	2091M	29332
YL/HP	25042	25042X	400	29323	209M	309	2091M	
YL/DP	25042	25042X	400	29323	209M	309	2091M	
8 Cylinder Applications - w/ Flat Cap*								
25 Series	25042	25042X	400	29323	221	318		
26 Series	25042	25042X	400	29323	221	318		
27 Series	25042	25042X	401	29323	221	318		
6 Cylinder Applications - Except Semi-Even and Odd Fire Engines								
23 Series	25042	25042X	400	29323	270	309		
24 Series	25042	25042X	400	29323	270	309		
25 Series	25042	25042X	400	29323	226	320M		
26 Series	25042	25042X	400	29323	226	320M		
27 Series	25042	25042X	401	29323	270	310		29332
YL/HP	25042	25042X	400	29323	226	320M		
YL/DP	25042	25042X	400	29323	226	320M		
6 Cylinder Applications- Semi-Even and Odd Fire Engines								
23 Series	25042	25042X	400	29323	270	310		
25 Series	25042	25042X	400	29323	215M			
YL/HP	25042	25042X	400	29323	215M			
YL/DP	25042	25042X	400	29323	215M			
4 Cylinder Applications								
23 Series	25042	25042X	400	29323	271	309	2093M	
24 Series	25042	25042X	400	29323	271	309	2093M	
25 Series	25042	25042X	400	29323	225	320M		
26 Series	25042	25042X	400	29323	225	320M		
27 Series	25042	25042X	401	29323	271	310	2093M	29332
YL/HP	25042	25042X	400	29323	225	320M		
YL/DP	25042	25042X	400	29323	225	320M		
Old Mallory Distributors - Double-Life, Rev Pol, YC, ZC, 10, 11, 14, 15 Series								
8 Cylinder	24875B	24875BX	400			4215C		
6 Cylinder	24875B	24875BX	400			4215C		
4 Cylinder	24875B	24875BX	400			4215C		

*Note: 32-48 Ford-Use cap 221A instead



FOR POINTS STYLE DISTRIBUTORS

CONTACT POINT ADJUSTMENTS

8 Cylinder Applications

	Dual Point			Single Point		
	Point Gap	Dwell-Each	Dwell-Total	Point Gap	Dwell-Each	Dwell-Total
25 Series	.022"	26 Degrees	33 Deg +/- 2	.018"	29 Degrees	29 Deg +/- 2
26 Series	.022"	26 Degrees	33 Deg +/- 2	.018"	29 Degrees	29 Deg +/- 2
27 Series	.022"	26 Degrees	33 Deg +/- 2	.018"	29 Degrees	29 Deg +/- 2
YL/HP	.022"	26 Degrees	33 Deg +/- 2	.018"	29 Degrees	29 Deg +/- 2
YL/DP	.022"	26 Degrees	33 Deg +/- 2	.018"	29 Degrees	29 Deg +/- 2

6 Cylinder Applications - Except Semi-Even and Odd Fire Engines

	Dual Point			Single Point		
	Point Gap	Dwell-Each	Dwell-Total	Point Gap	Dwell-Each	Dwell-Total
23 Series	.028"	29 Degrees	35 Deg +/- 2	.022"	31 Degrees	31 Deg +/- 2
24 Series	.028"	29 Degrees	35 Deg +/- 2	.022"	31 Degrees	31 Deg +/- 2
25 Series	.028"	29 Degrees	35 Deg +/- 2	.022"	31 Degrees	31 Deg +/- 2
26 Series	.028"	29 Degrees	35 Deg +/- 2	.022"	31 Degrees	31 Deg +/- 2
27 Series	.028"	29 Degrees	35 Deg +/- 2	.022"	31 Degrees	31 Deg +/- 2
YL/HP	.028"	29 Degrees	35 Deg +/- 2	.022"	31 Degrees	31 Deg +/- 2
YL/DP	.028"	29 Degrees	35 Deg +/- 2	.022"	31 Degrees	31 Deg +/- 2

6 Cylinder Applications - Semi-Even and Odd Fire Engines

	Dual Point		
	Point Gap	Dwell-Each	Dwell-Total
23 Series	.022"	30 Degrees	35 Deg +/- 2
25 Series	.022"	30 Degrees	35 Deg +/- 2
YL/HP	.022"	30 Degrees	35 Deg +/- 2
YL/DP	.022"	30 Degrees	35 Deg +/- 2

4 Cylinder Applications

	Dual Point			Single Point		
	Point Gap	Dwell- Each	Dwell- Total	Point Gap	Dwell- Each	Dwell- Total
23 Series	.022"	32 Degrees	41 Deg +/- 2	.018"	34 Degrees	34 Deg +/- 2
24 Series	.022"	32 Degrees	41 Deg +/- 2	.018"	34 Degrees	34 Deg +/- 2
25 Series	.022"	32 Degrees	41 Deg +/- 2	.018"	34 Degrees	34 Deg +/- 2
26 Series	.022"	32 Degrees	41 Deg +/- 2	.018"	34 Degrees	34 Deg +/- 2
27 Series	.022"	32 Degrees	41 Deg +/- 2	.018"	34 Degrees	34 Deg +/- 2
YL/HP	.022"	32 Degrees	41 Deg +/- 2	.018"	34 Degrees	34 Deg +/- 2
YL/DP	.022"	32 Degrees	41 Deg +/- 2	.018"	34 Degrees	34 Deg +/- 2

Old Mallory Distributors - Double-Life, Rev Pol, YC, ZC, 10, 11, 14, 15 Series

8 Cylinder	Dual Point		
	Point Gap	Dwell - Each	Dwell - Total
	.018"	17 Degrees	34 Deg +/- 2
6 Cylinder	Dual Point		
	Point Gap	Dwell - Each	Dwell - Total
	.020"	24 Degrees	48 Deg +/- 2
4 Cylinder	Dual Point		
	Point Gap	Dwell - Each	Dwell - Total
	.022"	35 Degrees	41 Deg +/- 2

E SPARK® CONVERSION KITS FOR MALLORY POINT DISTRIBUTORS

Put an end to high maintenance Point Ignition Systems by installing a proven Mallory E Spark Ignition Conversion Kit. By utilizing specialized electronic circuitry and an infrared signal, ignition timing is stable from 1 RPM through 10,000!



61001M

Features At A Glance:

- More accurate ignition timing than any other type of system- Period!
- Improves performance and fuel efficiency
- Easy to install with simple hand tools
- Reduced maintenance
- Latest Thermal Clad based surface mount construction for maximum dependability and long life
- Available for all popular 12-volt negative ground domestic cars and trucks
 - Mallory 4, 6, and 8 cylinder Point Type Automotive, Industrial, and Marine Distributors
 - Use 29216 coil for best performance

KIT APPLICATIONS

For Mallory Automotive, Industrial, and Marine Distributors with Mechanical Advance only

Cyl	Distributor Type	Year	Description	Use Kit No.
8	Mallory	All	YL, HP, 25 & 26 Series with Stack Style Caps	61004M
8	Mallory	All	YL, HP, 25 & 26 Series with Flat Style Caps	61005M
6	Mallory	All	YL, HP, 24 & 25 Series Even Fire with Stack Style Caps	61006M
6	Mallory	All	YL, HP, 25 & 26 Series Even Fire with Mini Bowl	61007M
4	Mallory	All	YL, HP, 23 & 24 Series with Stack Style Caps	61008M
4	Mallory	All	YL, HP, 25 & 26 Series with Mini Bowl	61009M
8	Mallory	All	YL,HP,27 Series Stack Cap (W/Vacuum Advance- Left Hand Rotation	61010M
8	Mallory	All	YL,HP,27 Series Stack Cap (W/Vacuum Advance- Right Hand Rotation	61011M



Stack Cap



Flat Cap



Mini Bowl

FACTORY STYLE DISTRIBUTORS

50 STATE LEGAL EO D70-6 & D70-9

Cyl	Distributor Type	Year	Description	Use Kit No.
8	Delco	1957-74	All- including Corvette Dual Point with externally adjustable points	61001M
8	Ford Motorcraft	1957-74	All Single Point Distributors	61002M
8	Chrysler	1959-73	All Single Point Distributors	61003M

Service Parts

61001M
61002M
61003M

Module

6100M
6100M
6100M

Rotor/Shutter

338 (shutter only)
333
334

Harness

29349
29349
29349

Coil

29216
29216
29216

UNILITE® CONVERSION KITS FOR OEM POINT DISTRIBUTORS

Put an end to high maintenance Point Ignition Systems by installing a proven Mallory Unilite® Ignition Conversion Kit. By utilizing specialized electronic circuitry and an infrared signal, ignition timing is stable from 1 RPM through 10,000!

Features At A Glance:

- Improves performance and fuel efficiency
- Easy to install with simple hand tools
- Reduced maintenance
- Latest Thermal Clad based surface mount construction for maximum dependability and long life
- Available for all popular 12-volt negative ground domestic cars and trucks
- Use 29216 coil for best results

— Domestic V-8 with factory (OEM) distributors
50 STATE LEGAL EO D70-6 & D70-9



FACTORY STYLE DISTRIBUTORS

50 STATE LEGAL EO D70-6 & D70-9

Cyl	Distributor Type	Year	Description	Use Kit No.
8	Delco	1957-74	All- including Corvette Dual Point with externally adjustable points	501
8	Ford Motorcraft	1957-74	All Single Point Distributors	502M
8	Chrysler	1959-73	All Single Point Distributors- Includes Pt No. 250 distributor cap	503M

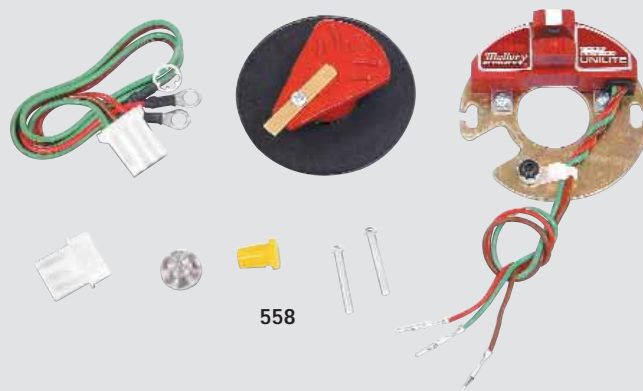
Service Parts	Module	Rotor/Shutter	Harness
501	605	338 (shutter only)	29349
502M	605	333	29349
503M	605	334	29349

UNILITE® CONVERSION KITS FOR MALLORY POINT DISTRIBUTORS

Put an end to high maintenance Point Ignition Systems by installing a proven Mallory Unilite® Ignition Conversion Kit.

Features At A Glance:

- Improves performance and fuel efficiency
- Easy to install with simple hand tools
- Reduced maintenance
- Available for all popular 12-volt negative ground domestic cars and trucks
- Mallory 4, 6, and 8 cylinder Point Type Automotive, Industrial, and Marine Distributors – Mechanical Advance only
- Use 29216 coil for best results



KIT APPLICATIONS

For Mallory Automotive, Industrial, and Marine Distributors with Mechanical Advance only

Cyl	Distributor Type	Year	Description	Use Kit No.
8	Mallory	All	YL, HP, 25 & 26 Series with Stack Style Caps	558
8	Mallory	All	YL, HP, 25 & 26 Series with Flat Style Caps	559
6	Mallory	All	YL, HP, 23 & 24 Series Even Fire with Stack Style Caps	560
4	Mallory	All	YL, HP, 23 & 24 Series with Stack Style Caps	562
4	Mallory	All	YL, HP, 25 & 26 Series with Mini Bowl	563



Super-Duty High-Energy Distributor Cap for Mallory Distributors Originally Equipped with 209 Caps

For more than 35 years, the traditional replacement distributor cap for the Mallory (YL Bowl) YD, YL/HP, 25, 26, 27, 37, 38, 47, 50, 57 and 60 Series 8 cylinder automotive distributors has been Part No. 209M. Now it shares that spotlight with a new red screw down Super-Duty High-Energy Distributor Cap, Part No. 208M.

This new red screw down Super-Duty High-Energy Distributor Cap features:

- Screw-mounted spark plug wire retainer
- Brass contact terminals with spark plug type ends for better wire retention
- Positive locking screw-down distributor cap
- Specially designed cap with a larger contact terminal diameter than the standard distributor cap
- Counterbalanced rotor with specially designed ribbing to prevent cap tracking
- Thermoplastic materials for high dielectric strength and impact resistance qualities that prevent damage

25, 26, 27, 37, 38, 47, 50, 57, AND 60 SERIES

AUTOMOTIVE APPLICATIONS	25 and 26 YD and YL/HP	27 VAC. ADV. DP	37 and 38 UNILITE®	47 VAC. ADV. UNILITE®	50 MAGNETIC	57 MAGNETIC	60 and 61 ELEC. ADV.
8 CYLINDER	SERIES	SERIES	SERIES	SERIES	SERIES	SERIES	SERIES
COMPLETE CONVERSION KIT*	29507	29508	29509	29510	29507	29508	-
DISTRIBUTOR CAP*	208M	208M	208M	208M	208M	208M	208M
ROTOR	308	307M	306M	305	308	307	304
MOUNTING HARDWARE	29316	29317	29316	29317	29316	29317	29316
DISTRIBUTOR BOOT and TERMINAL KIT	669	669	669	669	669	669	669

* Includes wire retainer

Circuit Guard

Combines the protection of the 29351 Active Power Filter from power spikes and surges and other electrical "noise" with the negative spike protection offered by the 611 Power Cell. This compact unit plugs right in and can even be mounted directly on most distributors. Great way of protecting all UniLite, MBI, and E-Spark modules.

Circuit Guard 29371

Active Power Filter

The Active Power Filter is designed for UNILITE®, Ignition Systems that experience failures with the ignition modules from voltage spikes (voltage transients, power surges). Voltage spikes are associated with "noisy" electrical systems from electrical defects such as worn or dirty alternator brushes, corroded or oxidized electrical connections and similar electrical problems. Voltage spikes are clamped and regulated by the Active Power Filter from damaging the UNILITE®, Ignition Module. The Active Power Filter connects between the distributor female connector and the distributor wire harness male connector and attaches easily to the distributor with velcro.

Active Power Filter 29351



29371

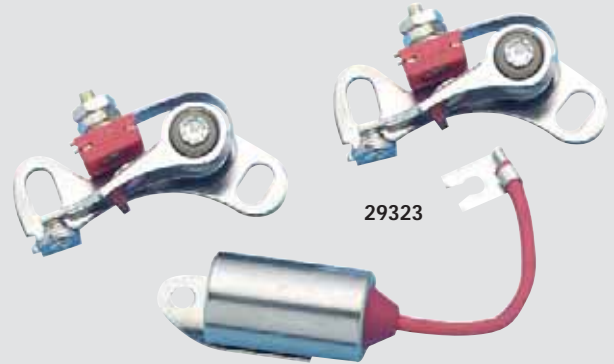


29351

Points and Condenser Kit

This one kit contains the right points and condenser for all Mallory distributors made with a one-piece cap! Nothing could be quicker or easier. Not for YC or ZC distributors

Contains 2 of 25042X contact sets and the matching condenser 29323



Cap and Rotor Kits

Matching cap and rotor kits make it easy to keep what you need right on hand. Now available for all popular V8 and most popular 4 cylinder Mallory distributors with standard socket style stack (upright tower) caps.

For V-8 Dual point and MBI electronic style distributors with a 209 cap & 310 rotor (with or without vacuum advance)..... 2091M

For V-8 UNILITE® style distributors with a 209 cap & 322 rotor (with or without vacuum advance)..... 2092M

For 4 cylinder Dual point and MBI electronic style distributors equipped with a 271 cap (with or without vacuum advance)..... 2094M

For 4 cylinder UNILITE® style distributors equipped with a 271 cap (with or without vacuum advance)..... 2093M



Replacement Carbon Kit

Did you damage the carbon in your 209M, 271 or 270 distributor cap? Replace the carbon for just a fraction of the cost of a distributor cap.

Replacement Carbon Kit 29110



Cam Grease

Recommended for all Breaker Point Distributors, Mallory Cam Grease is specially formulated to meet the lubrication requirements between the Distributor Cam and Breaker Point Rubbing Block. Because of its non-flowing qualities under extreme heat, Mallory Cam Grease prevents rubbing block and cam wear and continues its protection against rust and corrosion.

Cam Grease..... 26015





Alloy Steel Distributor Drive Gears For Cast Cams

- FOR USE WITH CAST FLAT TAPPET HYDRAULIC/MECHANICAL CAMS AND INDUCTION HARDENED OR AUSTEMPERED DUCTILE IRON ROLLER CAMS

Mallory Distributor Gears are precision machined from alloy steel in our factory to exacting original equipment specifications. Special attention is given to the heat treating requirements of each gear to assure the proper hardness, giving trouble free service when used with proferal billet (hydraulic and mechanical flat tappet) and selectively austempered ductile iron billet (hydraulic roller tappet) camshafts. Available for Mallory, original equipment, and other distributors.

DRIVE GEARS			SHAFT OUTSIDE/ GEAR INSIDE DIAMETER	PARTIALLY DRILLED STEEL GEAR PART NO.	PRE-DRILLED STEEL GEAR PART NO.
ENG. YR.	CYL.	ENGINE APPLICATION			
BUICK					
1967-76	V8/RH	400,430,455	0.491"	29414	—
1961-80	V8/RH	215, 300, 340, 350	0.491"	29413	—
1962-87	V6/RH	198, 225, 3.8L/231, 3.0L, 4.1L	0.491"	29413	—
CHEVROLET					
1955-96	V8/RH	262-454, 502 (Includes 348, 409 and Tall Block)	0.491"	29416	29416PD
1996	V8/RH	GM Performance DRCE-2 Engines	0.491"		—
1955-96	V8/RH	262-454, 502 Reverse Rotation Engines	0.491"	29417	—
1979-93	V6/RH	3.3L/200, 3.8L/229, 4.3L	0.491"	29416	29416PD
1963-89	L6/RH	194, 230, 250, 4.8L/292	0.491"	29415	—
1949-62	L6/RH	216, 235"	0.491"	25096	—
1962-65	L4/RH	153	0.491"	29415	—
FORD MOTOR COMPANY					
1968-95	V8/LH	351C, 351M, 400, 429, 460	0.531"	29420	29420PD
1968-95	V8/LH	351C, 351M, 400, 429, 460 Reverse Rotation Engines	0.531"	28653A	—
1968-95	V8/LH	351C, 351M, 400, 429, 460 Special ID for 8556701	0.490"	—	29459PD
1968-95	V8/LH	351C, 351M, 400, 429, 460- Special ID for 1256704, 2256704, 3256711, 4256711, 7556701	0.500"	—	29463PD
1958-76	V8/LH	332, 352, 360, 390, 406, 410, 427, 428	0.467"	29419	29419PD
1958-76	V8/LH	332, 352, 360, 390, 406, 410, 427, 428 Reverse Rotation Engines	0.467"	24903A	—
1969-95	V8/LH	5.8L/351W	0.531"	29421	29421PD
1969-95	V8/LH	5.8L/351W Reverse Rotation Engines	0.531"	28714A	—
1969-95	V8/LH	5.8L/351W- Special ID for 8555401	0.490"	—	29464PD
1969-95	V8/LH	5.8L/351W- Special ID for 1255404, 2255404, 3255411, 4255411, 6655404, 7555401	0.500"	—	29465PD
1981-95	V8/LH	5.0L/302	0.531"	29421	29421PD
1981-95	V8/LH	5.0L/302 Reverse Rotation Engines	0.531"	28714A	—
1962-80	V8/LH	221, 255, 260, 289, 302- Special ID for 8555101	0.490"		29464PD
1962-80	V8/LH	221, 255, 260, 289, 302- Special ID for 6655101	0.500"		29465PD
1962-80	V8/LH	221, 255, 260, 289, 302	0.467"	29418	29418PD
1962-80	V8/LH	221, 255, 260, 289, 302 Reverse Rotation Engines	0.467"	28034A	—
1982-87	V6/LH	3.0L, 3.8L	0.531"	29421	29421PD
1972-84	V6/RH	2600cc, 2.8L/2800cc	0.467"	28216	—
1971-74	L4/RH	2000cc	0.467"	28216	—
OLDSMOBILE					
1964-80	V8/LH	330, 350, 400, 403, 425, 455	0.491"	29423	—
PONTIAC					
1955-81	V8/LH	301, 326, 350, 389, 400, 421, 428, 455	0.491"	29437	—

TECH TIP: Mallory recommends using partially drilled distributor drive gears when replacing an existing gear. The gear is drilled through one side only. Slide the gear onto the distributor shaft and use the hole in the gear and the hole in the distributor shaft as your drill guide. Drilling the hole through the remaining side of the gear in this manner insures the best possible fit.

Aluminum / Bronze Distributor Drive Gears

- FOR USE WITH INDUCTION HARDENED OR CARBURIZED STEEL HYDRAULIC OR MECHANICAL ROLLER CAMS

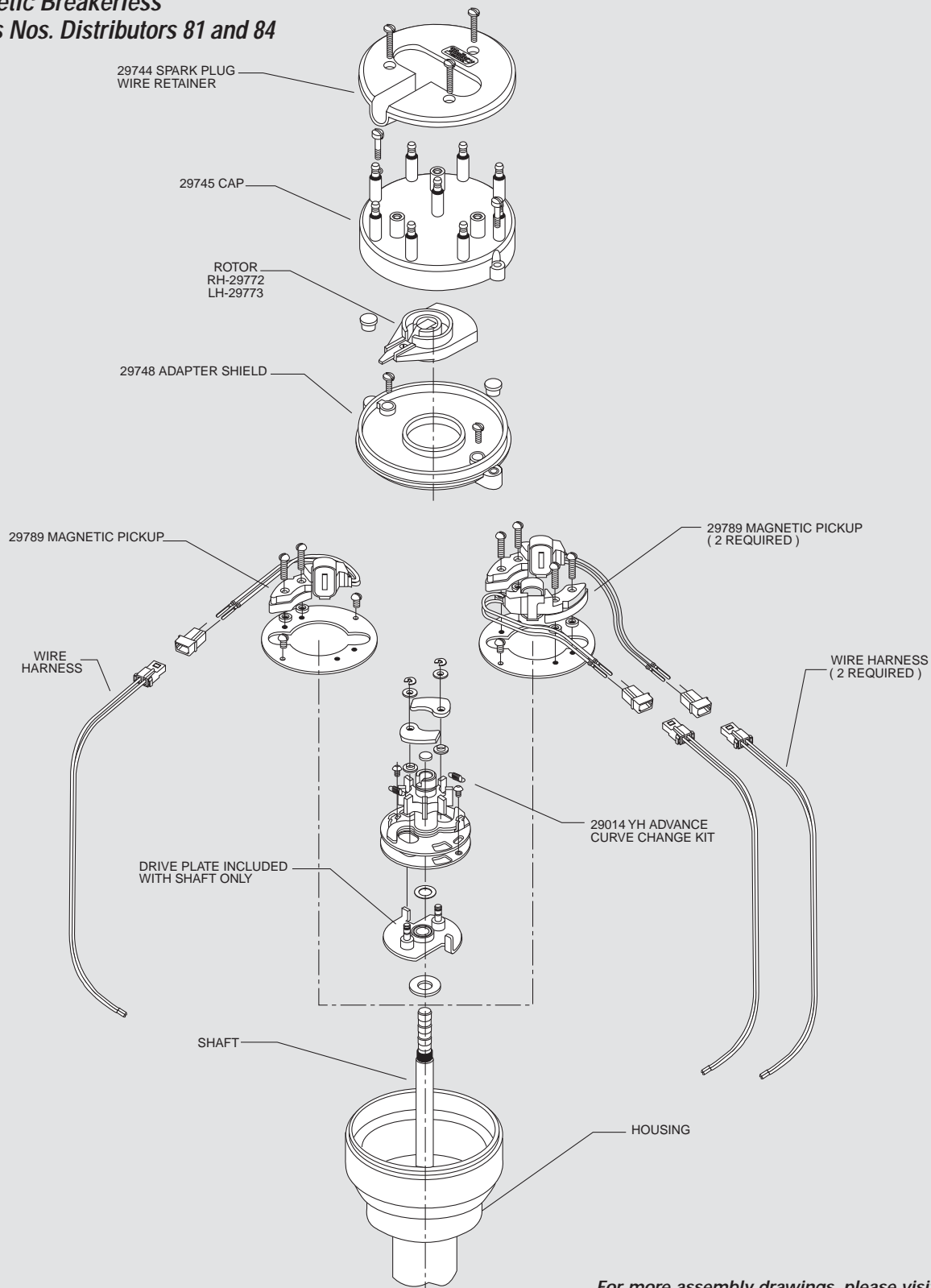
Developed through years of racing experience, Mallory Aluminum/Bronze Distributor Gears are recommended for steel billet mechanical roller tappet camshafts and slot hardfaced steel billet mechanical flat tappet camshafts. Bronze distributor gears absorb the increased wear caused by specialized camshafts and magnetos, and are easily replaced before costly damage to the camshaft gear occurs. Precision machined in our factory from the highest quality aluminum silicon bronze alloy for maximum durability. Mallory Aluminum/Bronze Gears, as with any bronze distributor gear, must be checked frequently and replaced often.



DRIVE GEARS			SHAFT OUTSIDE/ GEAR INSIDE DIAMETER	PARTIALLY DRILLED BRONZE GEAR PART NO.	PREDRILLED BRONZE GEAR PART NO.
ENG. YR.	CYL.	ENGINE APPLICATION			
AMERICAN MOTORS					
1966-92	V8/RH	290, 304, 343, 360, 390, 401	0.491"	29425	—
CHEVROLET					
1955-96	V8/RH	262-454, 502 (Includes 348, 409 and Tall Block)	0.491"	29426	29426PD
1955-96	V8/RH	262-454, 502 Reverse Rotation Engines	0.491"	29427	—
1979-93	V6/RH	3.3L/200, 3.8L/229, 4.3L	0.491"	29426	29426PD
1963-89	L6/RH	194, 230, 250, 4.8L/292	0.491"	29428	—
1949-62	L6/RH	216, 235"	0.491"	29428	—
1962-65	L4/RH	153	0.491"	29428	—
CHRYSLER					
All	V8/RH	R5 Race Engine	0.491"	—	29441PD
FORD MOTOR COMPANY					
1968-95	V8/LH	351C, 351M, 400, 429, 460	0.531"	29431	29431PD
1958-76	V8/LH	332, 352, 360, 390, 406, 410, 427, 428	0.467"	29430	29430PD
1969-95	V8/LH	5.8L/351W Special ID for 6655404	0.500"	—	29466PD
1969-95	V8/LH	5.8L/351W	0.531"	29432	29432PD
1981-95	V8/LH	5.0L/302	0.531"	29432	29432PD
1962-80	V8/LH	221, 255, 260, 289, 302 Special ID for 6655104	0.500"	—	29466PD
1962-80	V8/LH	221, 255, 260, 289, 302	0.467"	29429	29429PD
1982-87	V6/LH	3.0L, 3.8L	0.531"	29432	—
1972-84	V6/RH	2600cc, 2.8L/2800cc	0.467"	29433	—
1974-82	L4/RH	2.3L/2300cc (Not HSC)	0.531"	29435	—
1971-74	L4/RH	2000cc	0.467"	29433	—
PONTIAC					
1955-81	V8/LH	301, 326, 350, 389, 400, 421, 428, 455	0.491"	29434	—

BILLET COMPETITION DISTRIBUTORS

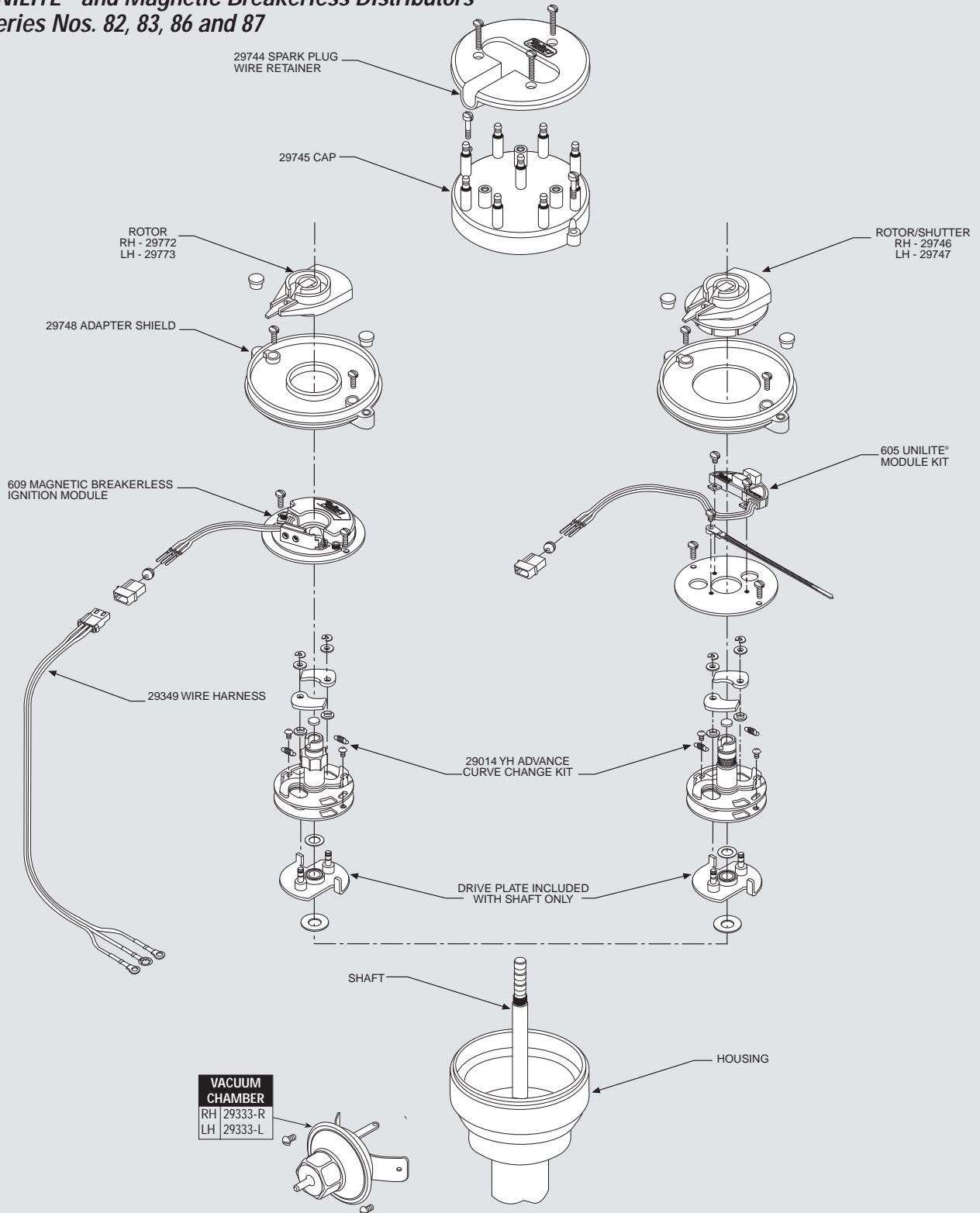
YH Advance System (Current Design)
Magnetic Breakerless
Series Nos. Distributors 81 and 84



