

Mallory Points to Electronic conversion

By Stuart Clarke

Dr Baz had recommended on numerous occasions that points were rubbish and on two occasions I'd found him to be absolutely right! So after months of sorting things out of a higher priority, I finally had sometime to change the internals of my Mallory 27 distributor over from dual points to electronic.

I did some research and there are a number of options but I went for the Mallory Electronic upgrade kit which cost about £70 from Real Steel. They told me I could keep the current coil and ballast resistor so I thought I'd go with it.

The instructions with the kit aren't bad but they could be a bit better.

The kit comprises of an round plate c/w electronic sensor and wires, a replacement rotor arm, some more wires and connectors, a couple of grommets a small metal disc and a set of instructions.

Tools needed,

Bearing puller, small one (I picked up a set from my local farm machinery supplier for £6, bargain!)

Screwdrivers

Allen Keys (Imperial)

Drill and drill bits

Couple of adjustable spanners

A few electrical ring and spade crimp on's (dependent on your current engine wiring).

It is advised to check the timing of the engine first and make a note of the advance, this is assuming that we have a timing gun, I have and did, but as long as everything goes back in the same place I can't really see why it is 100% necessary.

First job is to get the distributor to a place where you can fit it and the rotor in the same place after you've removed it and replaced all of the internal gubbins.

Easiest way is to crank the engine round to TDC on cylinder one using a socket and ratchet on the crank damper fixing bolt.

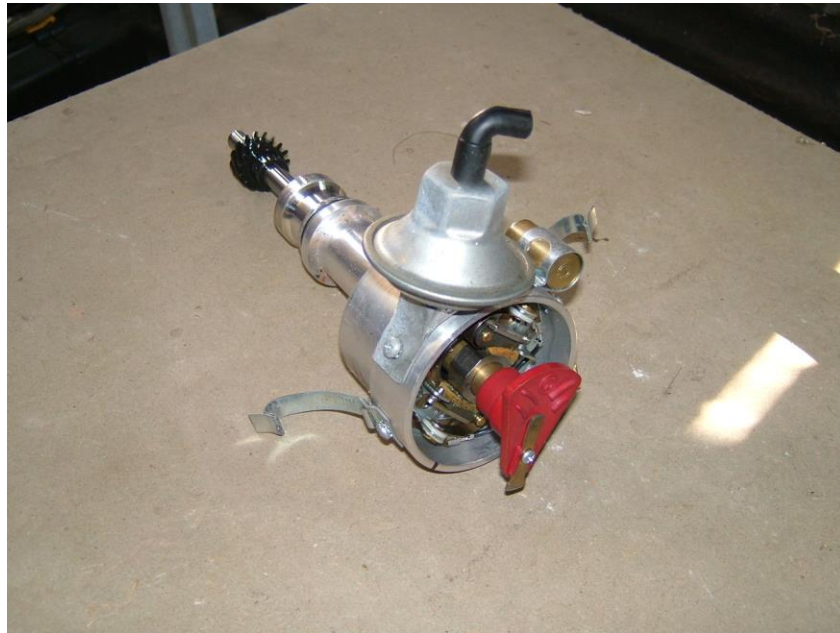
This position is shown by the timing pointer.



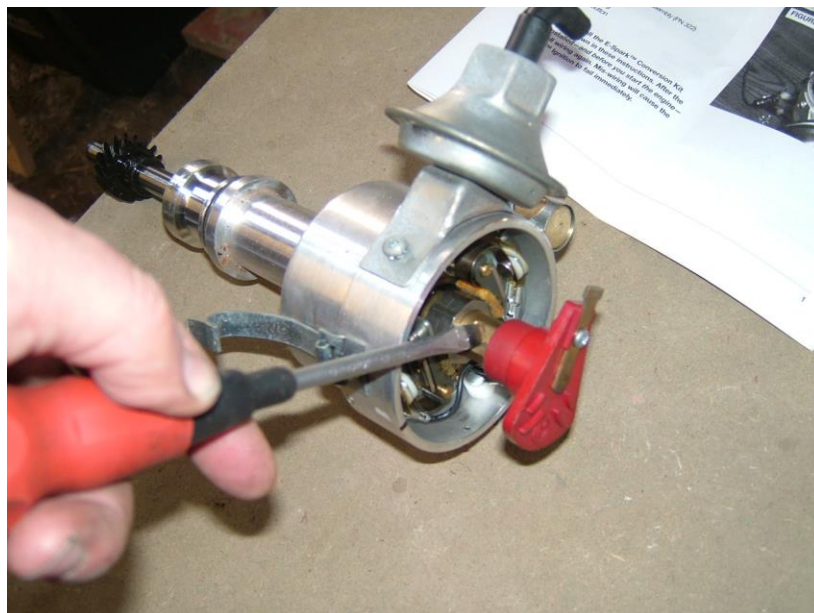
Next job is to mark on the distributor and inlet manifold using a felt tip, their positions, so when the distributor is removed it goes back in the same place.