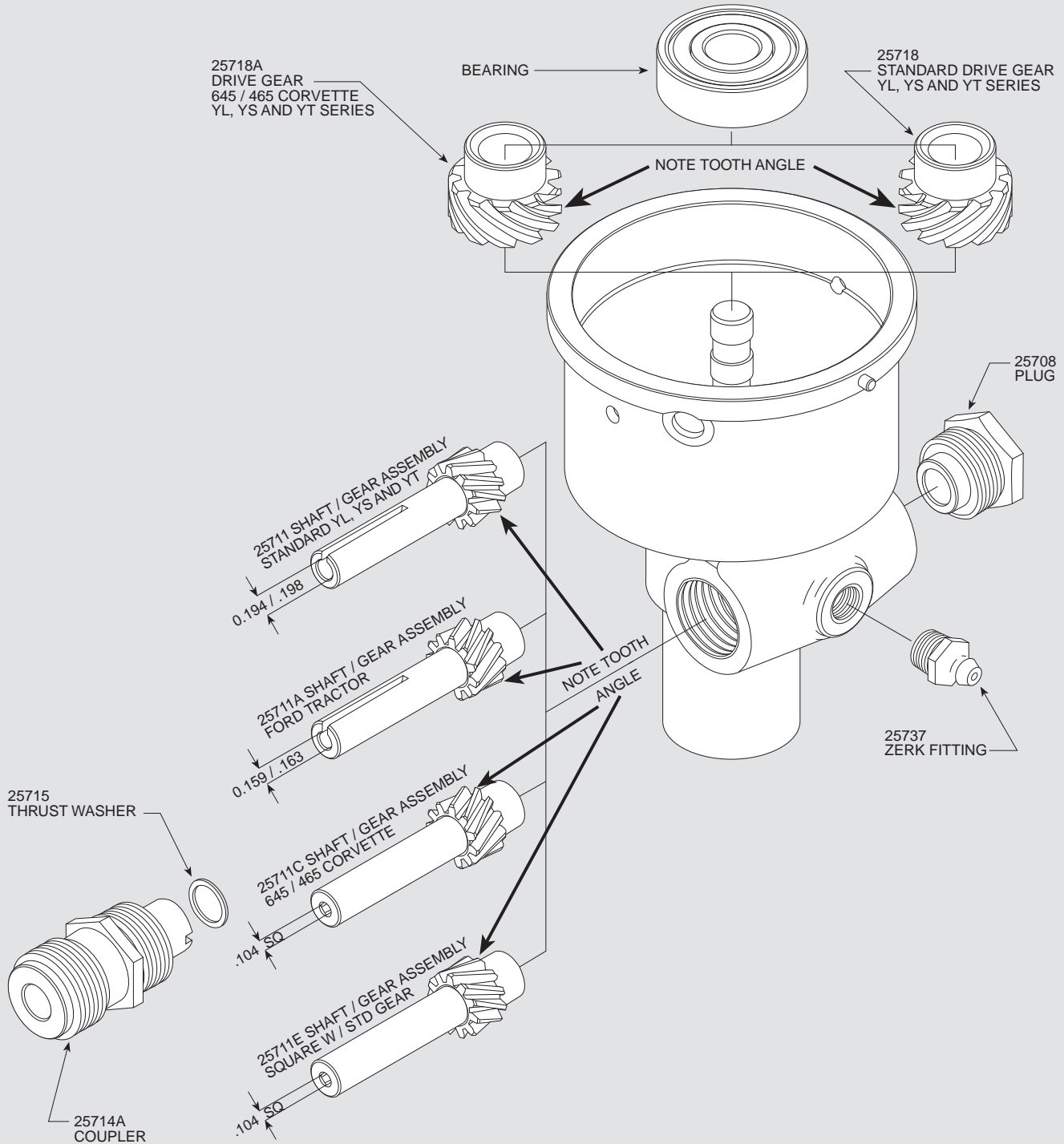
For more assembly drawings, please visit www.malloryracing.com

BILLET COMPETITION DISTRIBUTORS

YH Advance System (Current Design)
UNILITE® and Magnetic Breakerless Distributors
Series Nos. 82, 83, 86 and 87



MECHANICAL TACHOMETER DRIVES



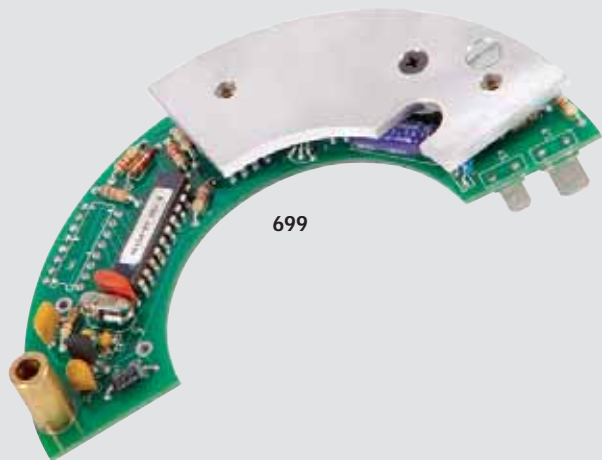
APPLICATION GUIDE

PHOTO NO.	PART NO.	CYL.	APPLICATION
1	202M	8	MSD™ Distributors; GM, AMC and Rambler, 1957-74; IHC (Delco Equipped), 1957-80; Studebaker, 1960-61; Delco-Remy Part No. D308/R, D309/R and D310.
2	203M	8	Same Applications as Part No. 201.
	204	8	MALLORY SPRINTMAG® Magneto, 39 and 40 SERIES; MSD™ Distributors; Supersedes Part No. 201M.
3	205M	8	MALLORY SUPER-MAG® II, III and IV Magneto; SPRINTMAG® II Magneto; Crank Trigger Distributor. Supersedes Part No. 255.
4	206M	4	MALLORY SPRINTMAG® Magneto, 39 and 40 SERIES; Supersedes Part No. 258.
	207P	4	MALLORY SUPER-MAG® II and III Magneto (4 Lobe Cam); SPRINTMAG® II Magneto; Supersedes by Part No. 259M
5	208M	8	MALLORY Distributors: YL (Vented, Non-Flame Arrested); 25, 26, 27, 34, 37, 38, 47, 50, 54, 57 and 60 SERIES.
	208D	8	MALLORY Distributors: YL (Non-Vented, Flame Arrested).
6	209M	8	MALLORY Distributors: YL (Vented, Non-Flame Arrested); 25, 26, 27, 37, 38, 47, 50, 57 and 60 SERIES.
	209D	8	MALLORY Distributors: YL (Non-Vented, Flame Arrested).
7	215M	6	Chrysler, 1960-89.
	215 A	6	MALLORY Distributors, Odd-Fire Buick: YP556HP, 2555601, 2562901 and 3155601.
8	216	8	Chrysler, 1959-73 (single point only), 1972-89; Accel 34000 and 41000 Series.
9	217	8	Ford, 1957-74 (single point only).
10	221	8	MALLORY Distributors: YL 25, 26, 37, 38 and 50 SERIES equipped with flat cap.
	221A	8	Most Ford and Mercury, 1948-older. W/Firing Order
	221B	8	MALLORY Distributors: YL Marine
	221F	8	MALLORY SPRINTMAG® Magneto, 39 and 40 SERIES; Crank Trigger Distributor; MSD™ Distributor.
11	225	4	MALLORY Distributors: YL (Vented, Non-Flame Arrested); 25, 26, 37 and 38 SERIES.
	225B	4	MALLORY Distributors: YL (Non-Vented, Flame Arrested).
12	226	6	MALLORY Distributors: YL (Vented, Non-Flame Arrested); 25, 26, 37 and 38 SERIES.
	226 B	6	MALLORY Distributors: YL (Non-Vented, Flame Arrested).
13	254M	8	Same Applications as Part No. 202.
14	257M	4	MALLORY SUPER-MAG® II and III Magneto (8 Lobe Cam) LH.
15	261	8	Delco-Remy HEI, 1975-90 (Non-Screw Down); Delco-Remy Part No. D336.
16	263M	8	MSD™ Distributors; Ford, 1977-95, Part No. D7AZ-12106A, Part No. E2ZZ-12106A, Part No. E5ZZ-12106A and Part No. E6TZ-12106A; Accel 45000 and 46000 Series.
17	264M	6	FORD, 1977-86, Part No. D7DZ-1216A and Part No. E3DZ-1216A.
18	265M	8	GM, 1987-95.
19	270	6	MALLORY Distributors: YL (Vented, Non-Flame Arrested); 23, 24, 27, 45, 46, 47, 50, 57 and 60 SERIES.
	270B	6	MALLORY Distributors: YL (Non-Vented, Flame Arrested).
20	271	4	MALLORY Distributors: YL (Vented, Non-Flame Arrested); 23, 24, 27, 45, 46, 47, 50, 57 and 60 SERIES.
	271B	4	MALLORY Distributors: YL (Non-Vented, Flame Arrested).
21	28709	8	MALLORY SUPER-MAG® II, III, IV, V and X Magneto; Cap Adapter Kit Part No. 29374 (RH) and 29375 (LH).
22	29741	4	MALLORY SUPER-MAG® II, III, IV and V Magneto; SPRINTMAG® II Magneto.
23	29745	8	MALLORY Distributors: Billet Competition 81-84 SERIES and COMP 9000® 85-99 SERIES; SUPER-MAG® II, III, IV, V, VI and X Magneto; SPRINTMAG® II Magneto; Crank Trigger Distributor; Cap Adapter Kit Part No. 29771 (RH) and 29774 (LH); Moroso Distributors.



Mallory HyFire HEI Module

Here's a way to really bring your coil-in-cap style GM HEI to life. Mallory's all new high output HEI module offers more performance and features than any other module available!



- Easy-to-adjust built-in Rev Limiting – 5,000 to 9,500 RPM
- More current means more spark energy to fire the plugs
- Special extended dwell circuitry insure a hotter spark over a broader RPM range
- Higher RPM capability
- More accurate timing
- Reduces high RPM retard inherent with other HEI modules
- Works on 4, 6 (even-fire) and 8 cylinder coil-in-cap HEI distributors with 4 pin modules
- Available separately or with matching Mallory High Out Coil for even more performance
- Mallory 7.5 amp limit; OEM stock is 6.0 amp current limit

High Output HEI Up-Grade Kit

Includes HyFire Module part number 699 and matching high output Mallory High RPM

HEI coil part number 29215 6990

HyFire HEI Module (individually packaged) 699

Replacement HEI Cap. 261



Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

PERFORMANCE PARTS FOR FACTORY ELECTRONIC DISTRIBUTORS

VEHICLE YEAR	CYL.	VEHICLE APPLICATION	DIST. CAP	ROTOR	COIL COVER	TUNE-UP KIT	IGNITION MODULE	IGNITION COIL
BUICK PASSENGER CARS								
1992-93	V8	5.0L-E,5.7L. Roadmaster w/HEI/EST	265M	366	NR	520	612	29210
1981-90	V8	All w/HEI 5+2 Prong Module	261	362	266M	525	608††	29212
1974-87	V8	All w/HEI 2+2 Prong Module	261	362	266M	525	607††	29212
1981-87	V6	3.8L. All w/HEI 5+2 Prong Module	—	363	—	—	608††	29212
1981-87	V6	3.8L. All w/HEI 2+2 Prong Module	—	363	—	—	607††	29212
1981-85	V6	4.1L. All w/HEI 5+2 Prong Module	—	363	—	—	608††	29212
1982-85	V6	3.0L. All w/HEI 5+2 Prong Module	—	363	—	—	608††	29212
1981-82	V6	2.8L. All w/HEI 5+2 Prong Module	—	363	—	—	608††	29212
1980-82	V6	2.8L. All w/HEI 2+2 Prong Module	—	363	—	—	607††	29212
1978-80	V6	231. All w/HEI 2+2 Prong Module	—	363	—	—	607††	29212
1977	V6	231. All w/HEI,Even-Fire	—	363	—	—	607††	29212
CHEVROLET PASSENGER CARS								
1992-93	V8	5.0L. All w/HEI/EST Except LT1	265M	366	NR	520	612	29210
1987-91	V8	5.0L-E,F,G,H. All w/HEI/EST	265M	366	NR	520	612	29210
1987-91	V8	5.7L. All w/HEI/EST	265M	366	NR	520	612	29210
1981-90	V8	All w/HEI 5+2 Prong Module Except Corvette	261	362	266M	525	608††	29212
1985-91	V8	5.7L. Corvette w/HEI 5+2 Prong Module	—	362	266M	—	608††	29212
1981-84	V8	5.7L. Corvette w/HEI 5+2 Prong Module	261	362	266M	525	608††	29212
1974-87	V8	All w/HEI 2+2 Prong Module	261	362	266M	525	607††	29212
1985-90	V6	4.3L-Z. Caprice,Impala,Monte Carlo	—	—	—	—	612	29210
1981-87	V6	3.8L,229,231. All w/HEI 2+2 Prong Module	—	363	—	—	607††	29212
1981-84	V6	3.8L,229,231. All w/HEI 5+2 Prong Module	—	363	—	—	608††	29212
1985-89	V6	2.8L-S. Camaro	—	—	—	—	612	29210
1985-86	V6	2.8L-W. Cavalier,Celebrity,Citation	—	—	—	—	612	29210
1981-82	V6	2.8L. All w/HEI 5+2 Prong Module	—	363	—	—	608††	29212
1980-82	V6	2.8L. All w/HEI 2+2 Prong Module	—	363	—	—	607††	29212
1978-80	V6	231. All w/HEI 2+2 Prong Module	—	363	—	—	607††	29212
1977	V6	231. All w/HEI,Even-Fire	—	363	—	—	607††	29212
OLDSMOBILE PASSENGER CARS								
1991-92	V8	5.0L,5.7L. All w/HEI/EST	265M	366	NR	520	612	29210
1981-90	V8	All w/HEI 5+2 Prong Module	261	362	266M	525	608††	29212
1974-87	V8	All w/HEI 2+2 Prong Module Except 1978 Toronado	261	362	266M	525	607††	29212
1981-87	V6	3.8L. All w/HEI 5+2 Prong Module	—	363	—	—	608††	29212
1982-85	V6	3.0L. All w/HEI 5+2 Prong Module	—	363	—	—	608††	29212
1981-84	V6	4.1L. All w/HEI 5+2 Prong Module	—	363	—	—	608††	29212
1981-87	V6	3.8L,229,231. All w/HEI 2+2 Prong Module	—	363	—	—	607††	29212
1985-86	V6	2.8L-W. All	—	—	—	—	612	29210
1981-82	V6	2.8L. All w/HEI 5+2 Prong Module	—	363	—	—	608††	29212
1980-82	V6	2.8L,173. All w/HEI 2+2 Prong Module	—	363	—	—	607††	29212
1978-80	V6	231. All w/HEI 2+2 Prong Module	—	363	—	—	607††	29212
1977	V6	231. All w/HEI,Even-Fire	—	363	—	—	607††	29212
PONTIAC PASSENGER CARS								
1992-93	V8	5.0L. All w/HEI/EST Except LT1	265M	366	NR	520	612	29210
1987-91	V8	5.0L-E,F,G,H. All w/HEI/EST	265M	366	NR	520	612	29210
1987-91	V8	5.7L. All w/HEI/EST	265M	366	NR	520	612	29210
1981-90	V8	All w/HEI 5+2 Prong Module	261†	362	266M	525†	608††	29212
1974-87	V8	All w/HEI 2+2 Prong Module	261	362	266M	525	607††	29212
1985-87	V6	4.3L-Z. All	—	—	—	—	612	29210
1980-87	V6	3.8L,229,231. All w/HEI 5+2 Prong Module	—	363	—	—	608††	29212
1980-87	V6	3.8L,229,231. All w/HEI 2+2 Prong Module	—	363	—	—	607††	29212
1990-92	V6	3.1L-T. Firebird	—	—	—	—	612	29210
1985-88	V6	2.8L-9. Fiero	—	—	—	—	612	29210
1985-89	V6	2.8L-S. All	—	—	—	—	612	29210
1985-86	V6	2.8L-W. All	—	—	—	—	612	29210
1981-82	V6	2.8L. All w/HEI 5+2 Prong Module	—	363	—	—	608††	29212
1980-82	V6	2.8L,173. All w/HEI 2+2 Prong Module	—	363	—	—	607††	29212
1978-79	V6	231. All w/HEI 2+2 Prong Module	—	363	—	—	607††	29212
CHEVROLET AND GMC LIGHT DUTY TRUCKS AND VANS PICKUP AND SUBURBAN C AND K SERIES (1)10, 15; (2) 20, 25; (3) 30, 35. BLAZER K SERIES. S10 AND S15 PICKUP, BLAZER, JIMMY, BRAVADA. VAN G SERIES (1) 10, 15; (2) 20, 25; (3) 30, 35. ASTRO, SAFARI								
1987-95	V8	5.0L-H,5.7L-K. C/G/K Series 1,2,3 w/HEI/EST	265M	366	NR	520	612	29210
1992-95	V8	7.4L-N. C/K Series 2,3 w/HEI/EST	265M	366	NR	520	612	29210
1992-93	V8	7.4L-N. G Series 3 w/HEI/EST	265M	366	NR	520	612	29210
1990-93	V8	7.4L-N. C Series 1 w/HEI/EST	265M	366	NR	520	612	29210
1988-91	V8	7.4L-N. C/G/K Series 3 w/HEI/EST	265M	366	NR	520	612	29210
1983-88	V8	5.7L. All w/HEI 2+2 Prong Module	261	362	266M	525	607††	29212
1983-89	V8	7.4L. All w/HEI 2+2 Prong Module	261	362	266M	525	607††	29212
1983-86	V8	5.0L. All w/HEI 5+2 Prong Module	261	362	266M	525	608††	29212
1975-82	V8	All w/HEI 2+2 Prong Module	261	362	266M	525	607††	29212
1987-95	V6	4.3L-B,W,Z. All	—	—	—	—	612	29210
1985-86	V6	4.3L. All w/HEI 5+2 Prong Module	—	363	—	—	608††	29212
1985-89	L6	4.8L,292. All w/HEI 2+2 Prong Module	—	363	—	—	607††	29212
1983-84	L6	250. All w/HEI 5+2 Prong Module	—	363	—	—	608††	29212
1978-84	L6	All w/HEI 2+2 Prong Module	—	363	—	—	607††	29212

† Non-screw down

†† Not recommended for use with any of the Mallory HYFIRE® Series of Electronic Ignition Controls or other aftermarket electronic ignition controls

PERFORMANCE PARTS FOR FACTORY ELECTRONIC DISTRIBUTORS

VEHICLE YEAR	CYL.	VEHICLE APPLICATION	DIST. CAP	ROTOR	IGNITION MODULE	IGNITION COIL
CHRYSLER, DODGE, PLYMOUTH AND TRUCKS						
1972-89	V8	ALL	216	329	—	29216
1973-89	L6	ALL	215M	329	—	29216
1986-89	V6	Dakota and Mini-Van	215M	329	—	29216
FORD PASSENGER CARS						
1981-91	V8	5.8L. All w/Duraspark III,EEC,EEC IV	263M	—	—	29213
1981-91	V8	5.8L. All w/o Duraspark III,EEC,EEC IV	263M	—	—	—
1987-91	V8	5.0L. Full Size	263M	—	613	29213
1991-95	V8	5.0L. Mustang Except Cobra	263M	—	613	29213
1987-90	V8	5.0L. Mustang	263M	—	613	29213
1985-86	V8	5.0L. Mustang w/TFI-EEC IV	263M	—	613	29213
1985-86	V8	5.0L. Mustang w/o EEC IV	263M	—	—	—
1991-93	V8	5.0L. Thunderbird	263M	—	—	29213
1987-89	V8	5.0L. Thunderbird	263M	—	613	29213
1985-86	V8	5.0L. Thunderbird w/TFI-EEC IV	263M	—	613	29213
1985-86	V8	5.0L. Thunderbird w/o EEC IV	263M	—	—	—
1985-86	V8	5.0L. All w/TFI-EEC IV	263M	—	—	29213
1981-86	V8	5.0L. All w/Duraspark III,EEC,EEC IV	263M	—	—	—
1981-86	V8	5.0L. All w/o Duraspark III,EEC,EEC IV	263M	—	—	—
1977-80	V8	302,351W,351M,400,460. All w/o Duraspark III	263M	—	—	—
1986-95	V6	3.8L All w/TFI-EEC IV Except SHO	—	—	—	29213
1986-90	V6	3.0L All w/TFI-EEC IV Except SHO	—	—	613	29213
1982-86	V6	3.8L. All w/o EEC IV	264M	365	—	—
1977-83	L6	200,250. All w/Duraspark II	264M	365	—	—
1985-91	L4	2.3L. Tempo, Taurus w/TFI-EEC IV	—	—	613	—
1983-94	L4	1.6L,2.3L. All w/TFI-EEC IV,Turbo,EFI	—	—	613	29213
LINCOLN-CONTINENTAL						
1987-92	V8	5.0L. All w/TFI-EEC IV	263M	—	613	29213
1984-86	V8	5.0L. Continental w/TFI-EEC IV	263M	—	—	29213
1981-84	V8	5.0L. All w/o Duraspark III,EEC,EEC IV	263M	—	—	—
1977-80	V8	302,351W,400,460. All w/o Duraspark III,EEC	263M	—	—	—
MERCURY PASSENGER CARS						
1981-87	V8	5.8L. All w/o Duraspark III,EEC,EEC IV	263M	—	—	—
1987-91	V8	5.0L. All w/TFI-EEC IV Except Cougar	263M	—	613	29213
1985-86	V8	5.0L. All w/TFI-EEC IV Except Cougar	263M	—	—	29213
1989-93	V8	5.0L. Cougar	263M	—	—	29213
1987-88	V8	5.0L. Cougar	263M	—	613	29213
1981-85	V8	5.0L. All w/o Duraspark III,EEC,EEC IV	263M	—	—	—
1977-80	V8	302,351W,351M,400,460. All w/o Duraspark III,EEC	263M	—	—	—
1988-89	V6	2.9L. Merkur Scorpio	—	—	613	29213
1986-90	V6	3.0L. All w/TFI-EEC IV Except SHO	—	—	613	29213
1984-87	V6	3.8L. All w/TFI-EEC IV	—	—	613	29213
1982-86	V6	3.8L. All w/o EEC IV	264M	365	—	—
1977-83	L6	200,250. All w/Duraspark II	264M	365	—	—
1985-91	L4	2.3L. Topaz w/TFI-EEC IV	—	—	613	—
1983-86	L4	1.6L,2.3L. All w/TFI-EEC IV,Turbo,EFI	—	—	—	29213
FORD LIGHT DUTY TRUCKS AND VANS PICKUP F 100-350 SERIES. BRONCO. VAN E 100-350 SERIES. RANGER,EXPLORER,BRONCO II,AEROSTAR						
1988-97	V8	7.5L. E/F 250-350	263M	—	—	29213
1990-97	V8	5.0L,5.8L. All w/o EEC IV	263M	—	—	—
1990-97	V8	5.0L,5.8L. All w/o EEC IV,Push-on Rotor	263M	—	—	—
1987-97	V8	5.8L. All w/TFI-EEC IV,Push-on Rotor	263M	—	—	29213
1987-97	V8	5.8L. All w/TFI-EEC IV,Bolt-on Rotor	263M	—	—	29213
1987	V8	7.5L. All w/TFI-EEC IV,EFI,Push-on Rotor	263M	—	—	29213
1987	V8	7.5L. All w/TFI-EEC IV,Carb,Push-on Rotor	263M	—	—	29213
1985-97	V8	5.0L. All w/TFI-EEC IV,Push-on Rotor	263M	—	—	29213
1985-97	V8	5.0L. All w/TFI-EEC IV,Bolt-on Rotor	263M	—	—	29213
1985-86	V8	5.8L,7.5L. All w/TFI-EEC IV,Round Rotor	263M	—	—	29213
1984	V8	5.0L,5.8L. All w/TFI-EEC IV,Round Rotor	263M	—	—	29213
1981-86	V8	7.5L. All w/o EEC IV	263M	—	—	—
1981-84	V8	5.8L. E/F 100-350 w/o Duraspark III,EEC,EEC IV	263M	—	—	—
1981-83	V8	5.0L. All w/o Duraspark III,EEC	263M	—	—	—
1981-82	V8	400. All w/Duraspark II	263M	—	—	—
1977-80	V8	302,351W,351M,400,460. All w/Duraspark II	263M	—	—	—
1982-83	V6	3.8L. All	264M	365	—	—
1986-90	V6	2.9L. All	—	—	613	—
1981-86	L6	4.9L. All w/Remote Module	264M	365	—	—
1977-80	L6	All	264M	365	—	—
1985-89	L4	2.3L. All Except Distributorless Ignition System	—	—	613	—

PERFORMANCE PARTS FOR FACTORY POINT TYPE DISTRIBUTORS										
YEAR	CYL.	DIST. TYPE	TUNE-UP KIT*	PERFORMANCE POINTS	STANDARD POINTS	DIST. CAP	ROTOR	CONDENSER	CHROME IGNITION COIL	PROMASTER COIL
AMERICAN MOTORS AND RAMBLER										
1957-74	8	DELCO	K 102	102 X	102M	202M	303M	401	29217	28720
BUICK										
1954-74	8	DELCO	K 102	102 X	102M	202M	303M	401	29217	28720
CADILLAC										
1957-74	8	DELCO	K 102	102 X	102M	202M	303M	401	29217	28720
CHEVROLET / CARS AND LIGHT TRUCKS (Includes Corvette w/ Single Point)										
1957-74	8	DELCO	K 102	102 X	102M	202M	303M	401	29217	28720
CHRYSLER (Single Point Only)										
1959-73	8	MOPAR	—	118 X	—	216	329	409	29217	28720
DODGE / CARS AND LIGHT TRUCKS (Single Point Only)										
1959-73	8	MOPAR	—	118 X	—	216	329	409	29217	28720
1960-73	6	MOPAR	—	118 X	—	215M	329	409	29217	28720
FORD / CARS AND LIGHT TRUCKS (Single Point Only)										
1957-74	8	FORD	—	119 X	—	217	315	405M	29217	28720
GMC / LIGHT TRUCKS										
1957-74	8	DELCO	K 102	102 X	102M	202M	303M	401	29217	28720
INTERNATIONAL HARVESTER										
1957-80	8	DELCO	K 102	102 X	102M	202M	303M	401	29217	28720
JEEP										
1966-74	8	DELCO	K 102	102 X	102M	202M	303M	401	29217	28720
LINCOLN										
1957-74	8	FORD	—	119 X	—	217	315	405M	29217	28720
MERCURY										
1957-74	8	FORD	—	119 X	—	217	315	405M	29217	28720
OLDSMOBILE										
1957-74	8	DELCO	K 102	102 X	102M	202M	303M	401	29217	28720
PLYMOUTH										
1959-73	8	MOPAR	—	118 X	—	216	329	409	29217	28720
1960-73	6	MOPAR	—	118 X	—	215M	329	409	29217	28720
PONTIAC										
1957-74	8	DELCO	K 102	102 X	102M	202M	303M	401	29217	28720
STUDEBAKER										
1960-61, 1965	8	DELCO	K 102	102 X	102M	202M	303M	401	29217	28720

*Tune-up Kit includes: Standard Points and Condenser.

†Also available with HEI terminals. Order Part No. 254 (Distributor Cap) and Part No. 669 (Kit, HEI Spark Plug Boots and Terminals.)



HYFIRE® 6 (VI) SERIES



HYFIRE 6-A® Digital CD Ignition

Features At A Glance:

- High output multi-spark ignition system
- Digital performance at analog prices
- Latest microprocessor controlled circuitry
- Easy to install
- Lightweight aluminum housing – maximum heat transfer
- More performance and lower power draw
- Quicker acceleration and throttle response
- Works with points, OEM or aftermarket electronic ignition, or magnetic crank triggers (exc. hall effect)

HYFIRE 6-A® Digital CD Ignition 6852M



<i>Mallory #6852M HYFIRE 6-A</i>	<i>Product Feature Comparison</i>	<i>MSD #6200 6A</i>
Digital	Digital or Analog	Analog
Yes	Multiple Spark	Yes
520	Primary Output Voltage	450-480
45,000	Secondary Voltage Output	45,000
135mJ	Spark Energy	105-115 mJ
.6 Amps	Current Draw Per 1,000 RPM	1 Amps
8-16	Operating Voltage Required	12-18
29440 / 29625 / 30440 / 30625	Recommended Coil	8252
4 - 6 - 8	Number of Cylinders	4 - 6 - 8
Extruded Aluminum	Housing Construction	Cast Aluminum

HYFIRE® 6 (VI) SERIES

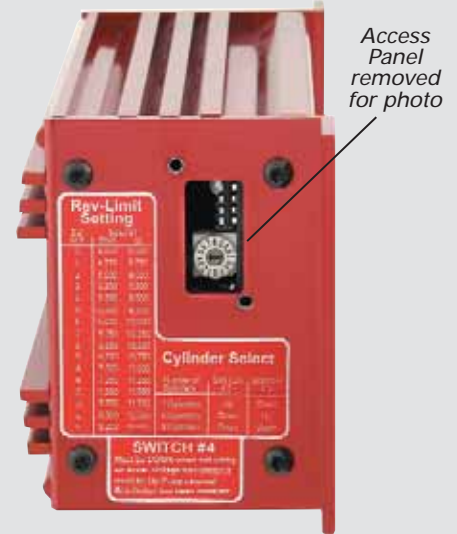
HYFIRE® 6-AL Digital CD Ignition

Features At A Glance:

- High output multi-spark ignition system
- Digital performance at analog prices
- **Built-in easy-to-adjust digital rev limiter** – 4,500 to 12,000 RPM – no chips required!
- Latest microprocessor-controlled circuitry
- Easy to install
- Lightweight aluminum housing – maximum heat transfer
- More performance and lower power draw
- Quicker acceleration and throttle response
- Works with points, OEM or aftermarket electronic ignition, or magnetic crank triggers (exc. hall effect)

HYFIRE® 6-AL Digital CD Ignition 6853M

HYFIRE® 6 SPORT-L Digital CD Ignition 6863M
(polished housing)



<i>Mallory #6853M HYFIRE 6-AL</i>	<i>Product Feature Comparison</i>	<i>MSD #6420 6AL</i>
Digital	Digital or Analog	Analog
Yes	Multiple Spark	Yes
Single Stage- No Chips Required	Rev Limiting	Single Stage- Chips Required to Activate
520	Primary Output Voltage	450-480
45,000	Secondary Voltage Output	45,000
135 mJ	Spark Energy	105-115 mJ
.6 Amps	Current Draw Per 1,000 RPM	1.0 Amps
8-16	Operating Voltage Required	12-18
29440 / 29625 / 30440 / 30625	Recommended Coil	8252
4 - 6 - 8	Number of Cylinders	4 - 6 - 8
Extruded Aluminum	Housing Construction	Cast Aluminum

HYFIRE® 6 EZ SERIES FOR LATE MODEL EFI ENGINES WITH A DISTRIBUTOR

HYFIRE 6 EZ Digital CD Ignition

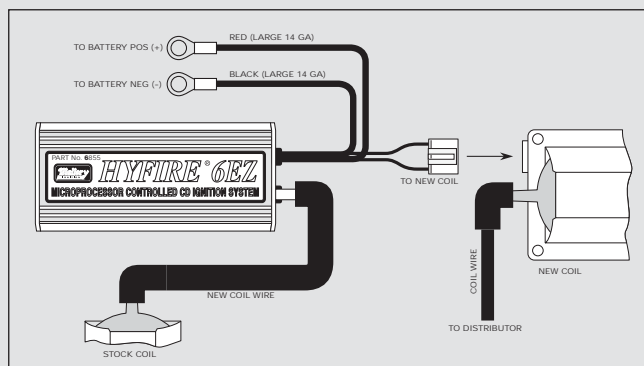
Features At A Glance:

- Power up and go; easy installation uses the factory external coil to trigger the system
- High output multi-spark ignition system provides quicker acceleration and throttle response
- Digital microprocessor controlled circuitry provides more performance and lower power draw
- Lightweight aluminum housing is easy to mount and dissipates heat for durability
- Works with points, OEM or aftermarket electronic distributors with an external coil
- Complete with matching ProMaster E-Coil #30441 and installation kit
- (Not for use with HEI style distributors using an internal coil)
- 6856M has adjustable rev-limiting from 1,000-9,900 RPM



HYFIRE 6 EZ Digital CD Ignition 6855M

HYFIRE 6 EZ Digital CD Ignition
w/Rev Limiting 6856M



<i>Mallory #6855M/#6856M HYFIRE 6 EZ</i>	<i>Product Feature Comparison</i>	<i>MSD # 6200 6A</i>
Digital	Digital or Analog	Analog
Yes	Multiple Spark	Yes
Yes	Easy Installation	No
520	Primary Output Voltage	450-480
45,000	Secondary Voltage Output	45,000
135mJ	Spark Energy	105-115 mJ
.6 Amps	Current Draw Per 1,000 RPM	1 Amps
8-16	Operating Voltage Required	12-18
30441 Included	Recommended Coil	8252
4 - 6 - 8	Number of Cylinders	4 - 6 - 8
Extruded Aluminum	Housing Construction	Cast Aluminum

HYFIRE® 6 SERIES

HYFIRE® 6-AL2 Digital CD Ignition

Features At A Glance:

- High output multi-spark ignition system
- Digital performance at analog prices
- 2 Stage built-in easy-to-adjust digital rev limiter – 1,000 to 9,900 RPM – no chips required!
- Latest microprocessor-controlled circuitry
- Easy to install
- Lightweight aluminum housing – maximum heat transfer
- More performance and lower power draw
- Quicker acceleration and throttle response
- Works with points, OEM or aftermarket electronic ignition, or magnetic crank triggers (exc. hall effect)



HYFIRE® 6 AL2 Digital CD Ignition. 6861M



<i>Mallory #6861M HYFIRE 6AL2</i>	<i>Product Feature Comparison</i>	<i>MSD #6421 6AL2</i>
Digital	Digital or Analog	Digital
Yes	Multiple Spark	Yes
Two Stages- No Chips Required	Rev Limiting	Two Stage
520	Primary Output Voltage	535
45,000	Secondary Voltage Output	45,000
135 mJ	Spark Energy	135 mJ
.6 Amps	Current Draw Per 1,000 RPM	.7 Amps
8-16	Operating Voltage Required	12-18
29440 / 29625 / 30440 / 30625	Recommended Coil	8252
4 - 6 - 8	Number of Cylinders	4 - 6 - 8
Extruded Aluminum	Housing Construction	Cast Aluminum

HYFIRE CHARGER 6



HYFIRE® CHARGER 6 Digital Ignition System for Supercharger and Turbocharger Equipped Engines Features At A Glance:

- **Boost Proportional Ignition Retard** - Adjustable in .1 degree increments up 9.9 degrees of retard per pound of boost
- Includes remote mount 2 BAR MAP Sensor for maximum reliability
- Built-in easy-to-adjust rev limiting 1,000 to 9,900 – No Chip Required
- Water resistant rotary switches for easy adjustments
- High output multi-strike digital ignition system
- Latest microprocessor-controlled circuitry
- Lightweight extruded aluminum housing
- More performance with 40% lower power draw
- 4 Pin Main Weatherproof plug in connector
- Works with points, OEM or aftermarket electronic distributors or magnetic crank triggers (except Hall Effect). For 12V 4, 6 (even fire) and 8 cylinder engines

HYFIRE® CHARGER 6 Digital CD Ignition 6870M



<i>Mallory #6870M CHARGER 6</i>	<i>Product Feature Comparison</i>	<i>MSD #6462 6 BTM</i>
Digital	Digital or Analog	Analog
Yes	Multiple Spark	Yes
Single Stage- No Chips Required	Rev Limiting	Single Stage- Chips Required to Activate
Yes- w/ Remote Map Sensor No Chips Required	Boost Proportional Retard	Yes- Built-In MAP Chips Required to Adjust
Adjusts in .1 of Degree per Pound of Boost Up to 9.9	Retard Adjustment Range	1, 2, 3 degrees per Pound of Boost
520	Primary Output Voltage	450 - 480
45,000	Secondary Voltage Output	45,000
135 mJ	Spark Energy	135 mJ
.6 Amps	Current Draw Per 1,000 RPM	1.0 Amps
8-16	Operating Voltage Required	10-18
29440 / 29625 / 30440 / 30625	Recommended Coil	8252
4 - 6 - 8	Number of Cylinders	4 - 6 - 8
Extruded Aluminum	Housing Construction	Cast Aluminum

HYFIRE® NITROUS 6

NITROUS 6 Digital Ignition System for Nitrous Oxide Equipped Engines

Features At A Glance:

- **Single Stage Ignition Retard** - Adjustable in .1 degree increments up 9.9 degrees of retard when your nitrous oxide system is activated
- Built-in easy-to-adjust rev limiting 1,000 to 9,900 – No Chip Required
- Water resistant rotary switches for easy adjustments
- High output multi-strike digital ignition system
- Latest microprocessor-controlled circuitry
- Lightweight extruded aluminum housing
- More performance with 40% lower power draw
- 4 Pin Main Weatherproof plug in connector
- Works with points, OEM or aftermarket electronic distributors or magnetic crank triggers (except Hall Effect). For 12V 4, 6 (even fire) and 8 cylinder engines



HYFIRE® NITROUS 6 Digital CD Ignition. 6865M



<i>Mallory #6865M NITROUS 6</i>	<i>Product Feature Comparison</i>	<i>MSD #6420 6 AL</i>
Digital	Digital or Analog	Analog
Yes	Multiple Spark	Yes
Single Stage- No Chips Required	Rev Limiting	Single Stage- Chips Required to Activate
Yes- Up to 9.9 Degrees	Single Stage Retard	No- Must buy additional components
No Chips Required		
520	Primary Output Voltage	460 - 480
45,000	Secondary Voltage Output	45,000
135 mJ	Spark Energy	135 mJ
.6 Amps	Current Draw Per 1,000 RPM	1.0 Amps
8-16	Operating Voltage Required	10-18
29440 / 29625 / 30440 / 30625	Recommended Coil	8252
4 - 6 - 8	Number of Cylinders	4 - 6 - 8
Extruded Aluminum	Housing Construction	Cast Aluminum

HYFIRE® VI (6) SERIES



HYFIRE® 6 CD VI Multi-Strike CD Ignition

Features At A Glance:

- State-of-the-art digital circuitry with 4 times faster processing
- **Boost proportional retard** capability with optional harness
- **2 stage rev limiting** in 100 RPM increments
- Automatic start retard circuit for easier starting
- Built-in RPM Window Switch – great for nitrous oxide
- Easy-to-use digital display with push button controls
- Great for supercharged, turbocharged and nitrous applications

HYFIRE® VI Multi-Strike CD Ignition 685

<i>Mallory #685 HYFIRE VI</i>	<i>Product Feature Comparison</i>	<i>MSD #6520 Digital 6+</i>
Digital	Digital or Analog	Digital
Yes	Multiple Spark	Yes
Two Stage	Rev Limiting	Two Stage
Yes	Start Retard	Yes
Single Stage	Selectable Retard	Single Stage
Yes - w/ 29785 Harness & 716 Map Sensor added	Boost Proportional Retard	No
No	Standard RPM Switch	No
Yes	RPM Window Switch	No
525	Primary Output Voltage	535
45,000	Secondary Voltage Output	45,000
137mJ	Spark Energy	135 mJ
.7 Amps	Current Draw Per 1,000 RPM	.7 Amps
8-16	Operating Voltage Required	10-18
29440 / 29625 / 30440 / 30625	Recommended Coil	8252
3 to 12	Number of Cylinders	4 - 6 - 8
Extruded Aluminum	Housing Construction	Extruded Aluminum
Tach Calibration	Additional Features	Odd-fire V-6
Push Button Controls	Additional Features	Rotary Switches
Digital Display	Additional Features	—

<i>Mallory #685 HYFIRE VI</i>	<i>Product Feature Comparison</i>	<i>MSD #6462 6 BTM</i>
Digital	Digital or Analog	Analog
Yes	Multiple Spark	Yes
Two Stage - No Chips Required	Rev Limiting	Single Stage - Chips Required to Activate
Yes	Start Retard	No
Single Stage	Selectable Retard	No
Yes - w/ 29785 Harness & 716 Map Sensor added	Boost Proportional Retard	Yes - Built-In MAP
No	Standard RPM Switch	No
Yes	RPM Window Switch	No
525	Primary Output Voltage	460 - 480
45,000	Secondary Voltage Output	45,000
137 mJ	Spark Energy	110 mJ
.7 Amps	Current Draw Per 1,000 RPM	1.0 Amps
8-16	Operating Voltage Required	10-18
29440 / 29625 / 30440 / 30625	Recommended Coil	8252
3 to 12	Number of Cylinders	4 - 6 - 8
Extruded Aluminum	Housing Construction	Cast Aluminum
Tach Calibration	Additional Features	Odd-fire V-6
Digital Display	Additional Features	—

HYFIRE® 6 SERIES

HYFIRE® 6.6 Multi-Strike CD Ignition

Features At A Glance:

- State-of-the-art digital circuitry with 4 times faster processing
- **Boost proportional retard** capability with optional harness
- **3 stage rev limiting in 100** RPM increments
- Automatic start retard circuit for easier starting
- Built-in RPM Window Switch – great for nitrous oxide
- Easy-to-use digital display with push button controls
- Great for supercharged, turbocharged and nitrous applications



Note: Once programmed, the hand-held control unit can be unplugged and stored.

HYFIRE® VI Multi-Strike CD Ignition 686M

<i>Mallory #686M HYFIRE 6.6</i>	<i>Product Feature Comparison</i>	<i>MSD #6520 Digital 6+</i>
Digital	Digital or Analog	Digital
Yes	Multiple Spark	Yes
Three Stage	Rev Limiting	Two Stage
Yes	Start Retard	Yes
Four Stage	Selectable Retard	Single Stage
Yes - w/29785 Harness & 2 or 3 Bar Map Sensor - see below	Boost Proportional Retard	No
Two	Standard RPM Switch	No
Yes	RPM Window Switch	No
525	Primary Output Voltage	535
45,000	Secondary Voltage Output	45,000
137mJ	Spark Energy	135 mJ
.7 Amps	Current Draw Per 1,000 RPM	.7 Amps
8-16	Operating Voltage Required	10-18
29440 / 29625 / 30440 / 30625	Recommended Coil	8252
3 to 12	Number of Cylinders	4 - 6 - 8
Extruded Aluminum	Housing Construction	Extruded Aluminum
Tach Calibration	Additional Features	Odd-fire V-6
Push Button Controls	Additional Features	Rotary Switches
Digital Display	Additional Features	—

Replacement Hand Held Control 29124

HYFIRE® VI (6) Harness and Sensors for Supercharged/TurboCharged Applications

MAP Sensor Harness

for part no. 685 HyFIRE Ignition System. 29785

2 BAR Map Sensor

for use with 29785 Map Sensor Harness 716

3 BAR Map Sensor

for use with 29785 Map Sensor Harness 717



29124



29785

716

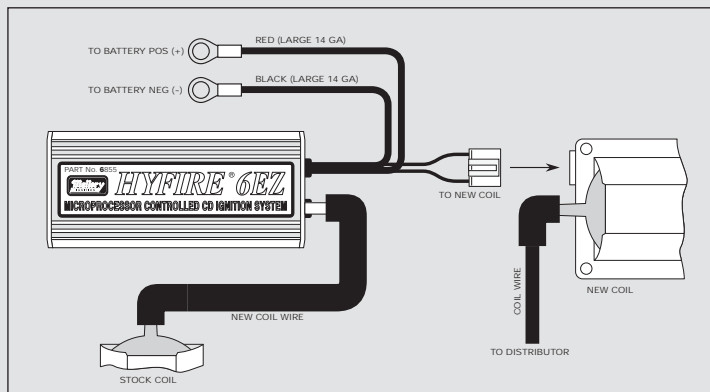
HYFIRE® 6 OFF ROAD EZ **FOR LATE MODEL EFI ENGINES WITH A DISTRIBUTOR**

HYFIRE® 6 OFF ROAD EZ Digital CD Ignition Features At A Glance:

- Power up and go; easy installation uses the factory external coil to trigger the system
- Complete with matching Off Road Coil #30470 and installation kit (Not for use with HEI style distributors using an internal coil)
- High output multi-spark ignition system provides quicker acceleration and throttle response
- Digital microprocessor controlled circuitry provides more performance and lower power draw
- Fully encapsulated for maximum resistance to moisture and vibration
- Lightweight aluminum housing is easy to mount and dissipates heat for durability
- Works with points, OEM or aftermarket electronic distributors with an external coil



HYFIRE® 6 OFF ROAD EZ Digital CD Ignition . . . 6866M



<i>Mallory #6866M HYFIRE 6 Off Road EZ</i>	<i>Product Feature Comparison</i>	<i>MSD #6420 6AL</i>
Digital	Digital or Analog	Analog
Yes	Multiple Spark	Yes
Single Stage- No Chips Required	Rev Limiting	Single Stage- Chips Required to Activate
Yes	Easy Installation	No
520	Primary Output Voltage	450-480
45,000	Secondary Voltage Output	45,000
135 mJ	Spark Energy	105-115 mJ
.6 Amps	Current Draw Per 1,000 RPM	1.0 Amps
8-16	Operating Voltage Required	12-18
30470 Included	Recommended Coil	8252
4 - 6 - 8	Number of Cylinders	4 - 6 - 8
Extruded Aluminum	Housing Construction	Cast Aluminum

HYFIRE OFF ROAD 6

HYFIRE® OFF ROAD 6 Digital Ignition System

Features At A Glance:

- Fully encapsulated for maximum resistance to moisture, dirt and high vibration
- High output multi-strike digital ignition system
- Built-in easy-to-adjust rev limiting 1,000 to 9,900
 - No Chip Required
- Latest microprocessor-controlled circuitry
- Lightweight extruded aluminum housing
- More performance with 40% lower power draw
- 4 Pin Main Weatherproof plug in connector
- Custom wiring harnesses available
- Use with the matching Off Road Coil 30470 (not included)
- Works with points, OEM or aftermarket electronic distributors or magnetic crank triggers (except Hall Effect). For 12V 4, 6 (even fire) and 8 cylinder engines



HYFIRE® OFF ROAD 6 Digital CD Ignition. 6867M
 Off Road Coil (see pg. 74) 30470



<i>Mallory #6867M Off Road 6</i>	<i>Product Feature Comparison</i>	<i>MSD #6470 6 Off Road</i>
Digital	Digital or Analog	Analog
Yes	Multiple Spark	Yes
Single Stage- No Chips Required	Rev Limiting	No- Requires Additional Accessory Limiter
Yes	Fully Encapsulated for Vibration/Moisture Resistance	Yes
Yes	Weatherproof Harnesses	Yes
520	Primary Output Voltage	450-480
45,000	Secondary Voltage Output	45,000
135 mJ	Spark Energy	135 mJ
.6 Amps	Current Draw Per 1,000 RPM	.7 Amps
8-16	Operating Voltage Required	12-18
30470	Recommended Coil	8252
4 - 6 - 8	Number of Cylinders	4 - 6 - 8
Extruded Alum. Housing	Additional Features	Alum. Casting

CT PRO DIGITAL IGNITION SYSTEM



THE ULTIMATE IN
IGNITION RELIABILITY!

657,000 Race Miles in
ARCA/ReMax competition
and **NO** in-race failures!

CT PRO IGNITION SYSTEM for CIRCLE TRACK and ENDURANCE RACING

Features At A Glance:

- The ultimate in ignition reliability
- **Completely encapsulated** for maximum resistance to moisture, dirt and high vibration
- High output multi-strike digital ignition system
- Built-in easy-to-adjust rev limiting 1,000 to 9,900
– No Chips Required
- Heat regulating construction for sustained high RPM use
- Latest microprocessor-controlled circuitry
- Lightweight extruded aluminum housing
- More performance with 40% lower power draw
- 6 Pin Main Weatherproof plug in connector
- Custom wiring harnesses available
- Use with the matching CT Pro Coil 30460 (page 74)
- Works with points, OEM or aftermarket electronic distributors or magnetic crank triggers (except Hall Effect). For 12V 4, 6 (even fire) and 8 cylinder engines

CT PRO Circle Track Digital Ignition System 6864M
CT PRO Coil (see page 74) 34060



<i>Mallory #6864M CT Pro</i>	<i>Product Feature Comparison</i>	<i>MSD #6430 6ALN</i>
Digital	Digital or Analog	Analog
Yes	Multiple Spark	Yes
Single Stage- No Chips Required	Rev Limiting	No- Requires Additional Components
Yes	Start Retard	No
Yes	Fully Encapsulated for Vibration/Moisture Resistance	Yes
Yes	Heat Regulating Construction for Sustained High RPM	No
470	Primary Output Voltage	460-480
45,000	Secondary Voltage Output	45,000
100 mJ	Spark Energy	105 mJ
.6 Amps	Current Draw Per 1,000 RPM	1.0 Amps
8-16	Operating Voltage Required	12-18
30460	Recommended Coil	8253
4 - 6 - 8	Number of Cylinders	4 - 6 - 8
Extruded Alum. Housing	Additional Features	Alum. Casting

CT PRO IGNITION COMPLETE TRAY ASSEMBLIES

CT PRO IGNITION TRAY ASSEMBLIES

- Combines the ultimate in reliability into a quick and easy to install tray assembly
- Available in single and dual ignition system configurations
- Ignitions and coils are mounted and ready to install
- Equipped with industry standard weatherproof connectors for easy installation
- Matching harness assemblies available



CT PRO TRAY WITH SINGLE IGNITION SYSTEM

Completely assembled with:

- CT Pro Ignition System with built in Rev Limiter
- 30460 matching CT Pro ignition Coil
- 29069 shock mount set
- 29605 6 Pin 10 foot Ignition wiring harness
- 29606 2 Pin Power harness
- Aluminum tray
- Complete hardware and ground stud

CT PRO Single Ignition Tray Assembly 6801M

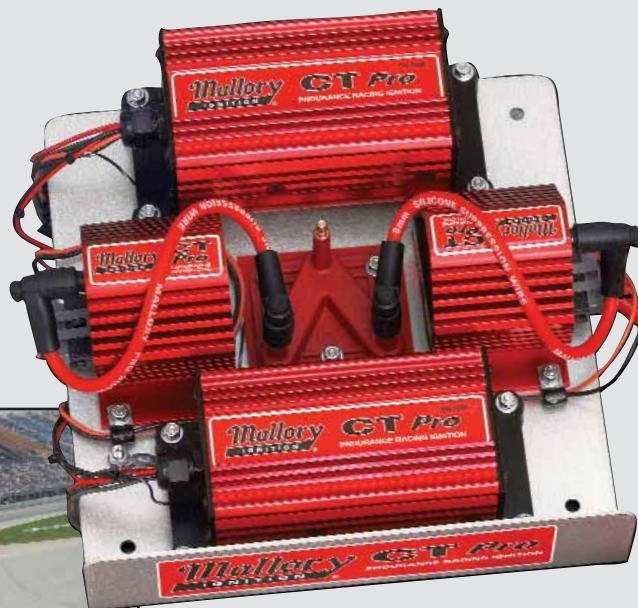


CT PRO TRAY WITH DUAL IGNITION SYSTEMS

Completely assembled with:

- CT Pro Ignition Systems with built in Rev Limiter
- 30460 matching CT Pro ignition Coils
- 29000 Coil Selector
- Coil wires and harnesses
- Aluminum tray
- Complete hardware and ground stud

CT PRO Dual Ignition Tray Assembly. 6888M



Mallory CT Pro Ignition Systems Rated 100% at 100 ARCA RE/MAX Series Race Events



TOLEDO, Ohio (July 16, 2009) --560,828 Laps. 657,475.45 Miles. Zero in-race failures. The numbers speak for themselves: The Mallory CT Pro Ignition System is a product that works in the ARCA RE/MAX Series.

Mallory Ignition's Sponsorship Program reached an important milestone in the ARCA RE/MAX Series last weekend at Iowa Speedway-100 consecutive races and a flawless track record for the entire length of the sponsorship program. Since the ARCA RE/MAX Series mandated the use of the Mallory CT Pro Ignition System for all competitors in 2005, the Series has seen unprecedented levels of competition, with tighter point battles, closer race finishes and more Series winners than previously seen.

During the 100 races that Mallory has been involved with the ARCA RE/MAX Series, the Series has reached several competition milestones; Highlights include a Series' high 17 different race winners in 23 events in 2006 (an all-time record), 15 different pole award winners in 2006 (tying a 1991 record), and a slim, 50-point spread for 2008 ARCA RE/MAX Series Champion Justin Allgaier over second-place points finisher Frank Kimmel in a battle that didn't end until the final race of the season last year.

Mallory Ignition Products have also provided an important cost-containment measure within the ARCA RE/MAX Series, eliminating the advantage of high rpm, high maintenance and higher cost engines.

ARCA RE/MAX Series Officials, Drivers, Car Owners, Crew Chiefs and Engine Builders agree-the Mallory CT Pro Ignition System is a product that works.

Joe Wells, Vice President of Competition, ARCA: "Obviously it's a great program, from a Series standpoint and from a competitor standpoint, too. Mallory Ignitions have had a perfect record during their time in the ARCA RE/MAX Series-the product has been flawless throughout all 100 races so it's one of those parts that you don't have to have concern over. It's just a good product. It's helpful that Mr. Gasket, the parent company of Mallory Ignitions, has thrown in their support by allowing company representatives like Shawn [Umphries] and Tim [Musiek] to come to each race. The at-track support that they provide our race teams and the sanctioning body is what is really propelling this program forward. The use of the Mallory CT Pro Ignition System is increasing the level of competition in our Series because it's helping some guys become better drivers and is improving lap times and consistency among drivers in the Series."

Tom Hessert, Driver of the No. 09 Cherry Hill Classic Cars Ford for RAB Racing: "I think Mallory does an excellent job of providing ignition systems that are equal and reliable. I cannot remember hearing about anyone complaining about an ignition system during my time in the ARCA RE/MAX Series. The 8,800 RPM limit that Mallory and ARCA have put into place levels the engine competition, also the RPM Limit plays a large role in our gear selection heading into race events."

Nick Ramey, Roush Yates Engine Builder in the ARCA RE/MAX Series: "It's a perfect system. It equalizes the playing field. Shawn Umphries from Mallory has been an excellent spokesperson and a good person to make the program work because on occasions he has actually found wiring on our side that was installed wrong or not up to par and he has been able to find those issues and advise us on how to fix it. We have motors that we build for different people in different series and I have referred them to the Mallory Ignition Systems for use in those series because the product works so well. I think the program that ARCA has in place is great. It takes the worry out of building motors when you have someone like Shawn on-site and the 8,800 rpm limit makes the engines a lot more reliable; you can make an engine in the ARCA RE/MAX Series last a lot longer now."

Parker Kligerman, Driver of the No. 77 Cunningham Motorsports Dodge and Penske Development Driver: "I think the Mallory CT Pro Ignition is a great cost saving tool because it limits the ability of teams to develop engines with high rpm's that cost more money while helping less funded teams stay on par. Also it separates ARCA cars from other stock cars out there, which is always good."

Frank Kimmel, Nine-Time ARCA RE/MAX Series Champion: "Since Mallory's involvement in the ARCA RE/MAX Series, ignition problems have become a thing of the past. The reliability and durability of the Mallory CT Pro Ignition system is second to none. The RPM limiting capabilities of this system has really leveled the playing field in our races. With Mallory's tech support at the race tracks, it has raised our awareness of the entire electrical system of our race cars. With their help, our entire electrical has practically become fool-proof. The Mallory system works so well, my brother Bill and I have installed them in our son's race cars to compete at the local short tracks."

Mark Rette, Crew Chief of the No. 6 Lofton Cattle Toyota for Eddie Sharp Racing: "The Mallory CT Pro Ignition System provides rock solid performance that hasn't failed at all. I haven't seen a failure yet and I don't think anyone in the ARCA RE/MAX Series has. To be perfectly honest with you I don't even think about it because I know I don't have to worry about having any issues with this product."

Mallory Ignition **THE RESULTS ARE IN** **ARCA RE/MAX SERIES**

IN ITS FIRST FIVE SEASONS OF ARCA RE/MAX COMPETITION...

657,000 MILES
560,000 LAPS
450 RACERS
100 RACES
1 IGNITION

ZERO IN-RACE FAILURES
ANY QUESTIONS?