Before removing the distributor, unclip the cap and mark the position of the rotor so that also goes back in the same place.

Next step is to remove the distributor



Lever off the rotor arm with a screwdriver. I found it best to use a large screwdriver between the base of the rotor arm and the points cam and twist the screwdriver to lever it off.



Next up is to remove the condenser bracket, insulators, e clip that holds the vacuum advance arm to the points plate and vacuum advance canister. These bits are explained really well in the instructions hence the reason why I've skipped over it a bit. Next up two small grub screws that hold the points plate in place (through the side wall of the distributor) can be loosened and the points plate can be removed. This again is well described

The points cam needs to come off next and this was a bit of a pain. Place the metal disc (from the kit) in the top of the distributor shaft; this is what the puller jacks against. Fit the puller legs around the cam and wind the jacking screw in and off it pops (if only as it's a tad tight)



Now all of the internals have been removed we need to drill a hole in the side of the distributor to allow the wires to connect from the new electronic plate to the engine harness. Although this is described very well in the instructions the distributor converted in the instructions looks to be a clockwise driven distributor (as fitted to a Rover V8)

so the vacuum advance can and internals orientation is different. I placed the electronic plate in the distributor and worked out the best place to drill the hole so that the wires wouldn't foul on the rotor when it spins round and also to allow the plate to be moved by the advance mechanism.

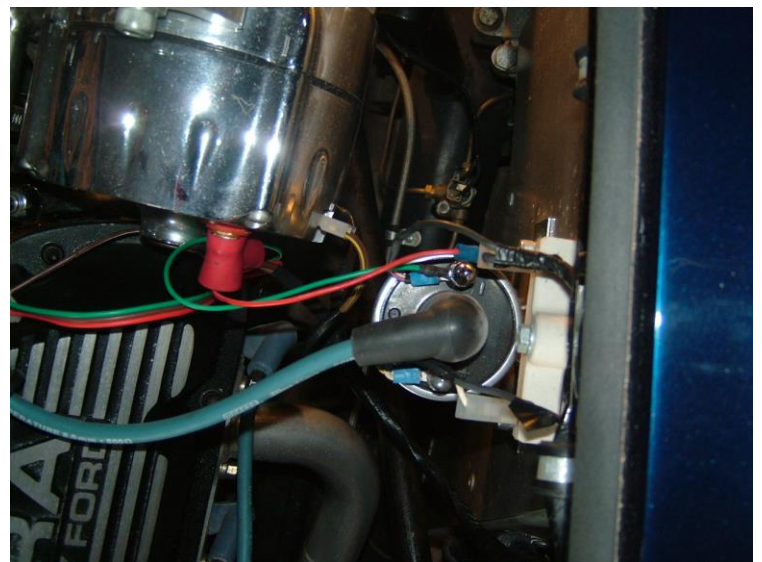
My hole was drilled the same distance from the insulator hole but just on the other side (photo later on).

Following the instructions the grommet and blanking grommet can now be fitted, the electronic sensor plate can be dropped in and fitted with the two grub screws and the wires can be fed through the grommet.

The vac advance can now be fitted and the e clip can be reattached back on.

The distributor can now be refitted back into the engine and once correctly orientated, the new rotor arm can be fitted in the correct place as per the felt tip markings that were made earlier.

The wiring is very simple, brown wire is engine ground and I fixed this straight to the inlet manifold, green wire is connected to the negative terminal on your coil and the red wire is the live side of the ballast resistor.



That's basically it.

I tidied up the wiring with some loom tape, packed up my tools, fired her up (first time) and took her out for a spin.

I instantly noticed that throttle response was improved and she did seem to run better.

These were the bits I had left over



Stuart Clarke