MALLORY CT PRO — OFFICIAL IGNITION OF www.malloryracing.com

YEAR	TOTAL LAPS OF MALLORY IGNITION USAGE W/O FAILURE	TOTAL MILES OF MALLORY IGNITION USAGE W/O FAILURE	NUMBER OF RACE WINNERS	NUMBER OF POLE WINNERS	NUMBER OF FIRST TIME SERIES WINNERS	AVG MARGIN OF VICTORY	POINTS SPREAD AT END OF SEASON
2009*	47662	63228	6	4	3	1.985 sec	120, Parker Kligerman over Justin Lofton
2008	125133	151327.82	10	14	6	0.926 sec	50, Justin Allgaier over Frank Kimmel
2007	136392	157340.34	15	12	10	1.661 sec	250, Frank Kimmel over Michael McDowell
2006	133481	161053.22	17* All-Time Record	15 * Tied All-Time Record	12 * All-Time Record	2.82 sec	215, Frank Kimmel over Bobby Gerhart
2005	118160	124526.07	10	12	5	0.78 sec	425, Frank Kimmel over Joey Miller

* thru 10 of 21 races, 7/09

CAPACITIVE DISCHARGE - HYFIRE® VII (7) SERIES



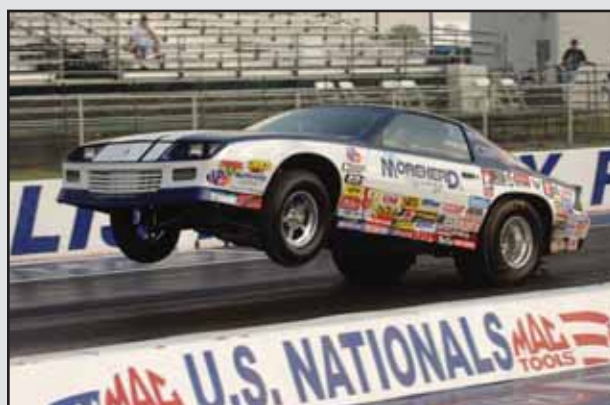
HYFIRE® VIIS Sportsman Racing CD Ignition

Features At A Glance:

- **2 rev limiters** – adjustable from 1,000 to 12,000 RPM in 50 RPM increments
- **Single stage retard** – adjustable from .1 to 25 degrees
- Automatic start retard
- 550 volts to coil primary, 150 mJ per spark
- Easy reading top mounted digital display
- Simple push-button adjustability
- Easy to upgrade for more features

HYFIRE® VIIS

Sportsman Racing CD Ignition..... 667S



<i>Mallory #667S HYFIRE VII-S</i>	<i>Product Feature Comparison</i>	<i>MSD #7220 7-AL2</i>
Digital	Digital or Analog	Analog
No	Multiple Spark	Yes
Dual Stage- No Chips Required	Rev Limiting	Single Stage - Chips Required to Activate
Yes	Start Retard	No
Single Stage- .1 to 25 Deg. No Chips Required	Selectable Retard	No
550	Primary Output Voltage	470
50,000	Secondary Voltage Output	47,000
160 mJ	Spark Energy	105-115 mJ
.8 - 1.0 Amps	Current Draw Per 1,000 RPM	1.0 Amps
10 - 18	Operating Voltage Required	10-18
28880	Recommended Coil	8201 / 8251
4 to 12	Number of Cylinders	8 Only
Extruded Aluminum	Housing Construction	Extruded Aluminum
Upgradeable to 667C	Additional Features	—

Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

CAPACITIVE DISCHARGE - HYFIRE® VII (7) SERIES

HYFIRE® VIIC Professional Racing CD Ignition

Features At A Glance:

- **3 rev limiters** – adjustable from 1,000 to 12,000 RPM in 50 RPM increments
- **3 retard stages** – adjustable from .1 to 25 degrees
- RPM activated switch turns accessories on or off based on RPM
- High speed advance – adjustable cut-in from 5,000 to 12,000 and a slope of .1 to 3 degrees per 1,000 RPM
- Automatic start retard for easier starting
- Easy reading remote digital display with simple push button adjustability
- Easy to upgrade for more features
- Includes 674M controller



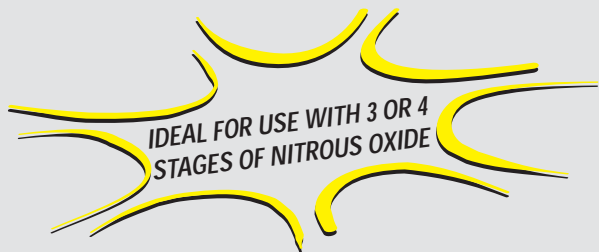
HYFIRE® VIIC Professional Racing CD Ignition 667C



<i>Mallory #667C HYFIRE VII-C</i>	<i>Product Feature Comparison</i>	<i>MSD #7230 7-AL3</i>
Digital	Digital or Analog	Analog
No	Multiple Spark	Yes
Three Stage - No Chips Required	Rev Limiting	Three Stage - Chips Required to Activate
Yes	Start Retard	Yes
Three Stage - .1 to 25 Deg per Stage. No Chips Required	Selectable Retard	Four Stage - Chips Required to Activate
No	Boost Proportional Retard	No
Yes - No Chips Required	Standard RPM Switch	Yes - Chips Required to Activate
No	RPM Window Switch	No
550	Primary Output Voltage	550
50,000	Secondary Voltage Output	50,000
160 mJ	Spark Energy	160 mJ
.8 - 1.0 Amps	Current Draw Per 1,000 RPM	1.0 Amps
10 - 18	Operating Voltage Required	10 - 18
28880	Recommended Coil	8201 / 8251
4 to 12	Number of Cylinders	8 Only
Extruded Aluminum	Housing Construction	Extruded Aluminum
Remote Digital Display	Additional Features	—

Unless otherwise noted, products listed on are not legal for sale or use in California on pollution controlled motor vehicles.

CAPACITIVE DISCHARGE - HYFIRE® VII (7) SERIES



HYFIRE® VIICR Professional Racing Ignition

Features At A Glance:

- **2 rev limiters** – adjustable from 1,000 to 12,000 RPM in 50 RPM increments
- **4 retard stages** – adjustable from .1 to 25 degrees
- RPM activated switch turns accessories on or off based on RPM
- High speed advance – adjustable cut-in from 5,000 to 12,000 and a slope of .1 to 3 degrees per 1,000 RPM
- Automatic start retard
- Easy reading remote digital display with simple push button adjustability

HYFIRE® VIICR

Professional Racing Ignition. 667CR



<i>Mallory #667CR HYFIRE VII-CR</i>	<i>Product Feature Comparison</i>	<i>MSD #7230 7-AL3</i>
Digital	Digital or Analog	Analog
No	Multiple Spark	Yes
Two Stage - No Chips Required	Rev Limiting	Three Stage - Chips Required to Activate
Yes	Start Retard	Yes
Four Stage - .1 to 25 Deg per Stage. No Chips Required	Selectable Retard	Four Stage - Chips Required to Activate
No	Boost Proportional Retard	No
Yes- No Chips Required	Standard RPM Switch	Yes - Chips Required to Activate
No	RPM Window Switch	No
550	Primary Output Voltage	550
50,000	Secondary Voltage Output	50,000
160 mJ	Spark Energy	160 mJ
.8 - 1.0 Amps	Current Draw Per 1,000 RPM	1.0 Amps
10 - 18	Operating Voltage Required	10 - 18
28880	Recommended Coil	8201 / 8251
4 to 12	Number of Cylinders	8 Only
Extruded Aluminum	Housing Construction	Extruded Aluminum
Remote Digital Display #676M	Additional Features	—

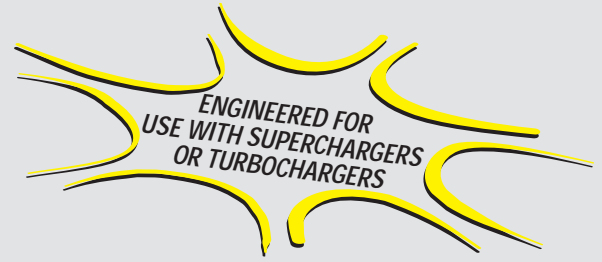
Unless otherwise noted, products listed on are not legal for sale or use in California on pollution controlled motor vehicles.

CAPACITIVE DISCHARGE - HYFIRE® VII (7) SERIES

HyFIRE VIIC BTR Professional Racing Ignition

Features at a Glance:

- 3 Stages of Rev Limiting in 50 RPM Steps
- 3 stages of Ignition Retard - Each one adjustable .1 to 25 degrees in tenth degree steps
- Boost Proportional Retard Harness with 3 BAR MAP Sensor included
- Automatic Start Retard for easier starting
- Selectable High Speed Advance Slope



HyFIRE VIIC BTR

Professional Racing Ignition. 667BTR



<i>Mallory #667BTR HYFIRE VII-BTR</i>	<i>Product Feature Comparison</i>	<i>MSD #7230 7-AL3</i>
Digital	Digital or Analog	Analog
No	Multiple Spark	Yes
Three Stage- No Chips Required	Rev Limiting	Three Stage - Chips Required to Activate
Yes	Start Retard	Yes
Three Stage - .1 to 25 Deg per Stage. No Chips Required	Selectable Retard	Four Stage - Chips Required to Activate
Yes (3 BAR)	Boost Proportional Retard	No
Yes- No Chips Required	Standard RPM Switch	Yes - Chips Required to Activate
No	RPM Window Switch	No
550	Primary Output Voltage	550
50,000	Secondary Voltage Output	50,000
160 mJ	Spark Energy	160 mJ
.8 - 1.0 Amps	Current Draw Per 1,000 RPM	1.0 Amps
10 - 18	Operating Voltage Required	10 - 18
28880	Recommended Coil	8201 / 8251
4 to 12	Number of Cylinders	8 Only
Extruded Aluminum	Housing Construction	Extruded Aluminum
Remote Digital Display	Additional Features	—
3 Bar MAP Sensor	Additional Features	—

Unless otherwise noted, products listed on are not legal for sale or use in California on pollution controlled motor vehicles.

HYFIRE VII (7) CONTROLLERS & IGNITION BOX



674M



678



676M



6671



636



646

Features At A Glance:

- Upgrade your Hyfire 7S to a 7C, 7CR, 7C BTR without changing your Entire Ignition
- Upgrade your present Hyfire 7C to a 7CR, 7C BTR without changing your Entire Ignition
- RPM Switch (When Upgrading a HyFIRE 7C Only)
- Simply plug in the new controller and wire up the new features.

HyFIRE 7C Controller

- 3 Stages of Rev Limiting in 50 RPM Steps
- 3 Stages of Ignition Retard - Each one Adjustable .1 to 25 degrees in tenth degree steps
- Automatic Start Retard
- Selectable High Speed Advance Slope

HyFIRE 7C Controller 674M

HyFIRE 7CR Controller

- 2 Stages of Rev Limiting in 50 RPM Steps
- 4 Stages of Ignition Retard - Each one Adjustable .1 to 25 degrees in tenth degree steps
- Automatic Start Retard
- Selectable High Speed Advance Slope

HyFIRE 7CR Controller 678

HyFIRE 7C BTR Controller

- 3 Stages of Rev Limiting in 50 RPM Steps
- 3 Stages of Ignition Retard - Each one Adjustable .1 to 25 degrees in tenth degree steps
- Boost Proportional Retard Harness - Plugs into 2 or 3 BAR MAP Sensor (Sensor Sold Separately - Order Part No. 716 for 2 BAR or Part No. 717 for 3 BAR)
- Automatic Start Retard
- Selectable High Speed Advance Slope

HyFIRE 7C BTR Controller 676M

HyFire 7C (VII-C) Ignition Unit Only

- Same high output as the unit as used in the HyFire 7C, 7CR, 7 BTR, and 7 ICT
- Now available separately

HyFire 7 Ignition Unit (Separate) 6671

4 Stage RPM Switch

- Use to Control Shift Lights and Other Accessories
- Can be Activated Manually By Switches or Automatically (Based on 500 RPM Drop)
- No Chips Required

4 Stage RPM Switch 636

RPM Window Switch

- Turn Accessories On and Off Based On RPM
- Great For Use With Nitrous Oxide
- Easy to Read Digital Display
- Simple Push Button Controls - No Chips Required

RPM Window Switch 646

Portable Ignition Tester Kit

- Will Test a Wide Variety of Ignition Components: Distributors, Rev Limiters, Shift Lights, and Tachometers
- Easy To Use
- Complete With Test Harnesses and Test Spark Plug

Portable Ignition Tester Kit 28357



Digital Ignition Tester

- All new handheld tester with digital readout
- Accurate within +/- 10RPM
- Use it to test and adjust:
 - Distributors
 - RPM Switches
 - Rev limiters
 - Tachometers
 - Shift Light

Digital Ignition Tester 28359



EZ Trigger

- Allows your stock coil to trigger a CD ignition system, fuel injection system or tachometer without having to cut or splice the stock vehicle wiring harness
- Helps minimize check engine lights

EZ Trigger 6200M



Fuel Injection and Tachometer Adapters

Tachometer/Fuel adapters may be required to generate the correct signal for certain tachometers or fuel injection systems when installing a inductive or CD ignition system. Both adapters listed below will work with most parallel and series tachometers.

For applications using the points trigger lead (in other words, points, OEM electronic, UniLite, magnetic breakerless, etc.) for the ignition. **29074**



For applications using the mag pickup for triggering the CD box OR if you plan to change from points/OEM electronic/UniLite, etc. to mag pickup in the future . . . **29078**



Universal Ground Strap

The Universal Ground Strap is 1" wide and a necessity when an anodized engine plate is used to ensure that a proper ground is in effect from the engine to the chassis.

30" length - assembled with 3/8" diameter ends 28135



Shock Mount Kits

Designed to absorb vibration in oval track racing, drag racing, off road, and marine applications, these shock mounts are available in two different sizes to cover most popular electronic components. Packaged on sets of 4.

#10 thread size - packaged with hardware. 29069



FORD - TFI Ignition to connect to the Mallory HYFIRE® Electronic Ignition Controls Part Nos. 629, 630, 692, 693 and 697 and Mallory Remote Timing Control Part No. 631.

FORD 29062



Replacement Three Wire Harness for Mallory Electronic Ignitions - UniLite, E-Spark, and Magnetic Breakerless - Distributors, Modules and Conversion Kits

Replacement Three Wire Harness 29349



CANISTER STYLE



50 STATE LEGAL EO D70-21

Universal Street Performance Chrome Electronic Ignition Coil

- Universal, 12-volt coil features an oil-filled design and arc resistant alkyd top for superior performance, insulation and cooling. Delivers optimum performance when used with:
 - Mallory UNILITE® or Magnetic Breakerless Distributors equipped with a capacitive discharge ignition
 - Mallory HYFIRE® IV and VI Series Electronic Ignition Controls
 - Original equipment breakerless electronic ignition systems
- Fits most original equipment coil brackets, or use Mallory Super Duty Coil Bracket (see below)
- Not for use with Mallory HYFIRE® Electronic Ignition Control P/N 629, 630, 693, 29026, 29062A, 29028, 29029, 29037, or any other high energy, inductive storage ignition system

Universal Street Performance Chrome Electronic Ignition Coil **29216**

Universal Street Performance Red Electronic Ignition Coil **29220**

Tech Sheet	29216
Primary Resistance	0.7 Ohms
Secondary Resistance	8.9K Ohms
Maximum Voltage	51,000 volts
Inductance	6.6 mH
Turns Ratio	112:1
Peak Current	180 mA
Spark Duration	400 uS

Spark tests were done per SAE J973 using a HYFIRE part number 685

Super Duty Coil Bracket

Allows easy mounting of most original equipment and performance coils, including Mallory's chrome coils (Part Nos. 29216 and 29217).

Super Duty Coil Bracket (Dichromate/Gold) **29221**

Super Duty Coil Bracket (Chrome) **29224**

Ballast Resistor

Unilite, E-Spark & MBI are all self-contained modules that require a ballast resistor, loom resistance wire or internally resisted coil (Ex. when using HyFire CD Ignitions). Using a heavy duty porcelain resistor and threaded terminal connectors, this resistor is rated at 200 watts and 0.75 (cold) – 1.5 (hot) ohms. NOTE: The purpose of an ignition ballast resistor between the ignition switch (12V) and the ignition coil positive terminal is to restrict current flow through the ignition coil. Failure to use an ignition ballast resistor will eventually destroy the Ignition Module. Installing an ignition ballast resistor has no effect on the performance of the ignition system. (Ex. w/HyFire CD Ignitions)

Ballast Resistor **700**



CANISTER STYLE

Universal Street Performance Chrome Ignition Coil For Unilite And Magnetic Breakerless (MBI) Distributors And Conversion Kits

- Universal, 12-volt coil features an oil-filled design and arc resistant alkyd top for superior performance, insulation and cooling. The internal design of this coil eliminates the need for a separate ballast resistor. This coil is specifically designed to deliver optimum performance when used with:
 - Mallory UNILITE® or Magnetic Breakerless Ignitions
 - Mallory HYFIRE® IV Electronic Ignition Controls
 - Mallory Electronic Ignition Conversion Kits
- Fits most original equipment coil brackets, or use Mallory Super Duty Coil Bracket 29221 or 29224
- Not for use with Mallory HYFIRE® Electronic Ignition Control or any other high energy, inductive storage or capacitive discharge ignition system

Universal Street Performance Chrome Ignition Coil For Unilite And Magnetic Breakerless (MBI) Distributors And Conversion Kits 29219

Tech Sheet	29219
Primary Resistance	1.4 Ohms
Secondary Resistance	9.8K Ohms
Maximum Voltage	58,000 volts
Inductance	6.6 mH
Turns Ratio	105:1
Peak Current	180 mA
Spark Duration	300 uS



Universal Street Performance Chrome Ignition Coil For Points Type Distributors

- Universal, 12-volt coil improves performance of breaker point ignition systems
- Oil-filled design and arc-resistant alkyd top deliver superior performance, insulation and cooling
- Fits most original equipment coil brackets, or use Mallory Super Duty Coil Bracket 29221 or 29224

Universal Street Performance Chrome Ignition Coil For Points Type Distributors 29217

Tech Sheet	29217
Primary Resistance	1.4 Ohms
Secondary Resistance	9.8K Ohms
Maximum Voltage	58,000 volts
Inductance	6.6 mH
Turns Ratio	105:1
Peak Current	180 mA
Spark Duration	300 uS



Spark tests were done per SAE J973 using a HYFIRE part number 685

HIGH PERFORMANCE REPLACEMENT



Distributor applications noted on pages 43-44

HEI Performance Coil – Street Performance

High performance replacement coil increases the RPM range of 1975-later Delco-Remy HEI distributors with internal coil. The stock HEI coil is limited to about 5000 RPM. Use with Mallory HYFIRE ignition controls to further increase performance.

Street Performance Coil – 0 to 5500 RPM

HEI Performance Coil
Street Performance 29212

Tech Sheet	29212
Primary Resistance	0.5 Ohms
Secondary Resistance	8.75K Ohms
Maximum Voltage	46,000 volts
Inductance	7.1 mH
Turns Ratio	92:1
Peak Current	200 mA
Spark Duration	250 us



50 STATE LEGAL EO D70-32

HEI Performance Coils – High RPM Street/Strip

High performance replacement coil increases the RPM range of 1975-later Delco-Remy HEI distributors with internal coil. The stock HEI coil is limited to about 5000 RPM. Use with Mallory HYFIRE® Ignition Controls to further increase performance.

Race Performance Coil – 4000 to 7000 RPM

HEI Performance Coils
High RPM Street/Strip 29215

Tech Sheet	29215
Primary Resistance	0.3 Ohms
Secondary Resistance	8.65K Ohms
Maximum Voltage	57,000 volts
Inductance	3.3 mH
Turns Ratio	113:1
Peak Current	500 mA
Spark Duration	250 us



HEI/EST Performance Coil

High performance replacement coil increases the RPM range of 1985-later Delco-Remy HEI distributors with external coil. Use with Mallory HYFIRE® Ignition Systems to further increase performance.

Street Performance Coil – 0 to 5500 RPM

HEI/EST Performance Coil 29210

Tech Sheet	29210
Primary Resistance	0.4 Ohms
Secondary Resistance	8.8K Ohms
Maximum Voltage	47,000 volts
Inductance	6.25 mH
Turns Ratio	94:1
Peak Current	250 mA
Spark Duration	250 us

Unless otherwise noted, products listed on this page are not legal for sale or use in California on pollution controlled motor vehicles.

HIGH PERFORMANCE REPLACEMENT

TFI Performance Coils

High performance replacement coil increases the RPM range of Ford TFI-equipped cars and trucks. The stock HEI coil is limited to about 5000 RPM. Use with Mallory HYFIRE® Series Ignition Systems to increase RPM and performance output even more. Direct replacements for Ford's e-coil style coils.

High Performance Replacement Coil for Street Use

Great for the mildly modified car or truck with bolt on performance equipment such as a cold air intake system, cat-back exhaust system, etc. Strong up to 5500 RPM.

High Performance Replacement Coil

For Street Use..... 29213

Tech Sheet	29213
Primary Resistance	0.42 Ohms
Secondary Resistance	8.8K Ohms
Maximum Voltage	51,000 volts
Inductance	6.5 mH
Turns Ratio	92:1
Peak Current	400 mA
Spark Duration	300 us



50 STATE LEGAL EO D70-32

High Performance Coil For Street/Strip Use

Great for the modified car or truck with bolt on performance equipment such as a performance intake manifold, cold air intake system, headers and a cat-back exhaust system, nitrous oxide, etc. Strong up to 6500 RPM.

High Performance Coil

For Street/Strip Use..... 29209

Tech Sheet	29209
Primary Resistance	0.35 Ohms
Secondary Resistance	7.6K Ohms
Maximum Voltage	60,000 volts
Inductance	4.5 mH
Turns Ratio	100:1
Peak Current	300 mA
Spark Duration	450 us



50 STATE LEGAL EO D70-32

High Performance Coil For High RPM Strip Use

Great for the modified car or truck that normally operates above 4,000 RPM with performance equipment designed to work in the 4000-7000 RPM range. Modifications such as a performance intake manifold, cold air intake system, headers and a cat-back exhaust system, nitrous oxide, supercharged/turbocharged, etc. Strong up to 7000 RPM.

High Performance Coil

For High RPM Strip Use..... 29214

Tech Sheet	29214
Primary Resistance	0.3 Ohms
Secondary Resistance	8.8K Ohms
Maximum Voltage	65,000 volts
Inductance	3.25 mH
Turns Ratio	130:1
Peak Current	500 mA
Spark Duration	250 us



50 STATE LEGAL EO D70-32

PROMASTER® CLASSIC SERIES

Designed to meet today's specialized ignition requirements, PROMASTER® Classic Series Coils are available for a wide range of applications.



Features At A Glance:

- Faster rise time and increased spark duration (compared to stock) increases performance
- Glass-filled polyester case and oil-filled construction assure long life and no energy loss from arcing
- Better wire retention with spark plug type secondary post
- Brass contact terminals

RPM figures for part numbers listed below are approximate and may vary depending on the type of ignition used and state of engine tune.

Universal Street and Strip for Points Type Distributors

- For street-driven vehicles with breaker point ignition
- Effective to approximately 6500 RPM (depending on engine combination)
- Not for use with Mallory HYFIRE® Series Electronic Ignition Controls
- Includes part no. 700 ballast resistor

Universal Street and Strip for Points Type Distributors 28720

Tech Sheet	28720
Primary Resistance	0.75 Ohms
Secondary Resistance	13K Ohms
Maximum Voltage	50,000 volts
Inductance	9.5 mH
Turns Ratio	83:1
Peak Current	100 mA
Spark Duration	1.5 ms



50 STATE LEGAL EO D70-22

Street and Strip Performance for Mallory UNILITE and Magnetic Breakerless Distributors and Conversion Kits

- Delivers optimum performance when used with these Mallory ignition products:
 - UNILITE® Distributor
 - Magnetic Breakerless Distributor
 - Mallory Electronic Ignition Conversion Kits
- Easy to install – connects directly to 12 volts wire with no ballast resistor required
- Effective to 6500 RPM when used with a Mallory UNILITE® or Magnetic Breakerless Distributor (depending on engine combination)
- Not for use with Mallory HYFIRE® Electronic Ignition Control or any other high energy, inductive storage or capacitive discharge ignition system

Street and Strip Performance for Mallory UNILITE and Magnetic Breakerless Distributors and Conversion Kits 29450

Tech Sheet	29450
Primary Resistance	1.4 Ohms
Secondary Resistance	12.3K Ohms
Maximum Voltage	55,000 volts
Inductance	7.3 mH
Turns Ratio	105:1
Peak Current	95 mA
Spark Duration	500 uS

PROMASTER® CLASSIC SERIES

Universal Street and Strip

- For street-driven vehicles with breaker point ignition or OE electronic ignition
- Delivers optimum performance when used with:
 - UNILITE® Distributor with a HYFIRE® Capacitive Discharge Ignition
 - Magnetic Breakerless Distributor with a HYFIRE® Capacitive Discharge Ignition
 - Dual Point Distributor
- Effective to approximately 6500 RPM when used with points, or 8000 RPM when used with a Mallory HYFIRE® Ignition (depending on engine combination)
- Includes part no. 700 ballast resistor

Universal Street and Strip 29440

Tech Sheet	29440
Primary Resistance	0.6 Ohms
Secondary Resistance	12.3K Ohms
Maximum Voltage	55,000 volts
Inductance	7.3 mH
Turns Ratio	105:1
Peak Current	100 mA
Spark Duration	500 uS

Spark tests were done per SAE J973 using a HYFIRE part number 685



50 STATE LEGAL EO D70-22

Street and Strip Performance for Mallory HyFire CD Ignition Systems

- Ideal for engines that normally operate above 4000 RPM
- Effective to approximately 10,000 RPM when used with appropriate HYFIRE® CD Ignition (depending on engine combination)

High RPM Street Cars, Drag Racing, Endurance Racing, Oval Track and Road Racing 29625

Tech Sheet	29625
Primary Resistance	0.5 Ohms
Secondary Resistance	12.5K Ohms
Maximum Voltage	67,000 volts
Inductance	4.8 mH
Turns Ratio	129:1
Peak Current	120 mA
Spark Duration	450 uS

Spark tests were done per SAE J973 using a HYFIRE part number 685



High RPM Drag Racing, Endurance Racing, Oval Track and Road Racing

- Provides the fastest rise time and peak spark plug current of any CD coil
- Designed for optimum performance when using Mallory HYFIRE® VII, Electronic Ignition Controls or equivalent
- Effective to approximately 12,000 RPM when used with a HYFIRE® VII Ignition Control (depending on engine combination)

High RPM Drag Racing, Endurance Racing, Oval Track and Road Racing 28880

Tech Sheet	28880
Primary Resistance	0.1 Ohms
Secondary Resistance	.325K Ohms
Maximum Voltage	64,000 volts
Inductance	0.7 mH
Turns Ratio	117:1
Peak Current	1,500 mA
Spark Duration	300 uS

Spark tests were done per SAE J973 using a HYFIRE part number 667C



50 STATE LEGAL EO D70-22

PROMASTER® e SERIES IGNITION COILS



Street and Strip Performance for Mallory UNILITE and Magnetic Breakerless Distributors and Conversion Kits

- Delivers optimum performance when used with these Mallory ignition products:
 - UNILITE® Distributor
 - Magnetic Breakerless Distributor
 - Mallory Electronic Ignition Conversion Kits
- Easy to install – connects directly to 12 volts wire with no ballast resistor required
- Effective to 6500 RPM when used with a Mallory UNILITE® or Magnetic Breakerless Distributor (depending on engine combination)
- Do not use with Mallory HYFIRE® Electronic Ignition Control or any other high energy, inductive storage or capacitive discharge ignition system



Street and Strip Performance for Mallory UNILITE® and Magnetic Breakerless Distributors and Conversion Kits

..... 30450 BLACK
30451 RED

Tech Sheet	30450
Primary Resistance	1.4 Ohms
Secondary Resistance	8.9K Ohms
Maximum Voltage	46,000 volts
Inductance	6.7 mH
Turns Ratio	89:1
Peak Current	250 mA
Spark Duration	250 uS



High RPM Street Cars, Drag Racing, Endurance Racing, Oval Track and Road Racing

- Delivers optimum performance when used with Mallory HYFIRE® Series Electronic Ignition Controls
- Ideal for engines that normally operate above 4000 RPM
- Effective to approximately 10,000 RPM when used with appropriate HYFIRE® CD Ignition (depending on engine combination)

High RPM Street Cars, Drag Racing, Endurance Racing, Oval Track and Road Racing

... 30625 BLACK
30626 RED

Tech Sheet	30625
Primary Resistance	0.5 Ohms
Secondary Resistance	3K Ohms
Maximum Voltage	33,000 volts
Inductance	3.4 mH
Turns Ratio	64:1
Peak Current	500 mA
Spark Duration	200 uS



Spark tests were done per SAE J973 using a HYFIRE part number 685

Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

PROMASTER® e SERIES IGNITION COILS

Designed to meet today's specialized ignition requirements, PROMASTER® e Series Coils are available for a wide range of applications.

Features At A Glance:

- Faster rise time and increased spark duration (compared to stock) increases performance
- High Efficiency E-Core design for maximum performance
- Extruded aluminum mount for great heat dissipation, mounting ease and good looks
- Packaged with plug in style wiring connector for easier installation

RPM figures for part numbers listed below are approximate and may vary depending on the type of ignition used and state of engine tune.



Universal Street and Strip

- For street-driven vehicles with breaker point ignition or OE electronic ignition
- Delivers optimum performance when used with these Mallory ignition products:
 - UNILITE® Distributor with a HYFIRE® Capacitive Discharge Ignition
 - Magnetic Breakerless Distributor with a HYFIRE® Capacitive Discharge Ignition
 - Dual Point Distributor
- Effective to approximately 6500 RPM when used with a point type distributor (depending on engine combination)
- Effective to approximately 8000 RPM when used with a Mallory HYFIRE® Electronic Ignition Control (depending on engine combination)



**Universal Street and Strip 30440 BLACK
30441 RED**

Tech Sheet	30440
Primary Resistance	0.42 Ohms
Secondary Resistance	8.8K Ohms
Maximum Voltage	51,000 volts
Inductance	6.5 mH
Turns Ratio	92:1
Peak Current	260 mA
Spark Duration	250 uS

Spark tests were done per SAE J973 using a HYFIRE part number 685



Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

CT PRO COILS



CT Pro Coil for Endurance Racing

- High Output E-Core Design Performance Coil
- Fully Encapsulated For Maximum Vibration Resistance and Heat Dissipation
- Extruded Aluminum Mount For Durability
- Plug-In Connector Harness for Easy Installation
- Designed Specifically to Match CT Pro Ignition Systems



CT Pro Coil 30460

Tech Sheet	30460
Primary Resistance	0.38 Ohms
Secondary Resistance	7.8K Ohms
Maximum Voltage	51,000 volts
Inductance	5.6 mH
Turns Ratio	90:1
Peak Current	270 mA
Spark Duration	240 uS



Off Road Performance

- High Output E-Core Design Performance Coil
- Extruded Aluminum Mount For Durability
- Plug-In Connector Harness for Easy Installation
- Fully Encapsulated For Maximum Vibration and Moisture Resistance
- Use with Off Road 6 Ignition System

Off Road Coil 30470

Tech Sheet	30470
Primary Resistance	0.44 Ohms
Secondary Resistance	9.2K Ohms
Maximum Voltage	51,000 volts
Inductance	7.5 mH
Turns Ratio	95:1
Peak Current	260 mA
Spark Duration	250 uS



IGNITION COIL APPLICATION GUIDE

Style & Part Number	DISTRIBUTOR STYLE				IGNITION SYSTEM					
	Points	OE Electronic	Unilite	Magnetic Breakerless	HYFIRE I, II, III	HYFIRE 6 Street & Competition	HYFIRE 6 High RPM	HYFIRE 6 Endurance Racing	HYFIRE 6 Off Road High Vibration	HYFIRE VII
Performance Replacement Ford										
29209		X			X	XX	N	N	N	N
29213		X			XX	X	N	N	N	N
29214		X			X	X	N	N	N	N
G. M.										
29210		X			X	X	N	N	N	N
29212		X			XX	XX	N	N	N	N
29215		X			X	X	N	N	N	N
Universal Chrome										
29216	X	XX	X	X	N	X	N	N	N	N
29217	X	N	N	N	N	N	N	N	N	N
29219	XX	N	XX	XX	N	N	N	N	N	N
ProMaster Classic										
28720	X	N	N	N	N	N	N	N	N	N
29440	X	XX	X	X	XX	XX	X	N	N	N
29450	XX	N	XX	XX	N	N	N	N	N	N
29625	X	X	X	X	X	X	X	X	X	N
28880	N	N	X	X	N	N	N	N	N	X
ProMaster e										
30440	X	XX	X	X	X	XX	X	N	N	N
30450	X	N	XX	XX	N	N	N	N	N	N
30460	X	X	X	X	N	X	X	XX	X	N
30470	X	X	X	X	N	X	X	X	XX	N
30625	N	N	N	N	X	X	XX	N	X	N

XX = Best Choice X = Good Choice N = Not Recommended

If the ignition does not include a Hyfire or similar ignition box, select the coil by the distributor type.
 If the ignition includes a Hyfire or similar ignition box, select the coil by the ignition box type.

Coil Bracket

Fits all Mallory PROMASTER® Series Ignition Coils

Coil Bracket 29227

Coil Selector

Dual inlet, single outlet coil selector allows you to operate a dual ignition system. Both ignitions can run simultaneously or independently. Accepts up to 60,000 volts at each inlet. For use with 6 Series HyFire® Ignition only.

Coil Selector..... 29000

Coil Feedthrough

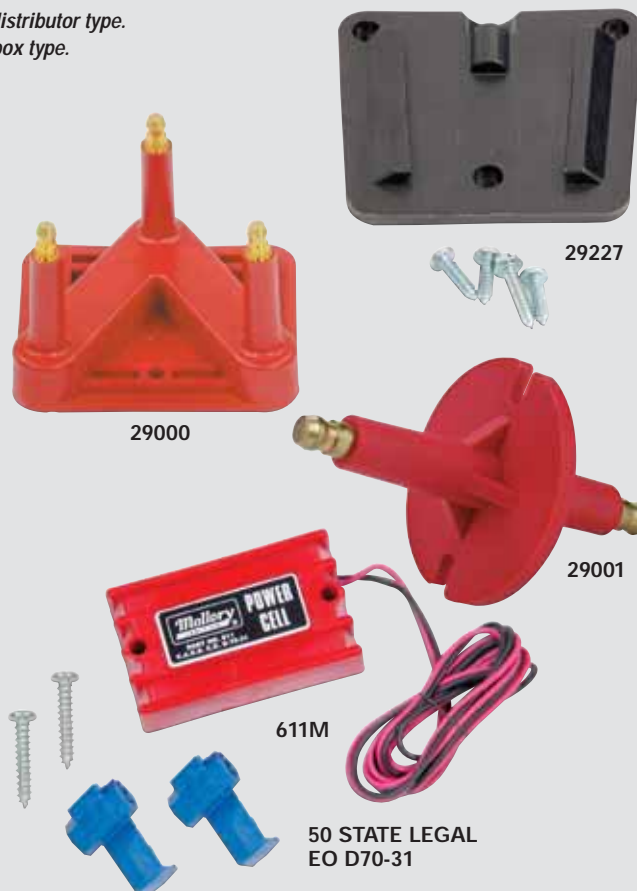
For use with applications where the ignition coil is installed outside the engine bay.

Coil Feedthrough..... 29001

Power Cell

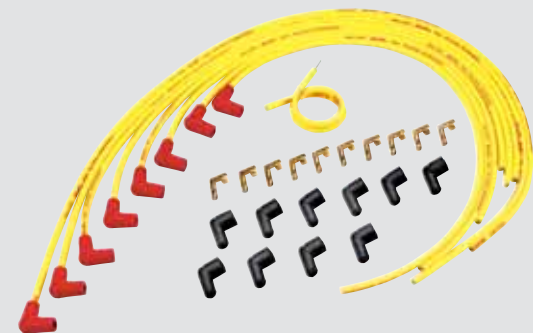
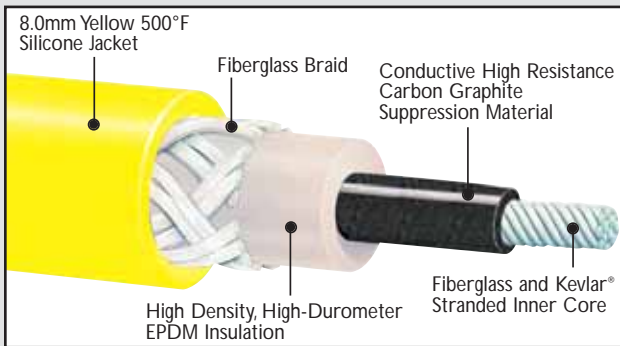
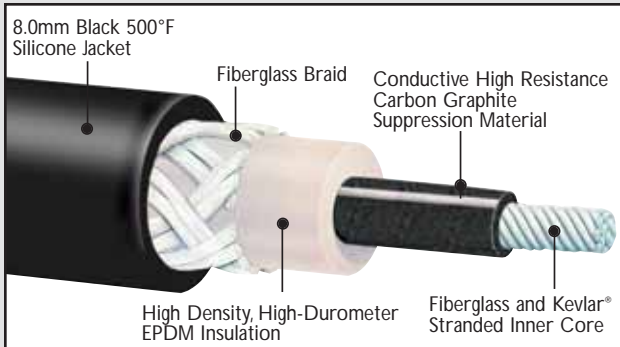
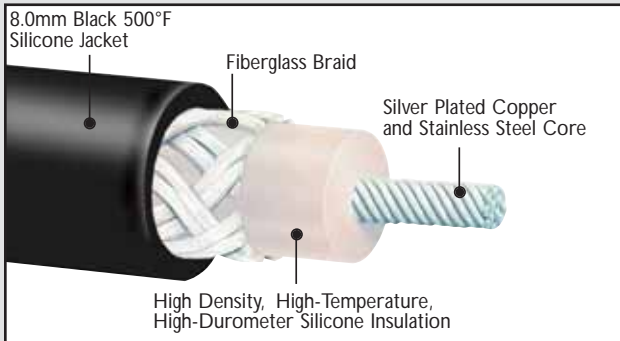
Universal power cell improves performance of original equipment electronic ignition systems under normal driving conditions. The stock coil output tends to drop sharply above 5500 RPM. Mallory's Power Cell maintains stock coil output up to 6500 RPM. Fits all non-computer type original equipment Delco HEI, Ford Duraspark, and Chrysler/Mopar Performance Electronic Ignition Systems. Also protects the module by preventing negative spikes on the power supply lead.

Power Cell..... 611M



50 STATE LEGAL
EO D70-31

PRO WIRE® AND SPRINT WIRE®



PRO WIRE® 8MM BLACK SILICONE JACKETED WIRE SETS

Features At A Glance:

- High Tech CIF (Carbon Impregnated Fiber) Core for great energy delivery at an affordable price
- CIF Core provides RFI suppression for even the most sensitive on-board electronics, such as electronic ignition, sound systems, or computer controls
- 8MM Ozone-resistant black silicone jacket repels water, oil, grease, and fuel and withstands temperatures up to 500 degrees
- Available in 3 universal V8 kits
- 3000-7000 Ohms per foot

V8 With Straight Plug Boots	774
V8 With 90 Degree Plug Boots	775
V8 With 45 Degree Plug Boots	703

Or choose...

- Solid 2-stage stainless steel and silver-plated copper core combines high strength and conductivity into 1core
- 7-strand stainless steel inner core for maximum strength and fatigue resistance
- 12-strand silver-plated copper wire outer core layer for the ultimate in conductivity and spark
- 8MM ozone-resistant black silicone jacket repels water, oil, grease, and fuel and withstands temperatures up to 500 degrees
- For use in racing only where solid core wire is required. No RFI suppression

V8 With 90 Degree Plug Boots	783M
V8 With HEMI Plug Boots	787
Bulk Wire; 100 ft Roll	784M

SPRINT WIRE® 8MM YELLOW SILICONE JACKETED WIRE

Features At A Glance:

- High-tech CIF (Carbon Impregnated Fiber) core for great energy delivery at an affordable price
- CIF core provides RFI suppression for even the most sensitive on-board electronics, such as electronic ignition, sound systems, or computer controls
- 8MM ozone-resistant black silicone jacket repels water, oil, grease, and fuel and withstands temperatures up to 500 degrees
- 3000-7000 Ohms per foot

V8 With Straight Plug Boots	765M
V8 With 90 Degree Plug Boots	766

PRO SIDEWINDER®

MALLORY TOP-OF-THE-LINE 8MM SPIRAL CORE PRO SIDEWINDER

Features At A Glance:

- Low 300 Ohm resistance Spiral Core delivers high energy output for maximum spark at the plug
- Great RFI suppression meets the demands of today's on-board electronics, such as electronic ignition, sound systems, and computer controls
- 8MM Ozone-resistant Red silicone jacket repels water, oil, grease, and fuel, and withstands temperatures up to 500 degrees.
- Available in ready-to-install kits for various applications or universal V8 kits



PRO SIDEWINDER® Spark Plug Wire Kits

UNIVERSAL APPLICATIONS

V8 Universal Wire Kit; 90° spark plug boots, both HEI and female socket (standard) distributor boots and terminals 937

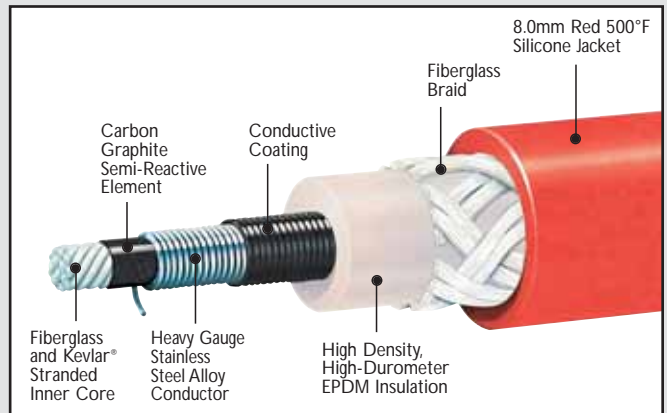
V8 Universal Wire Kit; straight spark plug boots, both HEI and female socket (standard) distributor boots and terminals 938

V8 Universal Wire Kit; 45° spark plug boots, both HEI and female socket (standard) distributor boots and terminals 947

Coil Wire Kit; 2.5 feet unassembled, one female socket (standard) distributor boot and terminal, one HEI distributor boot and terminal. 981

Single Wire Repair/Replacement Kit; 4 feet, spark plug wire or coil. 919M

Bulk Wire; 100 feet roll 982



AUTOMOTIVE APPLICATIONS

APPLICATION GUIDE

PASSENGER CARS			
VEHICLE YEAR	VEHICLE MODEL	ENGINE SIZE	PART NO.
BUICK			
1977	CENTURY, REGAL, SKYLARK	305, 350 CHEVY V8	923M
1981-82	CENTURY, ELECTRA, LESABRE, REGAL	267 V8	920M
1983-87	REGAL	305/5.0L-E,F,G,H V8	920M
1991-93	ROADMASTER/WAGON	305/5.0L-E,F,G,H, 350/5.7L V8	924M
CHEVROLET			
1955-63	ALL MODELS	265-327 V8	942
1958-65	ALL MODELS	348, 409 V8	929M
1964-70	BELAIR, BISCAYNE, CAPRICE, IMPALA	283-400 V8	942
1965-69	BELAIR, BISCAYNE, CAPRICE, IMPALA	396, 427 V8	926M
1970-74	BELAIR, BISCAYNE, CAPRICE, IMPALA	402, 454 V8	927M
1971-74	BELAIR, BISCAYNE, CAPRICE, IMPALA	307, 350, 400 V8	950M
1974-77 HEI	BELAIR, CAPRICE, IMPALA	305, 350, 400 V8	923M
1974-76 HEI	BELAIR, CAPRICE, IMPALA	454 V8	943
1978-79	CAPRICE, IMPALA	305, 350 V8	925M
1981-86	CAPRICE, IMPALA, MALIBU, MONTE CARLO	267, 305, 350 V8	920M
1989-93	CAPRICE	305, 350 V8	924M
1964-70	CHEVELLE, CHEVY II, MALIBU, NOVA	283-400 V8	921M
1965-69	CHEVELLE, MALIBU, NOVA	396, 427 V8	926M
1970-74	CHEVELLE, MALIBU, NOVA, MONTE CARLO	402, 454 V8	927M
1970	MONTE CARLO	350, 400 V8	942
1971-74	CHEVELLE, MALIBU, NOVA, MONTE CARLO	307, 350, 400 V8	950M
1974-77 HEI	CHEVELLE, MALIBU, NOVA, MONTE CARLO	305, 350, 400 V8	923M
1974-76	CHEVELLE, MALIBU, MONTE CARLO	454 V8 W/HEI	943
1967-69	CAMARO	396, 427 V8	926M
1967-70	CAMARO	283-400 V8	921M
1970-74	CAMARO	402, 454 V8	927M
1971-74	CAMARO	307, 350, 400 V8	950M
1974-77 HEI	CAMARO	305, 350 V8	923M
1978	CAMARO, NOVA	305, 350 V8	941M
1979-80	CAMARO, NOVA (EXCEPT CALIFORNIA)	305, 350 V8	925M
1982-86	CAMARO	305/5.0L V8	920M
1989-92	CAMARO	305/5.0L, 350/5.7L V8	924M
1963-74	CORVETTE	327, 350 V8	942
1970-74	CORVETTE	454 V8	927M
1974 HEI	CORVETTE	454 V8	943
FORD			
1958-63	ALL MODELS	332-406 V8	930
1962-70	FAIRLANE, FALCON, TORINO	221-302, 351W V8	949M
1963-72	FULL-SIZE	260-302, 351W V8	949M
1964-71	FULL-SIZE	352, 390, 427, 428 V8	930
1966-69	FAIRLANE, THUNDERBIRD, TORINO	352, 390, 427, 428/CJ V8	930
1968-72	FAIRLANE, THUNDERBIRD	429/CJ/SCJ V8	929M
1969-74	FULL-SIZE	429, 460 V8	929M
1970-76	FAIRLANE, TORINO, FULL-SIZE	351C/M, 400 V8	931
1970-76	MAVERICK, TORINO, GRANADA	302, 351W V8	949M
1971-72	TORINO	429/CJ/SCJ V8	929M
1971-74	DE TOMASO PANTERA	351C	931
1972-76	THUNDERBIRD, TORINO	460 V8	929M
1984-85	THUNDERBIRD, CROWN VICTORIA, LTD II	302/5.0L V8	946M
1986-87	CROWN VICTORIA	351W/5.8L V8	946M
1964-73	MUSTANG	221-302, 351W V8	949M
1967-70	MUSTANG	390, 427, 428/CJ V8	930
1969-70	MUSTANG	302 BOSS V8	931
1970-73	MUSTANG	351C/BOSS V8	931
1971-72	MUSTANG	429/CJ/SCJ V8	929M
1975-76	MUSTANG	302 V8	949M
1984-93	MUSTANG	302/5.0L V8	946M
LINCOLN			
1958-68	CONTINENTAL, LINCOLN	430, 462 V8	930
1968-76	CONTINENTAL, LINCOLN, MARK III, MARK IV	460 V8	929M
1984	MARK VII LSC	302/5.0L V8	946M
1991-92	MARK VII	302/5.0L V8	946M

AUTOMOTIVE & LIGHT TRUCK APPLICATIONS

APPLICATION GUIDE

PASSENGER CARS			
VEHICLE YEAR	VEHICLE MODEL	ENGINE SIZE	PART NO.
MERCURY			
1961-68	FULL-SIZE	352-428 V8	930
1962-76	COMET, CYCLONE, MONTEGO, MONTEREY	221-302, 351W V8	949M
1966-70	COMET, COUGAR, CYCLONE/GT, MARQUIS	390, 427, 428/CJ V8	930
1966-70	MONTEGO, MONTEREY	390, 427, 428/CJ V8	930
1967-70	COUGAR	289, 302, 351W V8	949M
1969-76	COUGAR, CYCLONE, MARQUIS, MONTEGO, MONTEREY	429/CJ/SCJ, 460 V8	929M
1970-76	COUGAR, CYCLONE, MARQUIS, MONTEGO, MONTEREY	351C/M, 400 V8	931
1971-76	COUGAR, MARQUIS, MONARCH	302, 351W V8	949M
1984-85 NON-EEC-IV	GRAND MARQUIS	302/5.0L V8	946M
1984-86	CAPRI, COUGAR, MARQUIS	302/5.0L V8	946M
1986-87	GRAND MARQUIS	351W/5.8L V8	946M
OLDSMOBILE			
1964-72	98, CUTLASS, DELTA 88, F-85, JETSTAR	V8 (ALL)	929M
1964-72	STARFIRE, TORONADO	V8 (ALL)	929M
1977	98, DELTA 88	350 CHEVY V8	923M
1981-82	98, CUTLASS/SUPREME, DELTA 88	267, 305 V8	920M
1991-92	CUSTOM CRUISER	305/5.0L-E, 350/5.7L V8	924M
PONTIAC			
1955-58	ALL MODELS	V8	926M
1959-72	BONNEVILLE, CATALINA, EXECUTIVE, GRAND PRIX GRANDVILLE, STARCHIEF, T-37, VENTURA/II	287-455 V8	926M
1965-72	GTO, LEMANS, TEMPEST	326-455 V8	926M
1979-82	BONNEVILLE, GRAND AM, GRAND PRIX, LEMANS	267, 305 V8	920M
1978-80	BONNEVILLE, CATALINA	305, 350 CHEVY V8	925M
1982-86	BONNEVILLE	305/5.0L-E, F, G, H V8	920M
1967-72	FIREBIRD	326-455	926M
1978-80	FIREBIRD	305, 350 CHEVY V8	925M
1982-86	FIREBIRD	305/5.0L-E,F,G,H V8	920M
1989-92	FIREBIRD	305/5.0L-E,F,G,H, 350/5.7L V8	924M
LIGHT TRUCKS			
CHEVROLET AND GMC			
1985	BLAZER, JIMMY (STAINLESS STEEL EXHAUST MANIFOLD)	350/5.7L-M V8	925M
1987	BLAZER, JIMMY	305/5.0L-H V8	985M
1987-88	BLAZER, JIMMY	350/5.7L-M V8	925M
1987-91	JIMMY	350/5.7L-K V8	985M
1987-94	BLAZER	350/5.7L-K V8	985M
1985	C/K SERIES 2HD, 3 PICKUP HD5	350/5.7L-M V8	925M
1985	C/K SERIES 1, 2, 3 PICKUP	305/5.0L-F,H, 350/5.7L-L V8	920M
1987-95	C/K SERIES 1, 2, 3 PICKUP	305/5.0L-H, 350/5.7L-K V8	985M
1985	SUBURBAN HD5 (STAINLESS STEEL EXHAUST MANIFOLD)	350/5.7L-M V8	925M
1987	SUBURBAN	305/5.0L-H V8	985M
1987-88	SUBURBAN	350/5.7L-M V8	925M
1987-95	SUBURBAN	350/5.7L-K V8	985M
1992-95	YUKON	350/5.7L-K V8	985M
1995	TAHOE	350/5.7L-K V8	985M
1985	G SERIES 1, 2, 3 VAN	350/5.7L-K V8	925M
1986	G SERIES 1, 2, 3 VAN	305/5.0L-F,H V8	925M
1986	G SERIES 1, 2, 3 VAN	350/5.7L-L V8	925M
1987-88	G SERIES 3 VAN	350/5.7L-M V8	925M
1987-88	G SERIES 1, 2 VAN	350/5.7L-K V8	985M
1987-91	G SERIES 1, 2 VAN	305/5.0L-H V8	985M
1989-93	G SERIES 1, 2, 3 VAN	350/5.7L-K V8	985M
1992-93	G SERIES 1, 2, 3 VAN (SOME APPLICATIONS USE 986M)	305/5.0L-H V8	985M
1994-95	G SERIES 3 VAN (SOME APPLICATIONS USE 986M)	350/5.7L-K V8	985M
FORD			
1986-87	BRONCO	351W/5.8L V8	946M
1987-93	BRONCO	302/5.0L V8	946M
1985-90 NON-EEC-IV	F SERIES 100-350 PICKUP	302/5.0L V8	946M
1986-87 EEC-IV	F SERIES 100-350 PICKUP	351W/5.8L V8	946M
1987-93 EEC-IV	F SERIES 100-350 PICKUP	302/5.0L V8	946M
1985-90 NON-EEC-IV	E SERIES 100-350 VAN	302/5.0L V8	946M
1986-87 EEC-IV	E SERIES 100-350 VAN	351W/5.8L V8	946M
1987-93 EEC-IV	E SERIES 100-350 VAN	302/5.0L V8	946M

919M



SPARK PLUG WIRE REPLACEMENT KITS

8mm silicone wire is ideal for replacing a damaged spark plug wire or remote mounting an ignition coil. Assembled with straight boot/terminal on one end and 90° boot/terminal on the other end. Kit includes male (HEI) and female distributor boots and terminals.

PRO SIDEWINDER® Suppression Core, Red 919M

SPRINT WIRE® Suppression Core, Yellow 706M

836



PRO SHIELD INSULATED SLEEVING

Install on 7mm and 8mm spark plug and coil wire for added protection against cross-fire and arcing. Also helps reduce wire damage from sharp edges.

25 Ft Roll 836

50 Ft Roll 836-A

29081



FIRESLEEVE PROTECTIVE SLEEVING

Protects spark plug wires and boots, electrical wiring, oil lines, water lines, and fuel lines from temporary contact with direct flame.

2.5 Ft Length 29081

5 Ft Length 29082

29064



SHRINK SLEEVING

Protects wiring, electrical connections, and wiring harnesses from moisture damage by creating a watertight seal at vulnerable connections. Ideal for use with Mallory Pro Shield Insulating Sleeving when used on spark plug wires.

Yellow 29064

Black 29065

Red 29066

SPARK PLUG WIRE MARKERS

Numbered shrink sleeving for marking cylinder numbers on spark plug wires.

Yellow 28793

Red 28796

Black 28797

28797



29085

WIRE STRIPPING TOOL

Cut and strip all popular automotive wire, crimp solderless terminals and spark plug boots (straight, 45°, and 90°). Plastic hand grips are non-conducting.

Wire Stripping Tool 29085

HIGH TEMPERATURE WIRE DIVIDER KITS

Each kit contains two 4-hole brackets, two 3-hole brackets, and two 2-hole brackets.

Blue	29099
Red	29101
Black	29102



HIGH TEMPERATURE WIRE STAND-OFF KITS

Each kit contains six standoffs, three for each side of the motor. Designed for use with Mallory 29099, 29100, 29101 & 29102 High Temp Wire Divider Kits, using existing valve cover mounting holes. The long screws replace the valve cover screws and hold the wire separators (dividers) in a fixed position. Great for show cars or street applications.

Red	29104
Black	29105



DISTRIBUTOR CAP BOOTS AND TERMINALS

Terminal Kit 8mm 10 per set (Points)	668
Terminal Kit 8mm 10 per set (HEI)	669
Single Set 8mm 1 per set (HEI)	983M



SPARK PLUG BOOTS AND TERMINALS

Boot Kit 90° 8mm 8 per set	29267
Terminal Kit Straight 7 or 8mm 8 per set	29282
Terminal Kit 90° 7 or 8mm 8 per set	29265



COMP PUMP® Series Fuel Pumps



Service Part Description	Gasoline	Alcohol/Methanol
Seal and Repair Kits	3164	N/A



Service Part Description	Gasoline	Alcohol/Methanol
Seal and Repair Kit	3164	N/A

Features At A Glance:

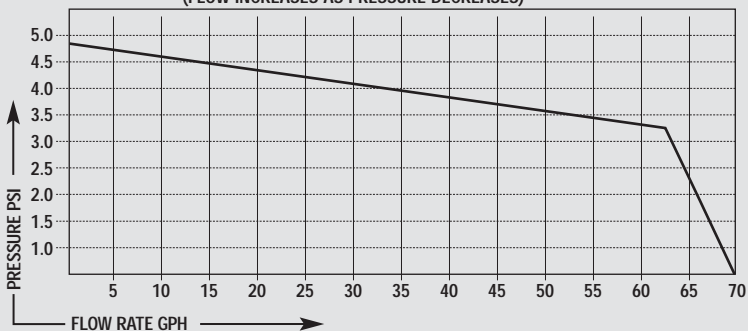
- Precision CNC-machined pump housings insure long life versus cast housings
- Gerotor design reduces noise versus louder vane and turbine pumps
- Tough Gerotor pump design eliminates vane breakage problems
- All aluminum components anodized for corrosion and wear resistance
- High efficiency electric motors deliver more output using less amps than competitors
- Includes complete hardware package for easy mounting
- For use with Weber, SU and Stromberg carbs

Model 70 Low Pressure Electric Fuel Pump

- Low pressure high volume, 12-volt fuel pump delivers 70+ GPH free flow @ 12.5 volts
- Delivers 30+ GPH at 4 PSI
- 3/8" NPT thread size, 5/16" or larger fuel line recommended
- Internal bypass regulator factory set at 4 PSI

Model 70 Low Pressure Electric Fuel Pump . . . 4070LP

COMP PUMP® SERIES 70LP FLOW VS. PRESSURE @ 12.5VDC
(FLOW INCREASES AS PRESSURE DECREASES)

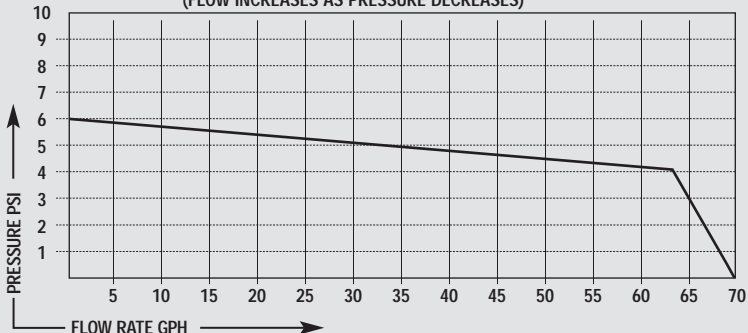


Model 70 High Performance Electric Fuel Pump

- High pressure, 12-volt fuel pump delivers 70+ GPH free flow @ 12.5 volts
- Internal bypass regulator factory set at 6 PSI
- Delivers 30+ GPH at 5 PSI
- 3/8" NPT thread size, 5/16" or larger fuel line recommended
- Use regulator part number 4207, 4210, 4307M, 4316M or 4309 for best performance

Model 70 High Performance Electric Fuel Pump . . . 4070M

COMP PUMP® SERIES 70 FLOW VS. PRESSURE @ 12.5VDC
(FLOW INCREASES AS PRESSURE DECREASES)

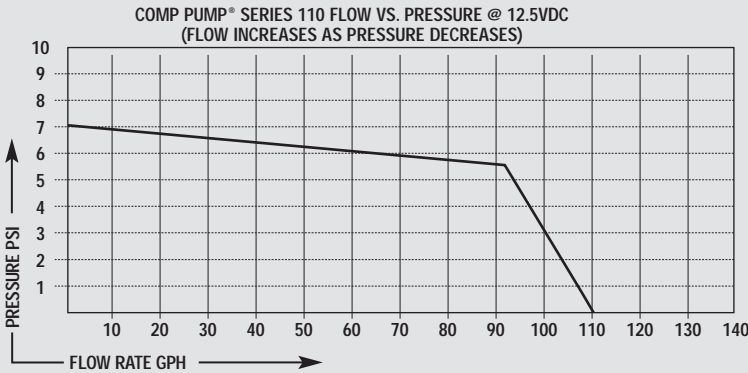


COMP PUMP® Series Fuel Pumps

Model 110 High Performance Electric Fuel Pump

- High pressure, 12-volt fuel pump delivers 110+ GPH free flow @ 12.5 volts
- Internal bypass regulator factory set at 7 PSI
- Delivers 90+ GPH at 6 PSI
- 3/8" NPT thread size, 3/8" or larger fuel line recommended
- Use regulator part number 4207, 4210, 4307M, 4316M or 4309 for best performance
- Service parts available for use with alcohol/methanol applications

Model 110 High Performance Electric Fuel Pump
 Gasoline 4110
 Alcohol/Methanol 4110A



Service Part Description	Gasoline	Alcohol/Methanol
Brush Kits:		
Internally Serviced	3146A	3146A
Externally Serviced	3146	3146
Seal and Repair Kit	3165	3166



COMP PUMP® Series Fuel Pumps

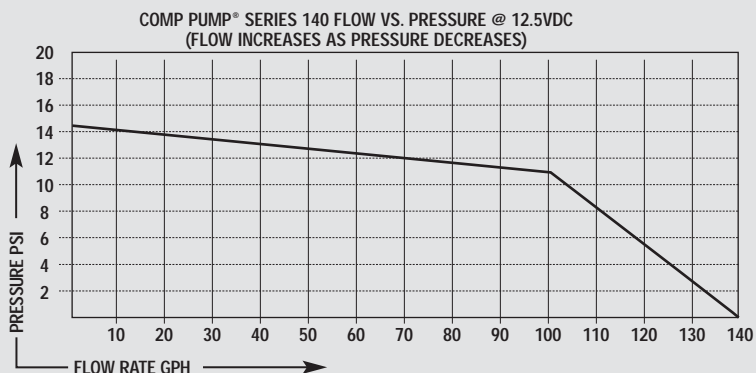


Model 140 High Performance Electric Fuel Pump

- High pressure, 12-volt fuel pump delivers 140+ GPH free flow @ 12.5 volts
- Delivers 120+ GPH at 6 PSI
- Internal bypass regulator factory set at 12 PSI
- 3/8" NPT thread size, 3/8" or larger fuel line recommended
- Use regulator part number 4207, 4210, 4307M, 4316M or 4309 for best performance
- Service parts available for use with alcohol/ methanol applications

Model 140 High Performance Electric Fuel Pump

- Gasoline 4150
- Alcohol/Methanol 4150A



Also available packaged complete with matching regulator

For Gasoline –

- Complete with 4309 Regulator (Return Style) 4142
- Complete with 4207 Regulator Non Return Style 4140

Service Part Description	Gasoline	Alcohol/Methanol
Brush Kits:		
Internally Serviced	3146A	3146A
Externally Serviced	3146	3146
Seal and Repair Kit	3165	3166



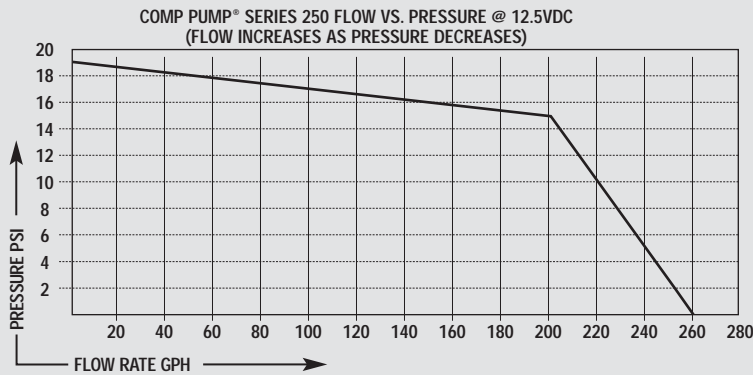
COMP PUMP® Series Fuel Pumps

Model 250 High Performance Electric Fuel Pump

- High pressure, 12-volt fuel pump delivers 250+ GPH free flow @ 12.5 volts
- Delivers 230+ GPH at 6 PSI
- 3/4" -16 (#8 AN) thread size (1/4" NPT bypass), #8 AN or larger fuel line recommended
- Use regulator part number 4200, 4201, 4300M, 4301, or 4316M for best performance
- Service parts available for use with alcohol/methanol applications

Model 250 High Performance Electric Fuel Pump
Gasoline 5250

Model 250 High Performance Electric Fuel Pump
Alcohol/Methanol 5250A



Service Part Description	Gasoline	Alcohol/ Methanol
Seal and Repair Kits		
Side Return Port	3171	3172
Bottom Return Port	3167	3168



5250



Universal Fuel Pressure Regulators For Carburetion



Non-Bypass (Deadhead) Style

Features At A Glance:

- CNC-machined billet aluminum construction
- Special quick action diaphragm design
- A must for high-pressure fuel pumps to prevent carburetor flooding
- Flow-matched inlet and outlets for perfect pump matching
- Built-in fuel pressure port
- Fully serviceable –not a "throw-away design" like most competitors
- Available for use with gasoline or alcohol/methanol
- Complete with mounting bracket and hardware

2-Port Street & Competition Regulators

- Compact design fits where others cannot
- Easy to install and adjust for maximum performance
- Design-matched for use with 140 Series Mallory Comp Pumps

Specifications:

Inlet Size: 3/8" NPT
 Maximum Inlet Pressure: 20 PSI
 Outlet Size: 3/8"NPT
 Adjustment Range: 4-12 PSI
 Gauge Port: Size: 1/8" NPT
 Recommend Maximum Flow: 200 GPH

**2-Port Street and Competition Fuel Pressure Regulator
 Gasoline 4207**

Diaphragm Kit - Gasoline 3149



4-Port Competition Regulators

- High volume design handles high output pumps others cannot
- Easy to install and adjust for maximum performance
- Design-matched for use with 140 and 250 Series Mallory Comp Pumps

Specifications:

Inlet Size: 7/8"-14 (#10 AN)
 Maximum Inlet Pressure: 20 PSI
 Outlet Size: 3/4"-16 (#8 AN) & one 7/8"-14 (#10 AN)
 Adjustment Range: 4-12 PSI
 Gauge Port: Size: 1/8" NPT
 Recommend Maximum Flow: 500 GPH

**4-Port Competition Fuel Pressure Regulator
 Gasoline 4200**

**Diaphragm Kit
 Gasoline 3151A
 Alcohol/Methanol 3152A**

Universal Fuel Pressure Regulators For Carburetion

For Carburetion Return (Bypass) Style

Features At A Glance:

- CNC-machined billet aluminum construction
- Special quick action diaphragm design
- Return-style design extends pump life and eliminates pressure drop at launch
- A must for high-pressure fuel pumps to prevent carburetor flooding
- Flow-matched inlet and outlets for perfect pump matching
- Built-in fuel pressure port
- Fully serviceable – not a "throw-away" like most competitors
- Available for use with gasoline or alcohol/methanol
- Complete with mounting bracket and hardware



3-Port Street & Competition Regulators

- Compact design fits where others cannot
- Easy to install and adjust for maximum performance
- Design-matched for use with 70, 110, and 140 Series Mallory Comp Pumps

Specifications:

Inlet & Return Size: 3/8" NPT
Maximum Inlet Pressure: Unlimited
Outlet Size: 3/8"NPT
Adjustment Range: 3-12 PSI
Gauge Port: Size: 1/8" NPT
Recommend Maximum Flow: 200 GPH
Bypass Size:

3-Port Street and Competition Fuel Pressure Regulator Gasoline	4309
Diaphragm Kit	3156

4-Port Street & Competition Regulators

- Unique diaphragm material resists all fuel additives, even alcohol and methanol
- Broadest possible pressure range
- Easy to install and adjust for maximum performance
- Design-matched for use with 70, 110, and 140 Series Mallory Comp Pumps

Specifications:

Inlet & Return Size: 3/4"-16 (#8 AN)
Maximum Inlet Pressure: Unlimited
Outlet Size: 3/8"NPT
Adjustment Range: 3-25 PSI
Gauge Port: Size:1/8" NPT
Recommend Maximum Flow: 200 GPH

4-Port Street and Competition Fuel Pressure Regulator Gasoline & Alcohol	4307M
Diaphragm Kit	3178



Universal Fuel Pressure Regulators For Carburetion

Adjustable Fuel Logs

Mallory's Return Log combines your pressure regulator and fuel log needs into one unit.

Features At A Glance:

- Precision CNC-machined log eliminates the need to mount a separate regulator
- Delivers full volume to the engine by putting the bypass regulator after the carburetor
- Built-in return style regulator allows adjustment with the engine running
- Packaged complete with all fittings- hook up your #10 AN inlet and return lines and go
- O-ring equipped main body is fully adjustable to suit all popular dual feed carburetors
- Anodized for long life and suitable for gasoline or alcohol/methanol use

For Holley 4150, 4160 and Dominator Series
Dual Feed Carburetors 4302M

For Demon Series Dual Feed Carburetors 4304M



Inline Fuel Pressure Regulator

- Easy to Adjust On Running Engine
- Patented Cam-Action Adjuster
- No Diaphragm
- High Flow Bypass Design
- Up to 300 Gallons Per Hour- 3-12 PSI Range

Inline Fuel Pressure Regulator. 4316



5-Port Competition Regulator

- High volume design handles high output pumps others cannot
- Easy to install and adjust for maximum performance
- Design-matched for use with 70, 110, 140, and 250 Series Mallory Comp Pumps

Specifications:

Inlet & Return Size: 7/8"-14 (#10 AN)
Maximum Inlet Pressure: Unlimited
Outlet Size: 3/4"-16 (#8 AN)
Adjustment Range: 5-18 PSI
Gauge Port: Size: None
Recommend Maximum Flow: 500 GPH

5-Port Competition Fuel Pressure
Regulator Gasoline 4300M

Diaphragm Kit Gasoline. 3158



FUEL FILTERS - CARBURETION

Cartridge Style Filters for Carburetion

Features At A Glance:

- Precision CNC-machined housing
- Mounting bracket allows for easy mounting
- Disposable cartridges make keeping the fuel system clean a snap
- Extra fine 40 micron filter element insures clean fuel
- Mounts between tank and external fuel pump to protect the entire system
- Dual inlets and outlets allow a single filter to cover 2 pumps
- Gasoline only

- With dual 3/8" NPT inlets and outlets
up to 300 gph. 3140
- With dual 3/4" X 16 (#8 AN) inlets and outlets
up to 500 gph. 3500M

Service Parts

- Replacement filter element for 3140 and 3500
includes o-ring 3141



3140



3141



In-Line Style Filters for Carburetion

Features At A Glance:

- Precision CNC-machined housing
- Mounts either in line or threaded directly into the inlet of a Mallory Comp Pump
- Easy to clean oversize element makes keeping the fuel system clean a snap
- Washable 40 micron filter element insures clean fuel
- Oversize 7/8" X 14 (#10 AN) inlet and outlet
- Packaged with or without #8 AN fittings
- Gasoline, Alcohol/Methanol or E85

- Universal In-Line 40 micron filter
with #8 AN fittings to screw directly into
Mallory 250 Series Comp Pump 3175

- Universal In-Line 40 micron filter
without fittings 3181

Service Parts

- Replacement Element 3176



3500M



3175

COMP PUMP® Series Fuel Pumps *For High Pressure Fuel Injection*

Features At A Glance:

- Precision CNC-machined pump housings ensure long life versus cast housings
- All aluminum components anodized for corrosion and wear resistance
- High efficiency electric motors deliver more output using less amps than competitors
- Includes complete hardware package for easy mounting
- Service parts available for use with alcohol/methanol applications
- Requires a bypass/return style regulator

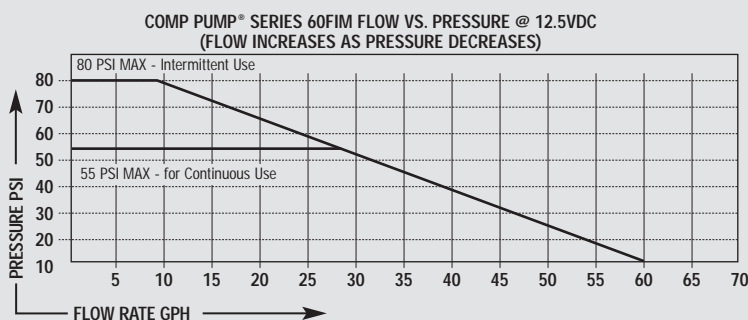


Model 60FI High Performance Electric Fuel Pump

- Gerotor design reduces noise versus louder vane and turbine pumps
- Tough Gerotor pump design eliminates vane breakage problems
- High pressure, 12-volt fuel pump delivers 60+ GPH free flow @ 12.5 volts
- Delivers 40 GPH at 40 PSI
- 3/8" NPT thread size, 5/16" or larger fuel/return line recommended
- Use regulator part number 4305M for best performance
- Service parts available for use with alcohol/methanol applications

Model 60FI High Performance

Electric Fuel Pump 4060FI
 Alcohol/Methanol 4060AFI



Description	Gasoline	Alcohol/Methanol
Brush Kits:		
Internally Serviced	3146A	3146A
Externally Serviced	3146	3146
Seal and Repair Kit	3165	3166

COMP PUMP® Series Fuel Pumps For High Pressure Fuel Injection

Model 110FI High Performance Electric Fuel Pump

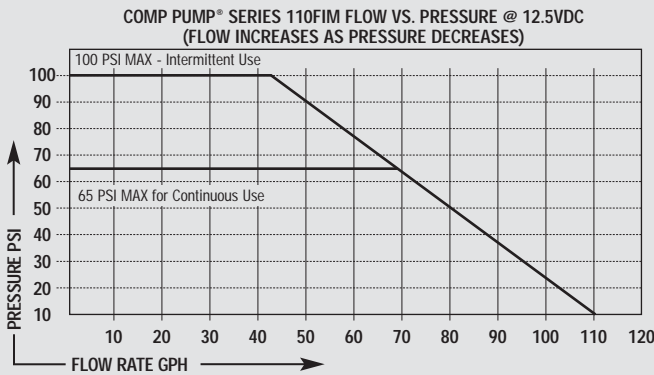
- Gerotor design reduces noise versus louder vane and turbine pumps
- Tough Gerotor pump design eliminates vane breakage problems
- High pressure, high volume 12-volt fuel pump delivers 110+ GPH free flow @ 12.5 volts
- Delivers 93+ GPH at 40 PSI @14 volts
- Delivers 77+ GPH at 60 PSI @ 14 volts
- 3/4"-16 (#8AN) thread size, 7/16" or larger fuel/return line recommended
- Includes #8AN flare adapters
- Service parts available for use with alcohol/methanol applications
- Use regulator part number 4305M for best performance
- Use Mallory Pre-Filter 3175 – mounts directly to inlet of the pump



(Applies to 511DFI)

Description	Gasoline	Alcohol/Methanol
Seal and Repair Kit	3167	3168

Model 110FI High Performance Electric Fuel Pump 5110FI

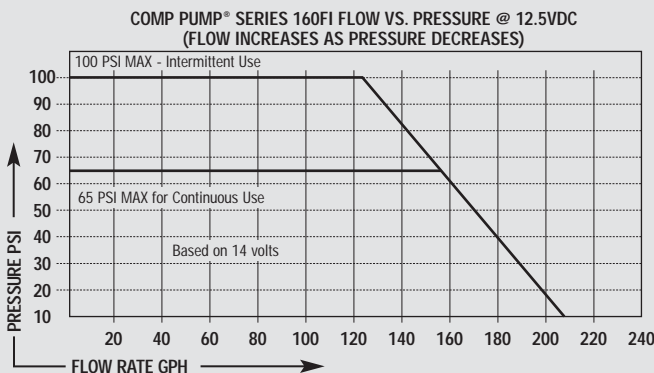


Model 160FI High Performance Electric Fuel Pump

- Gear design for maximum pump volume and reliability
- High pressure, high volume 12-volt fuel pump delivers 160+ GPH free flow @ 12.5 volts
- Maintains high volume even in boosted applications
- Delivers 164+ GPH at 40 PSI @ 14 volts
- Delivers 150+ GPH at 60 PSI @ 14 volts
- Delivers 133+ GPH at 80 PSI @ 14 volts
- 3/4"-16 (#8AN) thread size, 1/2" or larger fuel/return line recommended
- Use with gasoline or alcohol/methanol
- Use regulator part number 4305M for best performance
- Use Mallory Pre-Filter 3175 – mounts directly to inlet of the pump



Model 160FI High Performance Electric Fuel Pump 5160FI





COMP PUMP® Series Fuel Pumps *For High Pressure Fuel Injection*

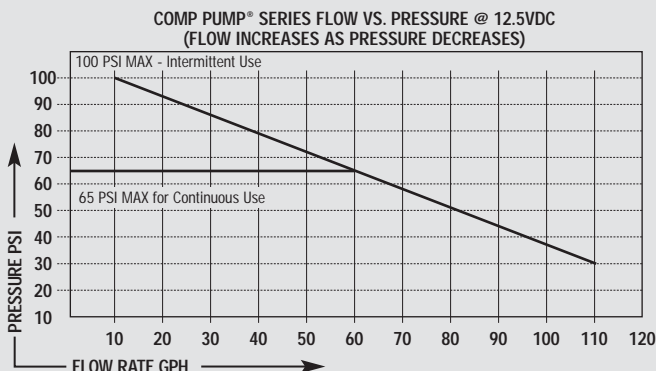
NEW!! NOW IN AN IN-LINE CONFIGURATION!



Model 110FI High Performance Electric Fuel Pump Features At A Glance:

- Compact in-line design great for restricted space applications
- High pressure, high volume 12-volt pump
- Delivers 110+ GPH free flow @ 14 volts
- Delivers 83+ GPH @ 40 PSI @ 14 volts
- Delivers 73+ GPH @ 65 PSI @ 14 volts
- 3/4" -16 inlet threads for -8AN O-ring fitting
- 9/16" -18 out let threads for -6AN O-ring fitting
- Use Mallory regulator part number 4305M for best performance
- Use Mallory pre-filter 3175 to protect the pump

Model 110FI High Performance Electric Fuel Pump 11106M



Universal Fuel Pressure Regulators *For Fuel Injection*



Street and Competition Fuel Pressure Regulator Gasoline & Alcohol

Features At A Glance:

- For high pressure fuel injection applications
- Unique diaphragm material resists all fuel additives, even alcohol and methanol
- Built-in dampening system helps prevent pressure bounce and chatter
- Broadest possible pressure range
- Easy to install and adjust for maximum performance
- Design-matched for use with 60FI and 110FI Mallory Comp Pumps, Mallory High Output In-Tank and In-Line Pumps

Specifications:

Inlet & Return Size: 3/4"-16 (#8 AN)
 Maximum Inlet Pressure: Unlimited
 Outlet Size: 3/8"NPT
 Adjustment Range: 30-100 PSI
 Gauge Port: Size:1/8" NPT
 Recommend Maximum Flow: 200 GPH

Street and Competition Fuel Pressure Regulator Gasoline & Alcohol 4305M
Diaphragm Kit Gasoline & Alcohol 3178

COMP PUMP® Series Fuel Pumps For High Pressure Fuel Injection

Features At A Glance:

- Precision CNC-machined pump components ensure long life
- Tight tolerances reduce noise and increase output efficiency
- In-tank models are easy to install – directly replace the lower output stock pumps
- Universal models fit right in line in the tightest areas
- High efficiency electric motors deliver more output using less amps than competitors
- Includes complete hardware package for easy mounting
- Use a Mallory Adjustable Pressure Regulator for maximum performance and driveability
- Available in 2 output sizes – 190 liters per hour (50 gph) or 255 liters per hour (67 gph)

Model 190 High Performance Electric Fuel Pumps (190 liters per hour)

Output Characteristics

Free Flow	211 lph
@ 40 PSI	170 lph
@ 60 PSI	150 lph

Acura Integra 94-99

mounts in factory hanger (not included) 4190FI

Universal In Line

complete with mounting bracket 4193FI

Model 255 High Performance Electric Fuel Pumps (255 liters per hour)

Output Characteristics

Free Flow	264 lph
@ 40 PSI	226 lph
@ 60 PSI	208 lph

Acura Integra 94-99

mounts in factory hanger (not included) 4255FI

Buick Grand National 84-86

mounts in factory hanger (not included) 4256FI

Ford Mustang 85-97 (ex. 96-97 Cobra)

mounts in factory hanger (not included) 4257FI

Ford Mustang 85-97 (ex. 96-97 Cobra)

complete with mounting hanger included. 4258FI

General Motors Cars and Trucks 85-92

mounts in factory hanger (not included) 4259FI

Honda Civic 92-00

mounts in factory hanger (not included) 4260FI

Universal In Line

complete with mounting bracket 4261FI



4193FI



4257FI



4258FI

Performance Replacement Adjustable Regulators For Factory Fuel Rails



Ford Rail Mounted Pressure Regulators

Features At A Glance:

- 25% more flow than factory Ford pressure regulator
- Fits directly in place of factory fuel pressure regulators
- Unique diaphragm material resists all fuel additives, even alcohol and methanol
- Broadest possible pressure adjustment range – 30-75 PSI
- Built-in pressure compensation for supercharged/turbocharged engines
- Easy to install and adjust for maximum performance
- Design-matched for use with 60FI and 110FI Mallory Comp Pumps, Mallory High Output In-Tank and In-Line Pumps and factory fuel pumps

Ford 3 Bolt Rail Mount

Pressure Regulator 1986-93. 4212

Ford 2 Bolt Rail Mount

Pressure Regulator 1993-1998 (includes Cobra) 4213

Note some late model applications do not have a removable regulator

Diaphragm Kit Gas/Alcohol

(Fits 4212 and 4213) 3162

Fuel Rail Kits for Ford V8 5.0 and 5.8L

Features At A Glance:

- CNC Machined Billet Rails
- Designed for All Popular Injectors
- Fits All Popular Intakes Manifolds without Spacers or Machining
- Will Handle Up To 2000+ Horsepower
- Designed For Use With Oversize Fuel Supply/Return Lines
- Available With or Without Regulator and Stainless Balance Lines

Complete Kit With Rails, Hardware,

Lines and 4305M Regulator. 4306M

Rails and Hardware Only. 4303M

Note: These rails are designed for use with non-factory fuel lines

Adjustable Regulator Conversion Kit For Chevrolet TPI Pressure Regulator

Features At A Glance:

- Fits directly in place of factory fuel pressure regulator top cover
- CNC-machined billet aluminum construction
- A must for high-pressure fuel pumps for maximum performance
- Allows you to fine tune your fuel injection
- Broadest possible pressure adjustment range – 30-75 PSI
- Easy to install and adjust for maximum performance
- Design-matched for use with 60FI and 110FI Mallory Comp Pumps, Mallory High Output In-Tank and In-Line Pumps and factory fuel pumps

Adjustable Regulator Conversion Kit

For Chevrolet TPI Pressure Regulator. 4315

FUEL FILTERS - FUEL INJECTION

Cartridge Style Filters for Fuel Injection

Features At A Glance:

- Precision CNC-machined housing
- Mounting bracket allows for easy mounting
- Disposable cartridges make keeping the fuel system clean a snap
- Extra fine 10 micron filter element insures clean injectors
- Mounts between fuel pump and the injectors
- Dual inlets and outlets allow a single filter to cover 2 pumps
- Gasoline only

- With dual 3/8" NPT inlets and outlets
up to 125 gph 3160
- With dual 3/4" X 16 (#8 AN) inlets and outlets
Up to 225 gph 3501M

Service Parts

- Replacement filter element for 3160 and 3501M
includes o-ring 3161



3160



3500M

Inline Style Filters for Fuel Injection

Features At A Glance:

- Precision CNC-machined housing
- Mounts either in line or threaded directly into the inlet of a Mallory Comp Pump
- Easy to clean oversize element makes keeping the fuel system clean a snap
- Available for use as a fuel pump pre-filter
 - 40 micron pre-filter protects the pump without restricting flow - up to 500 gph with #8 AN or larger lines
- Oversize 7/8" X 14 (#10 AN) inlet and outlet
- For gasoline, Alcohol/Methanol or E85

- Universal In-Line 40 micron pre-filter
with #8 AN fittings to screw directly into
Mallory 110FI and 160FI Comp Pumps..... 3175

- Universal In-Line 40 micron pre-filter
without fittings 3181

Service Parts

- Replacement 40 micron Filter & O-ring Kit..... 3176



3175



High Flow Fittings

The perfect match for your Mallory fuel system products, these precision fittings are black anodized and available to meet all of your needs. Don't confuse these with cheap screw machined fittings that have sharp or square edges that rob you of the flow that your engine is counting on at that critical moment.

Features At A Glance:

- CNC-machined with precision tapered inlets for maximum flow capability
- All AN aluminum fittings are made from virgin 7074 aluminum bar stock and black anodized
- All tapered pipe thread steel and brass fittings are plated to insure they will not gall when you install or remove them
- Fittings include top quality o-rings where required
- Consult the Fitting guide on page 109 for fitting size requirements
- Fittings are packaged 1 to a card unless otherwise noted

AN FITTINGS

DESCRIPTION	QTY PER CARD	THREAD	PORT	OUTLET	MATERIAL	PART NO.
1/8 NPT PLUG	2	1/8 NPT	1/8 NPT	PLUG	BRASS	3126
1/8 NPT MALE TO -4AN	1	1/8 NPT	1/8 NPT	AN-4	STEEL	3127
1/8 NPT FEMALE TO -4AN	1	1/8 NPT	1/8 NPT	AN-4	STEEL	3128
1/4 NPT PLUG	2	1/4 NPT	1/4 NPT	PLUG	STEEL	3121
1/4 NPT TO 5/16 HOSE	1	1/4 NPT	1/4 NPT	5/16 HOSE	BRASS	3122
1/4 NPT TO 3/8 HOSE	1	1/4 NPT	1/4 NPT	3/8 HOSE	BRASS	3123
1/4 NPT TO -6AN	1	1/4 NPT	1/4 NPT	AN-6	STEEL	3124
3/8 NPT PLUG	2	3/8 NPT	3/8 NPT	PLUG	BRASS	3125
3/8 NPT TO 3/8 HOSE	1	3/8 NPT	3/8 NPT	3/8 HOSE	BRASS	3130
3/8 NPT TO 1/2 HOSE	1	3/8 NPT	3/8 NPT	1/2 HOSE	BRASS	3131
1/2 NPT TO 3/8 HOSE	1	1/2 NPT	1/2 NPT	3/8 HOSE	BRASS	3134
1/2 NPT TO 1/2 HOSE	1	1/2 NPT	1/2 NPT	1/2 HOSE	BRASS	3135
-6AN PORT TO -6AN	1	9/16-18	AN-6	AN-6	ALUM.	30606
-8AN PLUG	1	3/4" - 16	AN-8	PLUG(M)	ALUM.	30800
-8AN PORT TO -6AN	1	3/4" - 16	AN-8	AN-6	ALUM.	30806
-8AN PORT TO -8AN	1	3/4" - 16	AN-8	AN-8	ALUM.	30808
-8AN PORT TO -10AN	1	3/4" - 16	AN-8	AN-10	ALUM.	30810
-10AN PLUG	1	7/8" - 14	AN-10	PLUG(M)	ALUM.	31000
-10AN PORT TO -6AN	1	7/8" - 14	AN-10	AN-6	ALUM.	31006
-10AN PORT TO -8AN	1	7/8" - 14	AN-10	AN-8	ALUM.	31008
-10AN PORT TO -12AN	1	7/8" - 14	AN-10	AN-12	ALUM.	31012
-10AN PORT TO -10AN	1	1-1/16-12	AN-12	AN-10	ALUM.	31210
-12AN PORT TO -12AN	1	1-1/16-12	AN-12	AN-12	ALUM.	31212
-12AN PORT TO -16AN	1	1-1/16-12	AN-12	AN-16	ALUM.	31216
HOLLEY TO -6AN MALE	2	7/8" - 20	HOLLEY	AN-6	ALUM.	31300
HOLLEY TO -8AN MALE	2	7/8" - 20	HOLLEY	AN-8	ALUM.	31301
HOLLEY TO -8AN FEMALE	2	7/8" - 20	HOLLEY	AN-8	ALUM.	31302

1-1/2" Diameter Fuel Pressure Gauges

These high quality pressure gauges can be mounted directly into any 1/8" NPT threaded pressure port for a quick easy reference. Liquid filled for improved needle stability in high vibration applications. 270+ degree sweep needle makes for quicker pressure checks.

0-15 PSI Range - liquid filled 29724

0-30 PSI Range - liquid filled 29723



29723



29724

Pressure Isolator Kit For Mechanical Gauges

Mechanical pressure gauges offer maximum accuracy but can be a safety hazard. Whether you want to monitor fuel, oil, or even coolant pressure, you can do it safely without the risk of spraying fuel, hot oil or coolant all over your interior. Easy to install, just hook a pressure line from your engine compartment to one side of the CNC machined Mallory Pressure Isolator and fill the line from your gauge to the other side of the isolator with a 50-50 mix of antifreeze and water. Your gauge reads the pressure instantly and accurately, but safely. The isolator kit includes the mounting bracket, #4 AN fittings and is compatible with gasoline, alcohol/methanol, oil or even coolant. The maximum recommended pressure is 80 PSI.

0-80 PSI Isolator Kit (gauge not included) 29806



29806

Aluminum Fuel Line Tubing

Aluminum tubing is ideal for the long runs underneath a car or truck. Easier to work with than steel and lighter weight, too. Available in 2 diameters.

.375" outside diameter x .035" wall thickness
25' roll 28789

.500" outside diameter x .035" wall thickness
25" roll 28788



28789

Billet Aluminum Y Blocks

Whether you need to split a single line to feed two carburetors or feed two pumps, Mallory's CAD designed fuel blocks will get the job done.

Features At A Glance:

- CNC-machined for precision flow
- Equipped with 1/8" NPT fuel pressure gauge port
- Built-in mounting boss for easy installation
- Available in 3/8 NPT
- Anodized for long life with gasoline or alcohol/methanol

For 3/8 " NPT Inlet and Outlets 3153



3153

REGULATOR APPLICATION GUIDE														
Pump Part No.	Gas or Alcohol	4200	4201	4207	4210	4300M	4301	4302M	4304M	4305M	4307M	4309	4310	4316M
Recommended Regulators For Carburetion														
4070LP	Gas													
4070M	Gas	X		X		X		XX	XX		XX	XX		X
4110	Gas	X		X		X		XX	XX		XX	XX		X
4110A	Alcohol		X		X		X	XX	XX				XX	
4140	Gas	X		X		X		XX	XX		XX	XX		X
4142	Gas	X		X		X		XX	XX		XX	XX		X
4150	Gas	X		X		X		XX	XX		XX	XX		X
4141A	Alcohol		X		X		X	XX	XX				XX	
4142A	Alcohol		X		X		X	XX	XX				XX	
4150A	Alcohol		X		X		X	XX	XX				XX	
5250	Gas	XX				XX								XX
5250A	Alcohol		XX				XX							XX
Recommended Regulators For Low Pressure Fuel Injection														
4060FI	Gas										XX			
5110FI	Gas										XX			
Recommended Regulators For High Pressure Fuel Injection														
4060FI	Gas											XX		
5110FI	Gas											XX		
5160FI	Gas											XX		
Pump Part No.	Gas or Alcohol	3140 Cartridge Type			3160	3500M	3181 Pre Filter Type		3175 Pre Filter Type					
Recommended Fuel Filters For Carburetion														
4070LP	Gas		X					X						
4070M	Gas		X					X						
4110	Gas		X					X						
4110A	Alcohol													
4140	Gas		X					X						
4142	Gas		X					X						
4150	Gas		X					X						
4141A	Alcohol													
4142A	Alcohol													
4150A	Alcohol													
5250	Gas					X				X				
5250A	Alcohol									X				
Recommended Fuel Filters For Low Pressure Fuel Injection														
4060FI	Gas				X									
5110FI	Gas				X							X		
Recommended Fuel Filters For High Pressure Fuel Injection														
4060FI	Gas					X		X						
5110FI	Gas					X						X		
5160FI	Gas													

REGULATOR APPLICATION CHART							
Regulator Pt. No	Deadhead	Bypass	Pressure Range- PSI	Boost Compensation	Gas/ Alcohol	Max Flow- GPH	Comments
High Performance Replacement							
Ford Fuel Injection							
4212		X	30-75	X	Both	50	3 Bolt Rail Mount
4213		X	30-75	X	Both	50	2 Bolt Rail Mount
GM "TPI" Fuel Injection							
4315		X	30-75	X	Gas	50	Converts GM TPI to Adjustable
Carburetor Fuel Log - Regulator Combination							
4302M		X	3-12		Both	300	For Holley 4150, 4160 & 4500
4304M		X	3-12		Both	300	For Demon/BG- All
Carburetors & Low Pressure Fuel Injection							
4200	X		4-12		Gas	500	w/ Universal Mounting Bracket
4201	X		4-12		Alcohol	500	w/ Universal Mounting Bracket
4207	X		4-12		Gas	200	w/ Universal Mounting Bracket
4207M	X		4-12		Gas	200	w/ Universal Mounting Bracket
4300M		X	5-18	X	Gas	500	w/ Universal Mounting Bracket
4301		X	5-18	X	Alcohol	500	w/ Universal Mounting Bracket
4307M		X	3-25	X	Both	200	w/ Universal Mounting Bracket
4309		X	3-12	X	Gas	200	w/ Universal Mounting Bracket
4310M		X	3-12	X	Alcohol	200	w/ Universal Mounting Bracket
4316M		X	3-12		Both	300	w/ Universal Mounting Bracket
High Pressure Fuel Injection							
4305M		X	30-100	X	Both	200	w/ Universal Mounting Bracket

AN FITTINGS AND NPT FITTINGS GUIDE

PART NO.	INLET PORT	OUTLET PORT	RETURN PORT	GAUGE PORT	PART NO.	INLET PORT	OUTLET PORT	RETURN PORT	GAUGE PORT
ELECTRIC FUEL PUMP					FUEL PRESSURE REGULATOR				
4060FI	3/8 NPT	3/8 NPT	1/8 NPT	N/A	4200	#10 AN	#8 AN	N/A	1/8 NPT
4060MFI	3/8 NPT	3/8 NPT	1/8 NPT	N/A	4201	#10 AN	#8 AN	N/A	1/8 NPT
4070M	3/8 NPT	3/8 NPT	N/A	N/A	4207	3/8 NPT	3/8 NPT	N/A	1/8 NPT
4070LP	3/8 NPT	3/8 NPT	N/A	N/A	4207M	3/8 NPT	3/8 NPT	N/A	1/8 NPT
4110	3/8 NPT	3/8 NPT	N/A	N/A	4210	3/8 NPT	3/8 NPT	N/A	1/8 NPT
4110A	3/8 NPT	3/8 NPT	N/A	N/A	4300M	#10 AN	#8 AN	#10 AN	N/A
4110M	3/8 NPT	3/8 NPT	N/A	N/A	4301M	#10 AN	#8 AN	#10 AN	N/A
4140 w/4207 Reg	3/8 NPT	3/8 NPT	N/A	N/A	4305M	#8 AN	3/8 NPT	#8 AN	1/8 NPT
4140M w/4207M Reg	3/8 NPT	3/8 NPT	N/A	N/A	4307M	#8 AN	3/8 NPT	#8 AN	1/8 NPT
4142 w/4209M Reg	3/8 NPT	3/8 NPT	N/A	N/A	4309	3/8 NPT	3/8 NPT	3/8 NPT	N/A
4141A w/4210 Reg	3/8 NPT	3/8 NPT	N/A	N/A	4310	3/8 NPT	3/8 NPT	3/8 NPT	N/A
4142A w/4310 Reg	3/8 NPT	3/8 NPT	N/A	N/A	FUEL FILTER				
4150	3/8 NPT	3/8 NPT	N/A	N/A	3140	3/8 NPT	3/8 NPT	N/A	N/A
4150A	3/8 NPT	3/8 NPT	N/A	N/A	3160	3/8 NPT	3/8 NPT	N/A	N/A
5110FI	#8 AN	#8 AN	1/8 NPT	N/A	3500M	#8 AN	#8 AN	N/A	N/A
5110MFI	#8 AN	#8 AN	1/8 NPT	N/A	FUEL LOG				
5250	#8 AN	#8 AN	#8 AN	N/A	4302M - Holley	#10 AN	3/8 NPT	#10 AN	1/8 NPT
FUEL BLOCK					4304M - Demon	#10 AN	3/8 NPT	#10 AN	1/8 NPT
4202	3/8 NPT	3/8 NPT	N/A	1/8 NPT					
3153 - Y Style	3/8 NPT	3/8 NPT	N/A	1/8 NPT					

CONVERSION TABLES

LITERS PER HOUR TO GALLONS PER HOUR						1 GALLON = 3.8 LITERS		1 LITER = 0.264 GALLON					
LPH	GPH	LPH	GPH	LPH	GPH	LPH	GPH	LPH	GPH	LPH	GPH	LPH	GPH
100	26	300	79	500	132	700	184.2	900	236.8	1102	290	1482	390
110	29	310	82	510	134	710	186.8	910	239.5	1121	295	1520	400
120	32	320	84	520	137	720	189.5	920	242.1	1140	300	1539	405
130	34	330	87	530	139	730	192.1	930	244.7	1159	305	1558	410
140	37	340	89	540	142	740	194.7	940	247.4	1178	310	1577	415
150	39	350	92	550	145	750	197.4	950	250	1197	315	1596	420
160	42	360	95	560	147	760	200	960	252.6	1216	320	1615	425
170	45	370	97	570	150	770	202.6	970	255.3	1235	325	1634	430
180	47	380	100	580	153	780	205.3	980	257.9	1254	330	1653	435
190	50	390	103	590	155	790	207.9	990	260.5	1273	335	1672	440
200	53	400	105	600	158	800	210.5	1000	263.2	1292	340	1691	445
210	55	410	108	610	161	810	213.2	1010	265.8	1311	345	1710	450
220	58	420	111	620	163	820	215.8	1020	268.4	1330	350	1729	455
230	61	430	113	630	166	830	218.4	1030	271.1	1349	355	1748	460
240	63	440	116	640	168	840	221.1	1040	273.7	1368	360	1767	465
250	66	450	118	650	171	850	223.7	1050	276.3	1387	365	1786	470
260	68	460	121	660	174	860	226.3	1060	278.9	1406	370		
270	71	470	124	670	176	870	228.9	1070	281.6	1425	375		
280	74	480	126	680	179	880	231.6	1080	284.2	1444	380		
290	76	490	129	690	182	890	234.2	1090	286.8	1463	385		

SPRINTMAG SERIES

Mallory's famous SPRINTMAG Series offer outstanding reliability in Sprint Car, Midget Modifieds, Supermodifieds, and drag racing along with other forms of motorsports. They work equally well with gasoline, and alcohol/methanol based fuels.

SPRINTMAG

Features At A Glance:

- Excellent dependability at an affordable price
- Designed with a low profile flat cap for use where space is at a premium
- Locked advance for stable timing throughout the entire RPM range
- Models available for most popular V-8 engine applications
- Available as a complete magneto system complete with transformer or as separate generator and lower drive assemblies for additional flexibility
- 2.3 AMP output generator delivers an extra long spark with 28-30 milli-amps of current



3959524



28900A



4359524



4331014

SPRINTMAG II

Features At A Glance:

- Excellent dependability at an affordable price
- Designed with either a Mallory Super-Duty cap for use where space is at a premium or with Mallory's famous COMP 9000 large diameter cap assembly
- Locked advance for stable timing throughout the entire RPM range
- Models available for most popular 4 and 8 cylinder engine applications
- Available as a complete magneto system complete with transformer or as separate generator and lower drive assemblies for additional flexibility
- 2.3 AMP output generator delivers an extra long spark with 28-30 milli-amps of current



28900A

Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

SPRINTMAG SERIES

SPRINTMAG III

Features At A Glance:

- Lightest weight magneto system available
- **50% more powerful – never needs recharging**
- Designed with either a Mallory Super-Duty cap for use where space is at a premium or Mallory's famous COMP 9000 large diameter cap assembly
- Locked advance for stable timing throughout the entire RPM range
- Models available for most popular V-8 cylinder engine applications
- Available as a complete magneto system complete with transformer or as separate generator and lower drive assemblies for additional flexibility
- Lower drive combines stability of a ball bearing with the long life of a bushing for maximum stability and RPM

5358514



APPLICATION CHART						
Application/Description	SPRINTMAG		SPRINTMAG II		SPRINTMAG III	
	Flat Cap	Small Cap	Large Cap	Small Cap	Large Cap	
Chrysler						
331, 354 V-8	3927024	4327024	4327014			
392, 417 Donovan V-8	3933724	4333724	4333714			
340, 360 V-8	3949724	4349724	4349714	5329114	5329144	
383, 400 V-8	3934624	4334624	4334614			
413, 426W, 440 V-8	3936524	4336524				
426H, KB, JP-1, TFX	3936524	4336524				
Chevrolet						
262-502 (except 348,409 & tall/trk blocks)	3959524	4359524	4359514	5358514	5358644	
Above with adjustable collar					5358744	
Tall Block	3959024	4359024	4359014			
Super Block w/ adjustable collar	3979024	4379024	4379014			
Ford						
260, 289, 302 V-8	3944924	4344924	4344914			
351W V-8	3956324	4356324	4356314	5356314		
351C, 429, 460 V-8	3954624	4354624	4354614		5354644	
351C, 429, 460 V-8 (1 1/4" shorter)	3959224	4359224	4359214			
Oldsmobile						
400, 455 V-8	3950124	4350124	4350114			
Pontiac						
SD 2.5L/151 Iron Duke		4368624	4368614			
389, 400, 428, 455 V-8 (exc. SD)	3931224	4331224	4331214			
Volkswagen						
Air cooled flat 4		4354124	4354114			

Contact factory for other applications

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SUPER MAG SERIES MAGNETOS



3536544



28900A

SUPER-MAG III and SUPER MAG IV

Designed specifically for use in Monster Trucks, Tractor Pulling, drag racing and other short duration motorsports applications, the SUPER-MAG III and IV Series magnetos offers reliability and dependability at an affordable price. These magnetos are an excellent choice for turbocharged, or supercharged engines burning primarily alcohol/methanol, or nitro methane based fuels.

SUPER MAG III

Features At A Glance:

- Locked advance
- Available with either Mallory's COMP 9000 Series cap or a low profile flat cap where clearance is a problem
- 3.8 to 4.0 Amp output generator delivers 50-55 milli-amps of spark plug current
- Available with or without a mechanical tach drive
- Sold as complete magneto system with transformer or as separate generator and drive assemblies
- Additional models available for most popular 4 and 8 cylinder applications on a special order basis



7179044



28900A

SUPER MAG IV

Features At A Glance:

- Locked advance
- Neodymium-Iron-Boron Rare Earth Magnets never need recharging
- Available with either Mallory's COMP 9000 Series cap or a low profile flat cap where clearance is a problem
- 4.0 to 4.3 Amp output generator delivers 58-64 milli-amps of spark plug current
- Sold as complete magneto system with transformer or as separate generator and drive assemblies
- Available with or without a mechanical tach drive
- Additional models available for most popular 4 and 8 cylinder applications on a special order basis

Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

SUPER MAG APPLICATION CHART						
Application/Description	SuperMag III			SuperMag IV		
	Flat Cap	Small Cap	Large Cap	Flat Cap	Small Cap	Large Cap
American Motors						
290, 304, 360, 390, 401 V-8	3553124	3553114	3553144	7153124	7153114	7153144
Chrysler						
331, 354 V-8	3527024	3527014	3527044	7127024	7127014	7127044
392, 417 Donovan V-8	3533724	3533714	3533744	7133724	7133714	7133744
340, 360 V-8	3549724	3549714	3549744	7149724	7149714	7149744
383, 400 V-8	3534624	3534614	3534644	7134624	7134614	7134644
413, 426W, 440 V-8	3536524	3536514		7136524	7136514	
426H, KB, JP-1, TFX	3536524	3536514		7136524	7136514	
Chevrolet						
262-502 (except 348,409 & tall/trk blocks)	3559524	3559514	3559544	7159524	7159514	7159544
Tall Block	3559024	3559014	3559044	7159024	7159014	7159044
Super Block w/ adjustable collar	3579024	3579014	3579044	7179024	7179014	7179044
Ford						
260, 289, 302 V-8	3544924	3544914	3544944	7144924	7144914	7144944
351W V-8	3556324	3556314	3556344	7156324	7156314	7156344
351C, 429, 460 V-8	3554624	3554614	3554644	7154624	7154614	7154644
351C, 429, 460 V-8 (1 1/4" shorter)	3559224	3559214	3559244	7159224	7159214	7159244
Oldsmobile						
400, 455 V-8	3550124	3550114	3550144	7150124	7150114	7150144
Pontiac						
389, 400, 428, 455 V-8 (exc. SD)	3531224	3531214	3531244	7131224	7131214	7131244

Contact factory for other applications

Static Timer and Continuity Tester

The Static timer and Continuity Tester is especially designed to meet the requirements of professional racing mechanics.

Static Timer: An audible sound and red light signal indicate breaker point opening and closing so that setting the ignition timing can be accomplished without starting the engine. Compatible with all breaker point ignition systems including magneto ignition systems.

Continuity Tester: Tests the continuity of circuits, primary wires and connections.

Static Timer and Continuity Tester
 (9V battery included) 28355



28355



28900A



Transformers for SUPERMAG, and SPRINTMAG Applications

SUPERMAG, Transformers are now available in two models. They are both externally mounted which makes for a more efficient transformer and more powerful magneto. Both SUPERMAG, Transformers comes with brass contact terminals including a spark plug type coil wire terminal for more positive coil wire retention.

Oil Cooled Transformer features a rugged, glass-filled polyester case. The oil is especially formulated to cool and insulate the winding inside. 28900A

Epoxy Transformer is designed to resist high vibrations and allow for more flexibility with regards to mounting position 28900B

28900B

26074



Magneto Kill Switches

The Magneto Kill Switch is a positive action on/off magneto ignition switch. Push in the knob and it locks to kill the magneto ignition. Turn the knob clockwise to release the lock. Also, the internal contact area is sealed to prevent corrosion and the contact block is replaceable.

- For Single Magneto Ignitions 26072
- For Dual Magneto Ignitions. 26073
- Toggle Switch 26074
- Replacement Contact Block 26076

26072



Magneto Start Assist Box

A magneto normally requires good crankshaft speed to produce enough ignition output to start the engine. When the magneto is hot, higher crankshaft speeds are required. The Magneto Start Assist Box is designed to electronically connect the magneto ignition system to the engine's starter solenoid. During starting, the Magneto Start Assist Box "boosts" the magneto output creating a strong starting spark even at very low cranking RPM. It is important to note that the Magneto Ignition System must be modified before it can be used with the Magneto Start Assist Box. Contact the factory for details.

660



- Mallory SPRINTMAG, and SPRINTMAG, II Magnetos 660

MAGNETO DRIVE ASSEMBLIES

- Complete Drive Assembly
- New CNC Machined Housing
- Centerless Ground Shaft
- Aluminum-Bronze Drive Gear
- Stainless Steel Band Clamp
- Available With or Without Mechanical Tach Drive
- Timing Pointer

DRIVE ASSEMBLIES				
Engine Series	Mag Drive Without TD	Mag Drive With TD	Engine Series	Mag Drive SPRINT III
310	35310	36310	291	53291
312	35312	36312	546	53546
337	35337	36337	563	53563
343	35343	36343	585	53585
346	35346	36346	586	53586
365	35365	36365	587	53587
449	35449	36449		
497	35497	36497		
498	35498	--		
531	35531	--		
541	35541	36541		
546	35546	36546		
563	35563	36563		
590	35590	36590		
591	35591	--		
592	35592	36592		
594	35594	--		
595	35595	--		
686	35686	--		
790	35790	--		



MAGNETO GENERATOR ASSEMBLIES

- Complete Generator Assembly
- Includes Cap and Rotor

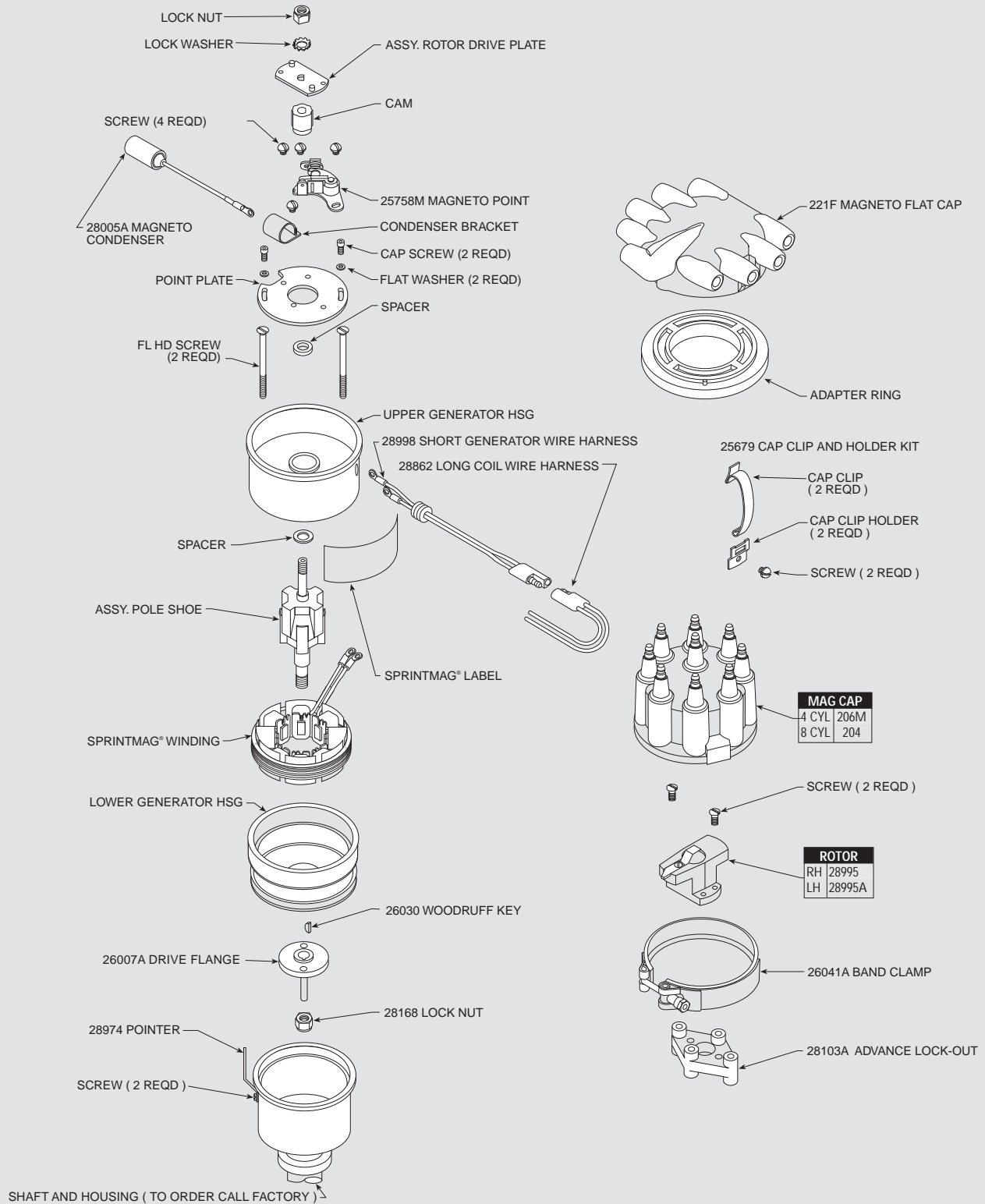
GENERATOR ASSEMBLIES				
SprintMag I				
	Rotation			
Cyl	RH	LH	Cap Type	Cap No
8	29166	29167	Stack	204
8	29162	29163	Flat	221F
4	29168	29169	Stack	206M
SprintMag II				
	Rotation			
Cyl	RH	LH	Cap Type	Cap No
8	29228	29229	Pro	29745
8	29230	29231	Stack	205M
4	29232	29233	Pro	29741
4	29234	29235	Stack	207P
SprintMag III				
	Rotation			
Cyl	RH	LH	Cap Type	Cap No
8	29236	29237	Stack	208M
8	29238	29239	Pro	29745
SuperMag III				
	Rotation			
Cyl	RH	LH	Cap Type	Cap No
8	29160	29170	Stack	205M
8	29160-3	29170-3	Pro	29745
4	29161	29171	Stack	207P
4	29161-3	29171-3	Pro	29741
SuperMag IV				
	Rotation			
Cyl	RH	LH	Cap Type	Cap No
8	29164	29174	Stack	205M
8	29164-3	29174-3	Pro	29745
4	29144	29154	Stack	207P
4	29144-3	29154-3	Pro	29741



MAG SERVICE PARTS

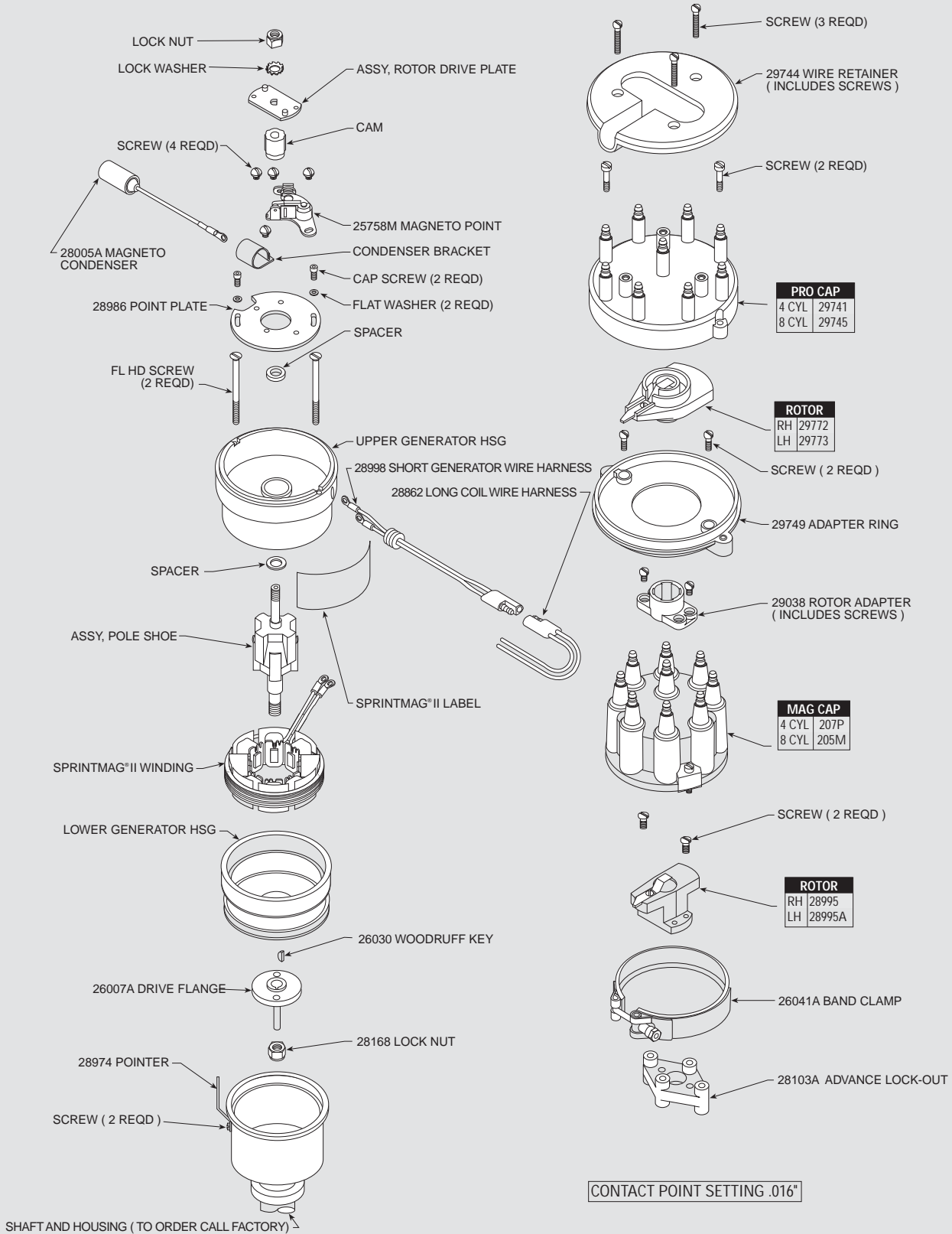
Magneto Tune-Up Parts	SPRINT MAGS			SUPERMAGS								
	I	II	III	II	III	IV	V (Points)	V (Elect)	VI	VII	X	XI
Point Set	25758M	25758M	25758M	25758M	25758M	25758M	25758M	25758M				
Condenser	28005A	28005A	28005	28005	28005	28005						
Distributor Cap, Rotor, Components (See Below)												
4 Cylinder Engines												
Small Stack Cap 4 Cyl 4 Lobe Cam	206M	207P		207P	207P	207P						
Rotor for Above- LH Rot	28995A	28995A		28995A	28995A	28995A						
Rotor for Above- RH Rot	28995	28995		28995	28995	28995						
Large Stack Cap 4 Cyl 4 Lobe Cam		29741		29741	29741	29741						
Rotor for Above- LH Rot		29773C		29773C	29773C	29773C						
Rotor for Above- RH Rot		29772C		29772C	29772C	29772C						
Small Stack Cap 4 Cyl 8 Lobe Cam LH				257M	257M	257M						
Rotor for Above- LH Rot				28995A	28995A	28995A						
Rotor for Above- RH Rot				28995	28995	28995A						
8 Cylinder Engines												
Flat Cap- 8 Cyl	221F			28709	28709	28709						
Rotor for Above- LH Rot	28995A			29031	29031	29031						
Rotor for Above- RH Rot	28995			29030	29030	29030						
Small Stack Cap 8 Cyl	204	205M	208M	205M	205M	205M						
Rotor for Above- LH Rot	28995A	28995A	28995A	28995A	28995A	28995A						
Rotor for Above- RH Rot	28995	28995	28995	28995	28995	28995						
Large Stack Cap 8 Cyl		29745	29745	29745	29745	29745	29745	29745	29745	29745	29745	29745
Rotor for Above- LH Rot		29773C	29773C	29773C	29773C	29773C	29791C		29795			
Rotor for Above- RH Rot		29772C	29772C	29772C	29772C	29772C	29790C		29794			
Distributor Cap & Rotor Components												
Large Stack Cap Wire Retainer		29744	29744	29744	29744	29744	29744	29744	29744	29744	29744	29744
Large Stack Cap Adapter Shield		29749	29749	29749	29749	29479	29749			29749		
Rotor Adapter	29038	29038	29038	29038	29038	29038	29038					
Large Stack Cap Conversion Kit- LH		29774		29774	29774	29774						
Large Stack Cap Conversion Kit- RH		29771		29771	29771	29771						
Miscellaneous Service Parts												
Advance Lock Out- 2 & 4 Pin	28103A	28103A	29073	28103A	28103A	28103A						
Band Clamp- Standard Duty				26041B								
Band Clamp- Heavy Duty					26041A	26041A	26041A	26041A	26041A	26041A	26041A	26041A
Capacitor (2 required for 8 amp mag)							28009					
Drive Flange 2 Pin	26007A	26007A	26007C									
Drive Flange 4 Pin				26007B	26007B	26007B	26007B	26007B	26007B	26007B	26007B	26007B
Electronic Trigger								606M	606M		606M	606M
Transformer- Oil Filled	28900A	28900A	28900A	28900A	28900A	28900A			28900A			
Transformer- Epoxy	28900B	28900B	28900B	28900B	28900B	28900B			28900B			
Wire Harnesses												
Short 2 Wire Orange & Yellow	28998	28998	28860	28998	28998	28998						
Long 2 Wire Orange & Yellow	28862	28862	28861	28862	28862	28862		28862	28862		28862	28862
Short 2 Wire Generator							28133					
Long 3 Wire Gen. To Transformer							28131					
Long 3 Wire Gen. To Elect Cont Box								28134	28134		28134	28134

SPRINTMAG® MAGNETOS

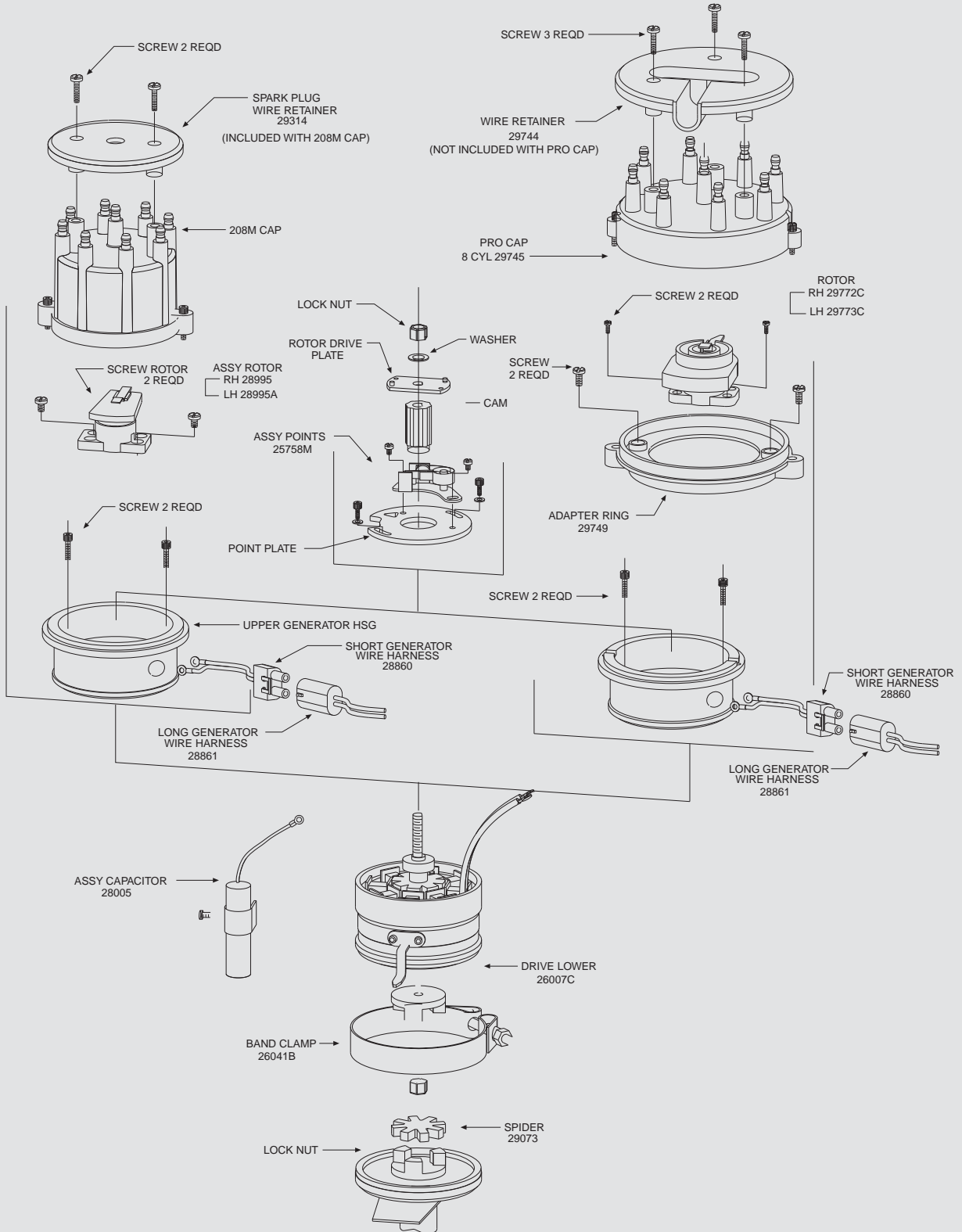


CONTACT POINT SETTING .016"

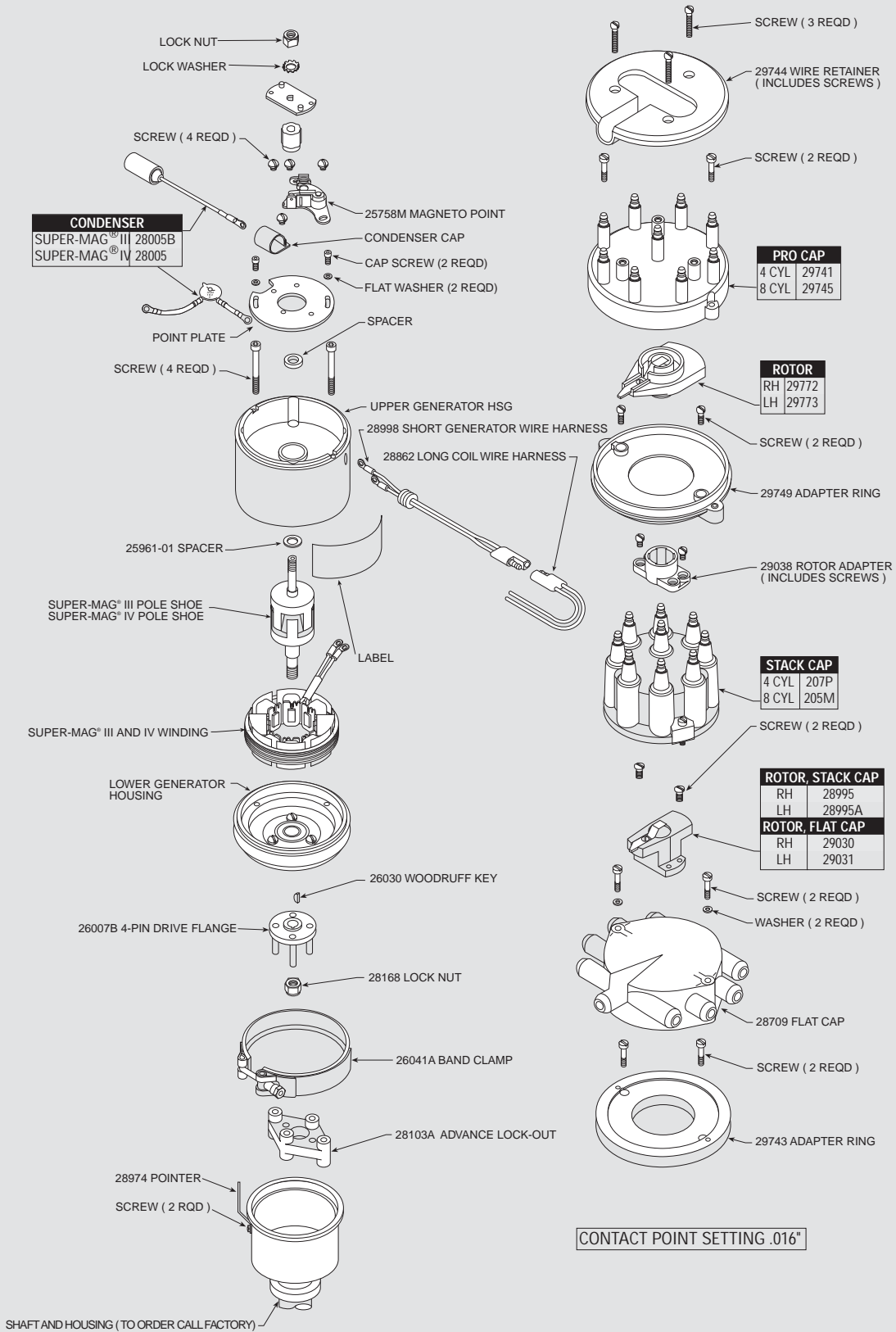
SPRINTMAG® II MAGNETOS



SPRINTMAG® III MAGNETOS



SUPER-MAG® III AND IV MAGNETOS



YL Series Point-Type Distributors

Using new materials and technology, Mallory's YL Series Distributor delivers more performance and reliability for today's marine performance engines. This proven ignition system drives both original equipment and high performance coils, including Mallory's PROMASTER® Coil.

Features At A Glance:

- Stabilized points eliminate point float and bounce
- High dielectric condenser with brass case eliminates corrosion
- Mylar insulation provides greater protection against current leaks and shorting
- Super-Duty cap and rotor
- Self-lubricating bushings

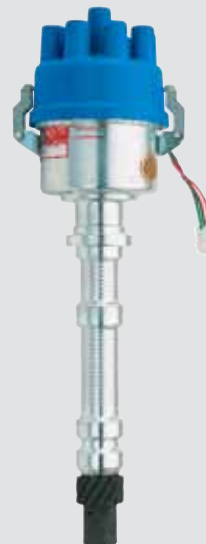


YLU Series UNILITE® Electronic Distributor

Mallory's YLU Series Distributor replaces original equipment marine distributors with a new modern design that combines the triggering device and amplifier into a single unit that sits inside the distributor housing. Designed for 12-volt negative ground systems, the YLU Series Distributor features Mallory's UNILITE® module with no moving parts to wear out, breakerless ignition circuit and surface-mount Thermal-Clad® construction. A simple 3-wire hookup makes installation a snap. The YLU Series Distributor drives original equipment and high performance coils, including Mallory's PROMASTER® Coil.

Features At A Glance:

- Reduced maintenance
- Improved performance
- Accurate timing
- Easy installation
- Super-Duty cap and rotor
- Self-lubricating bushings



YLM Series Magnetic Breakerless Electronic Distributors

Designed for 12-volt negative ground systems, Mallory's new YLM Series Marine Distributors replace original equipment marine distributors with modern, high performance technology. This complete, self-contained ignition system combines the triggering device and amplifier into a single unit that sits inside the distributor housing. A self-contained module/pickup assembly has no moving parts to wear out. Mallory's time-tested breakerless ignition circuit and surface-mount Thermal-Clad® construction provide the reliability you need in extreme marine conditions. A simple wiring hook-up allows this system to fit a wide variety of marine applications. Mallory's YLM Series Distributor drives Mallory PROMASTER® Coils and OEM coils.

Features At A Glance:

- Improved performance and combustion efficiency
- Improved spark plug life
- Accurate spark timing
- Reduced maintenance
- Easy installation



MARINE APPLICATIONS UNIVERSAL standard rotation, stack cap		BREAKERLESS ELECTRONIC DISTRIBUTORS				
		BREAKER POINT (SINGLE POINT) NON-TACH DRIVE	YLU SERIES UNILITE® IGNITION NON-TACH DRIVE	YLU SERIES UNILITE® ELEC. IGNITION TACH DRIVE	YLM SERIES MAGNETIC BREAKERLESS NON-TACH DRIVE	YLM SERIES MAGNETIC BREAKERLESS TACH DRIVE
CYL.	ENGINE APPLICATION					
CHEVROLET						
V8/RH	262-454, 502 Engines except 348, 409, and Tall Block Engines	YL624AV	YLU624AV	YLU623AV	YLM624AV	YLM623AV
V8/RH	Tall Block Engines	YL590AV	YLU590AV	-	YLM590AV	-
L6/RH	194, 230, 250 and 4.8L/292 Engines	YL676AV	YLU676AV	-	YLM676AV	-
V6/RH	4.3L/262 Engines (EVEN Fire)	YL700AV	YLU700AV	-	YLM700AV	-
V6/RH	200 and 229 Engines (SEMI-EVEN Fire)	-	-	-	-	-
L4/RH	153 Engines	YL673AV	YLU673AV	-	YLM673AV	-
CHRYSLER						
V8/LH	413, 426 (Wedge) and 440 "RB" Engines	YL578AV	YLU578AV	-	YLM578AV	-
V8/LH	350, 361, 383 and 400 "B" Engines	YL577AV	-	-	YLM577AV	-
V8/RH	273, 318 (67 and up), 340 and 360 "LA" Engines	YL579AV	YLU579AV	-	YLM579AV	-
FORD MOTOR COMPANY						
V8/LH	351C, 351M, 400, 429 and 460 Engines	YL567EV	YLU567EV	-	YLM567EV	-
V8/LH	351W Engines	YL554CV	YLU554CV	YLU555CV	YLM554CV	YLM555CV
V8/LH	221, 255, 260, 289 and 302 Engines	YL512CV	YLU512CV	YLU513AV	YLM512CV	YLM513AV
L4/RH	2.3L/2300cc Engines (Not HSC)	-	YLU621CV	-	YLM621CV	-
OLDSMOBILE						
V8/LH	330, 350, 400, 403, 425 and 455 Engines	YL501GV	YLU501GV	YLM501GV	-	-
UNIVERSAL standard rotation, flat cap		BREAKER POINT (SINGLE POINT) NON-TACH DRIVE	YLU SERIES IGNITION NON-TACH DRIVE	YLU SERIES ELEC. IGNITION TACH DRIVE	YLM SERIES BREAKERLESS NON-TACH DRIVE	YLM SERIES BREAKERLESS TACH DRIVE
CYL.	ENGINE APPLICATION					
CHEVROLET						
V8/RH	262-454, 502 Engines except 348, 409, and Tall Block Engines	YL520CV	YLU520CV	YLU356AV	YLM520CV	YLM356AV
FORD MOTOR COMPANY						
V8/LH	351C/M, 400, 429 and 460 Engines	YL560AV	-	YLU561AV	-	-
V8/LH	351W Engines	YL558AV	YLU558AV	YLU559AV	-	-
V8/LH	221, 255, 260, 289 and 302 Engines	-	YLU445JV	-	-	-

Many original equipment Mallory Marine distributors were equipped with modified advance curves as specified by the marine engine company. The distributors above can be tailored to match a specific advance curve with the purchase of an Advance Curve Kit #29014.

Most popular Mallory Marine Distributors are also available for use in opposite rotation applications. Contact your Mallory Dealer or Technical Services for details at 216-688-8300 ext. 500.



Marine Distributor for Fuel Injected GM Engines

- Designed for use with GM-style fuel injection systems
- All-billet housing construction replaces weak, crimped together factory-cast housing and stamped plate
- Utilizes GM 8 pin module
- Reliable high signal strength trigger system
- Ball bearing and bushing combination provide maximum timing stability and long life
- Designed to accept standard and reverse thrust loads

Standard Rotation #YLE624AV
 Opposite Rotation #YLE624BV



Universal Ignition Coil

- For use with breaker point ignition or OE electronic ignition
- Delivers optimum performance when used with these Mallory Ignition products:
 - UNILITE® Distributor with a HYFIRE® Capacitive Discharge Ignition
 - Magnetic Breakerless Distributor with a HYFIRE® Capacitive Discharge Ignition
 - Dual Point Distributor
- Effective to approximately 6500 RPM when used with a point type distributor (depending on engine combination)
- Effective to approximately 8000 RPM when used with a Mallory HYFIRE® Electronic Ignition Control (depending on engine combination)

Universal Ignition Coil 29440M

Tech Sheet	29440M
Primary Resistance	0.6 Ohms
Secondary Resistance	12.3K Ohms
Maximum Voltage	55,000 volts
Inductance	7.3 mH
Turns Ratio	105:1
Peak Current	100 mA
Spark Duration	500 uS



Performance Coil for Mallory UNILITE and Magnetic Breakerless Distributors and Conversion Kits

- Delivers optimum performance when used with these Mallory Ignition products:
 - UNILITE® Distributor
 - Magnetic Breakerless Distributor
 - Mallory Electronic Ignition Conversion Kits
- Easy to install – connects directly to 12 volts wire with no ballast resistor required
- Effective to 6500 RPM when used with a Mallory UNILITE® or Magnetic Breakerless Distributor (depending on engine combination)
- Not for use with Mallory HYFIRE® Electronic Ignition Control or any other high energy, inductive storage or capacitive discharge ignition system

Performance Coil for Mallory UNILITE and Magnetic Breakerless Distributors and Conversion Kits 29450M

Tech Sheet	29450M
Primary Resistance	1.4 Ohms
Secondary Resistance	12.3K Ohms
Maximum Voltage	55,000 volts
Inductance	7.3 mH
Turns Ratio	105:1
Peak Current	95 mA
Spark Duration	500 uS



COMP PUMP® Series Fuel Pumps For Carburetion and Low Pressure Fuel Injection

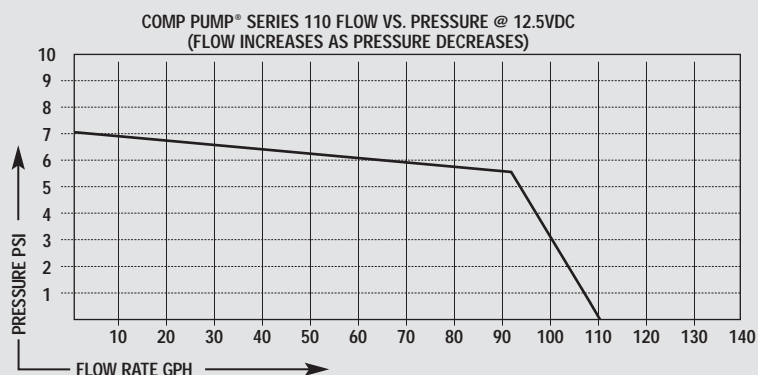


Model 110 High Performance Electric Fuel Pump

- High pressure, 12-volt fuel pump delivers 110+ GPH free flow @ 12.5 volts
- Internal bypass regulator factory set at 7 PSI
- Delivers 90+ GPH at 6 PSI
- 3/8" NPT thread size, 3/8" or larger fuel line recommended
- Use regulator part number 4207, 4210, 4307M, 4316M or 4309 for best performance
- Service parts available for use with alcohol/methanol applications

Model 110 High Performance Electric Fuel Pump

Gasoline 4110M

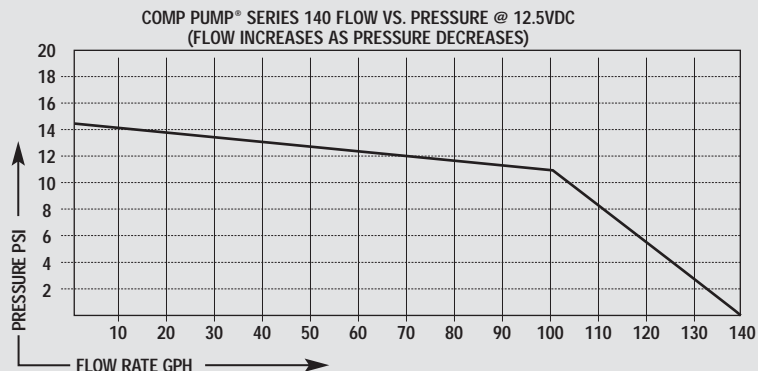


Model 140 High Performance Electric Fuel Pump

- High pressure, 12-volt fuel pump delivers 140+ GPH free flow @ 12.5 volts
- Delivers 120+ GPH at 6 PSI
- Internal bypass regulator factory set at 12 PSI
- 3/8" NPT thread size, 3/8" or larger fuel line recommended
- Service parts available for use with alcohol/methanol applications

Model 140 High Performance Electric Fuel Pump

Complete with 4207M Regulator Non Return Style. 4140M

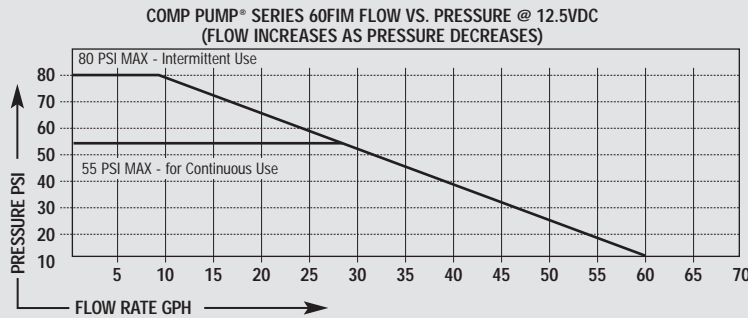


COMP PUMP® Series Fuel Pumps For High Pressure Fuel Injection

Model 60FI High Performance Electric Fuel Pump

- Gerotor design reduces noise versus louder vane and turbine pumps
- Tough Gerotor pump design eliminates vane breakage problems
- High pressure, 12-volt fuel pump delivers 60+ GPH free flow @ 12.5 volts
- Delivers 40 GPH at 40 PSI
- 3/8" NPT thread size, 5/16" or larger fuel/return line recommended
- Use regulator part number 4305M for best performance
- Service parts available for use with alcohol/methanol applications

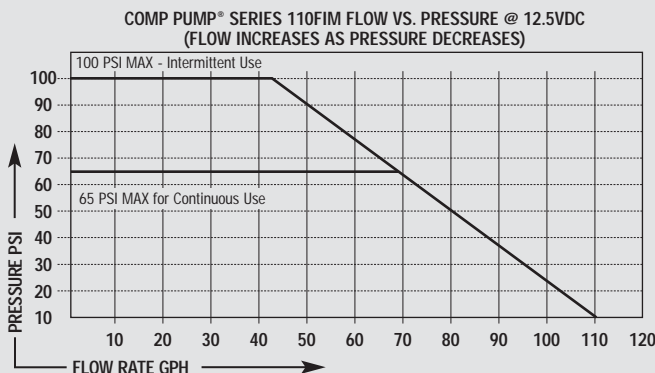
Model 60FI High Performance Electric Fuel Pump 4060MFI



Model 110FI High Performance Electric Fuel Pump

- Gerotor design reduces noise versus louder vane and turbine pumps
- Tough Gerotor pump design eliminates vane breakage problems
- High pressure, high volume 12-volt fuel pump delivers 110+ GPH free flow @ 12.5 volts
- Delivers 93+ GPH at 40 PSI @ 14 volts
- Delivers 77+ GPH at 60 PSI @ 14 volts
- 3/4"-16 (#8AN) thread size, 7/16" or larger fuel/return line recommended
- Includes #8AN flare adapters
- Service parts available for use with alcohol/methanol applications
- Use regulator part number 4305M for best performance
- Use Mallory Pre-Filter 3175 – mounts directly to inlet of the pump

Model 110FI High Performance Electric Fuel Pump 5110MFI



MALLORY POINT TYPE MARINE AND INDUSTRIAL DISTRIBUTOR TUNE-UP PARTS

DISTRIBUTOR PART NO.	CYLINDER ROTATION	DESCRIPTION	CAP	ROTOR	POINT	CONDENSER	UNILITE® BREAKERLESS CONVERSION	E-SPARK Electronic Conversion Kits
YD or YL350 (ALL)	8LH	Eaton Mfg./Dearborn Marine	221B	319	25042	400	559	61005M
YD or YL356 (ALL)	8RH	Owens Yacht	221B	319	25042	400	559	61005M
YD or YL362 (ALL)	8LH	Eaton Mfg./Dearborn Marine	221B	319	25042	400	559	61005M
YD or YL387 (ALL)	8LH	Eaton Mfg./Dearborn Marine	209D	309	25042	400	558	61004M
YL445 (ALL)	8LH	Eaton Mfg./Dearborn Marine	221B	319	25042	400	559	61005M
YL486 (A or B)	6RH	Crusader Marine	226B	320M	25042	400	(NA)	(NA)
YL487 (ALL)	8RH	Crusader Marine	209D	309	25042	400	558	61004M
YL501 (ALL)	8LH	Hardin Marine	209D	309	25042	400	558	61004M
YL502 (ALL)	8LH	Chris Craft	221B	319	25042	400	559	61005M
YL507 (ALL)	6RH	Ford	226B	320M	25042	400	(NA)	(NA)
YL512 (ALL)	8LH	Dearborn Marine	209D	309	25042	400	558	61004M
YL513 (ALL)	8LH	289-302 Ford	209D	309	25042	400	558	61004M
YL519 (ALL)	8LH	Eaton Mfg./Dearborne Marine	221B	319	25042	400	559	61005M
YL520 (ALL)	8RH	OMC, Guardin, Hardin, Panther Marine	221B	319	25042	400	559	61005M
YL529 (ALL)	8RH	Crusader Marine	221B	319	25042	400	559	61005M
YL539 (ALL)	8RH	Chris Craft, Crusader, 327F	221B	319	25042	400	559	61005M
YL554 (ALL)	8LH	351W Ford	209D	309	25042	400	558	61004M
YL555 (ALL)	8LH	351W Ford	209D	309	25042	400	558	61004M
YL558 (ALL)	8LH	351W Ford	221B	319	25042	400	559	61005M
YL566 (ALL)	8RH	Chris Craft, Crusader, 327Q	221B	319	25042	400	559	61005M
YL567 (ALL)	8LH	351C Ford	209D	309	25042	400	558	61004M
YL585 (ALL)	8RH	Chris Craft	221B	319	25042	400	559	61005M
YL590 (ALL)	8RH	Tall Block Chevrolet	209D	309	25042	400	558	61004M
YL620A	6RH	Waukesha	245B	345	25042	400	(NA)	(NA)
YS621CV	4RH	OMC	271B	309	25042	400	(NA)	(NA)
YL623 (ALL)	8RH	Crusader, Chris Craft	209D	309	25042	400	558	61004M
YL624 (ALL)	8RH	OMC, Crusader, Mercury, Pleasurecraft	209D	309	25042	400	558	61004M
YS624 (ALL)	8RH	Hardin Marine	209D	309	25042	400	(NA)	(NA)
YL648AV	4RH	1977-80 Mercury Marine Aluminum Block	271B	309	25042	400	(NA)	(NA)
YL664 (ALL)	4RH	Waukesha			25042	400	(NA)	(NA)
YL665 (ALL)	4RH	Waukesha	271B	309	25042	400	(NA)	(NA)
YL666A	6RH	Waukesha, White Farm	270B	309	25042	400	(NA)	(NA)
YL670 (ALL)	8RH	OMC, Crusader, Mercury	209D	309	25042	400		
YL673 (ALL)	4RH	Chevrolet 153	271B	309	25042	400		
YL675BV	6RH	Crusader Inline 6 (Chev)			25042	400		
YL677 (ALL)	6RH	Chevrolet V6 Odd-Fire	270B	310	25042	400		
YL679A	4RH	Hyster, Ford E1JL12100AA	271B	309	25042	400		
YL694AV	4RH	Pleasurecraft, Mitsubishi Marine	271B	309	25042	400		
YL698A	6RH	Waukesha	270B	309	25042	400		
YL700 (ALL)	6RH	Chevrolet V6 Even-Fire	270B	309	25042	400		
YS701AVC	4LH	Ford E6JL12100AC	225B	320	25042	400	61004M	558
YL703AV	8RH	Crusader	209D	309	25042	400		
YL711 (ALL)	3	Ford Tractor		309	25042	400		

MALLORY YLM AND YLU DISTRIBUTOR TUNE-UP PARTS

DISTRIBUTOR PART NO.	DESCRIPTION	CAP	YLM SERIES		YLU SERIES		
			ROTOR	MODULE	CAP	ROTOR	MODULE
YLM or YLU 356 (ALL)	Owens Yacht	221B	318	609	221B	360	605
YLM or YLU 445 (ALL)	Eaton Mfg./Dearborn Marine	221B	318	609	221B	360	605
YLM or YLU 501 (ALL)	Hardin Marine	209D	309	609	209D	360	605
YLM or YLU 502 (ALL)	Chris Craft	221B	318	609	221B	360	605
YLM or YLU 512 (ALL)	Dearborn Marine	209D	309	609	209D	335	605
YLM or YLU 519 (ALL)	Eaton Mfg./Dearborn Marine	221B	318	609	221B	360	605
YLM or YLU 520 (ALL)	OMC, Guardin, Hardin, Panther Marine	221B	318	609	221B	360	605
YLM or YLU 554 (ALL)	351W Ford	209D	309	609	209D	335	605
YLM or YLU 558 (ALL)	351W Ford	221B	318	609	221B	360	605
YLM or YLU 566 (ALL)	Chris Craft 327Q	221B	318	609	221B	360	605
YLM or YLU 567 (ALL)	351 C Ford	209D	309	609	209D	335	605
YLM or YLU 577 (ALL)	V8 Chrysler	209D	309	609	209D	335	605
YLM or YLU 578 (ALL)	V8 Chrysler	209D	309	609	209D	335	605
YLM or YLU 579 (ALL)	V8 Chrysler	209D	309	609	209D	335	605
YLM or YLU 585 (ALL)	Chris Craft	221B	318	609	221B	360	605
YLM or YLU 590 (ALL)	Tall Block Chevrolet	209D	309	609	209D	335	605
YLM or YLU 621CV	OMC	271B	309	609	271B	340	605
YLM or YLU 623 (ALL)	Crusader, Chris Craft	209D	309	609	209D	335	605
YLM or YLU 624 (ALL)	OMC, Crusader, Mercury, Pleasurecraft, Hardin Marine	209D	309	609	209D	335	605
YLU 670 (ALL)	OMC, Crusader, Mercury, Pleasurecraft, Hardin Marine	-	-	-	209D	335	605
YLM or YLU 673 (ALL)	153 Chevy	271B	309	609	271B	340	605
YLM or YLU 676 (ALL)	Inline 6 Chevy	270B	309	609	270B	339	605
YLM or YLU 700 (ALL)	262 V6 Chevrolet	270B	309	609	270B	339	605
YLU 710A	Zaball / Onan	-	-	-	225B	337	605
YLU 714A	Waukesha	-	-	-	270B	339	605

NUMERIC INDEX



PART #	PAGE	PART #	PAGE	PART #	PAGE	PART #	PAGE	PART #	PAGE
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102M	.45	319	.26,116	621A	.9	927M	.78	3165	.83,84
102X	.45	320M	.22,30,116	621	.9	929M	.78,79	3166	.83,84
118X	.45	322	.16,30	622A	.9	930	.79	3167	.85
119X	.45	323M	.16,30	622	.9	931	.79	3168	.85
202M	.41,45	325	.16,30	623	.9	937	.77	3171	.85
203M	.41	329	.44,45	624	.9	938	.77	3172	.85
204	.41,105-107	331	.16,30	625	.9	941M	.78	3175	.89,95
205M	.29,41,105,	333	.32,33	625A	.9	942	.78	3176	.89,95
206M	.41,106,107	334	.32,33	629	.45	943	.78	3178	.87,92
207P	.41,105,108	335	.16,30,116	630	.45	946M	.79	3181	.89,95
208D	.41	336	.29	636	.64	947	.77	3500M	.89,99
208M	.34,41,105,	337	.16,30,116	637	.16,30	949M	.78,79	3501M	.95
209D	.41,116	338	.32,33	646	.64	950M	.78	4060AFI	.90
209M	.16,22,30,41	339	.16,116	660	.104	981	.77	4060FI	.90,98,99
215M	.30,41,44	340	.16,30,116	667CR	.62	982	.77	4060MFI	.99,115
215A	.22,41	345	.116	667C	.61	983M	.81	4070M	.82,98,99
216	.41,44,45	360	.16,30,116	667BTR	.63	985M	.79	4070LP	.82,98,99
217	.41,45	362	.24,30,43	667S	.60	2091M	.16,22,30	4110	.83,98,99
221	.16,22,30,41	363	.43	668	.81	2092M	.16,30,35	4110M	.99,114
221B	.41,116	365	.44	669	.34,81	2093M	.16,22,30	4110A	.83,98,99
221A	.41	366	.23,30,43	674M	.64	2094M	.35	4140	.84,98,99
221F	.41,105,106	400	.22,30,116	676M	.64	3121	.96	4140M	.114
225	.16,22,30,41	401	.22,30,45	678	.64	3122	.96	4142	.84,98,99
225B	.41	405M	.45	685	.52	3123	.96	4150	.84,98,99
226	.16,22,30,41	409	.45	686M	.53	3124	.96	4150A	.84,98,99
226B	.41,116	501	.33,45	699	.11,30,42	3125	.96	4190FI	.93
254M	.41	502M	.33,45	700	.66	3126	.96	4193FI	.93
257M	.41,106	503M	.33,45	703	.76	3127	.96	4200	.86,98,99
261	.30,41,43	520	.43	706M	.80	3128	.96	4202	.99
263M	.30,41,44	525	.43	716	.53	3130	.96	4207	.86,98,99
264M	.41,44	527	.44	717	.53	3131	.96	4207M	.98,99
265M	.30,41,43	529	.44	765M	.76	3134	.96	4212	.94,98
266M	.43	558	.33,116	766	.76	3135	.96	4213	.94,98
270B	.41,116	559	.33,116	774	.76	3140	.89,99	4215C	.22,30
270	.16,22,30,41	560	.33	775	.76	3141	.89	4255FI	.93
271B	.41,116	562	.33	783M	.76	3146	.83,84	4256FI	.93
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