



INSTALLATION INSTRUCTIONS

PERFORMANCE REPLACEMENT DISTRIBUTOR

PERFORMANCE REPLACEMENT DISTRIBUTORS, SERIES NO. 79 AUTOMOTIVE APPLICATIONS

VEHICLE YR.	CYL.	VEHICLE APPLICATION	5.0L PART NO.	5.8L PART NO.
FORD PASSENGER CARS				
1987-91	V8	Full Size	7970404	7968704
1991-93	V8	Mustang Except Cobra	7970404	7968704
1987-90	V8	Mustang	7970404	7968704
1985-86	V8	Mustang w/TFI-EEC IV	7970404	7968704
1987-88	V8	Thunderbird	7970404	7968704
1985-86	V8	Thunderbird w/TFI-EEC IV	7970404	7968704
1985-86	V8	All w/TFI-EEC IV	7970404	7968704
LINCOLN-CONTINENTAL				
1985-92	V8	All w/TFI-EEC IV	7970404	7968704
1984	V8	Continental w/TFI-EEC IV	7970404	7968704
MERCURY PASSENGER CARS				
1985-91	V8	All w/TFI-EEC IV Except Cougar	7970404	7968704
1987-88	V8	Cougar	7970404	7968704
FORD LIGHT DUTY TRUCKS AND VANS PICKUP F 100-350 SERIES. BRONCO. VAN E 100-350 SERIES.				
1984-94	V8	ALL W/TFI-EEC IV and distributor mounted ignition module	7970404	7968704

PARTS INCLUDED WITH THIS KIT:

- 1 Distributor (ready to run)

GENERAL INFORMATION

- Factory spark plug wire assemblies install directly onto the Pro Cap without modifications.
- Factory distributor harness connects directly to the ignition module.
- Factory distributor ignition modules and stators interchange with the Performance Replacement Distributor ignition modules and stators.
- The distributor drive gear is compatible with standard flat tappet (proferal billet) and hydraulic roller tappet (selectively austempered ductile iron billet) camshafts.
- An optional (stack) Distributor Cap Part No. 205 and Rotor Part No. 29792 are available to interchange with the Pro Cap system where the diameter of the Pro Cap is too large.

Ignition Coils:

The Performance Replacement Distributor is designed to work with stock ignition coils. For optimum performance, use a Mallory TFI Performance Coil Part No. 29213 or 29214, or PROMASTER® Coil Part No. 29440 or 29625.

Electric Welding:

Unplug the distributor harness from ignition module before welding on the vehicle.

Spark Plugs and Spark Plug Gaps:

Use your engine manufacturer's specifications.

Spark Plug Wires:

YOU MUST USE suppression type (carbon core; spiral core; suppression core) spark plug wire. We recommend spiral core ignition wire, such as Mallory PRO SIDEWINDER® Ignition Wire. Suppression type spark plug wires prevent false triggering and the possibility of premature ignition or accessory failures.

DO NOT USE solid core (copper core; stainless steel core) spark plug wire with any electronic ignition system or accessory. Solid core spark plug wire causes radio frequency interference (ignition noise; static). Radio frequency interference causes false triggering (pre-ignition; spark scatter) and premature ignition or accessory failures. Prevent false triggering and the possibility of premature ignition or accessory failures, use suppression type spark plug wire (carbon core; spiral core; suppression core). We recommend spiral core ignition wire, such as Mallory PRO SIDEWINDER® Ignition Wire.

OLD DISTRIBUTOR REMOVAL

Step 1

Disconnect the distributor plugs from the distributor module.

Step 2

Locate the spark plug wire on the original distributor cap that the engine timing is set from. See a service manual for these locations. Mark the distributor cap and the distributor housing, in line with this spark plug wire position on the distributor cap.

Step 3

Turn the engine crankshaft in the direction of rotation until the timing mark lines up with the top dead center (TDC) mark on the timing tab. See a service manual for these locations.

NOTE: Removing the spark plugs may make it easier to turn the crankshaft.

Step 4

Remove the distributor cap from the distributor. Do not remove the spark plug wires or coil wire at this time. The rotor blade should point to the mark made on the distributor housing (from Step 2). If it is not, turn the engine crankshaft in the direction of rotation one full turn (repeating Step 3) until the timing mark lines up (again) with the TDC mark on the timing tab.

NOTE: Once you are finished with step 4, DO NOT turn the crankshaft until the new distributor is installed.

Step 5

Note the direction the rotor is pointing. Note the direction the distributor module is facing. Remove the distributor, hold down clamp and remove the distributor from the engine.

PERFORMANCE REPLACEMENT DISTRIBUTOR INSTALLATION

Step 1

Remove the distributor cap.

Step 2

Place the distributor in the engine with the rotor pointing in the same general direction as the original distributor.

NOTE: The distributor must be fully seated into the engine. It may be necessary to turn the oil pump drive, or turn the engine crankshaft in the direction of rotation two full turns until the timing mark lines up (again) with the TDC mark on the timing tab, to allow the distributor to seat fully.

Step 3

Rotate the distributor housing until distributor module is facing the same general direction as the original distributor was facing.

This will generally give timing close enough for starting purposes. Put the distributor hold down clamp in place and tighten slightly, leaving it loose enough to turn the distributor. Make a mark on the distributor housing where the rotor points.

Step 4

Install the distributor cap. Remove the spark plug wire on the original distributor cap that the engine timing is set from, and install it into the distributor cap post above the mark on the distributor housing where the rotor had pointed. Continue installing each remaining spark plug wire, one at a time, from original distributor cap to the distributor cap in the same sequence.

WIRING PROCEDURE

Connect the distributor plugs into the distributor module.

STARTING ENGINE

CAUTION: Be sure all tools, wires and miscellaneous objects are clear of moving engine parts and extreme heat before starting the engine.

Step 1

Recheck all wires and connections to make sure they are correct. Check and clean, or replace spark plugs. If replacing spark plugs, use types recommended by the engine manufacturer.

Step 2

Connect a timing light. Find the area with the best view of the timing marks.

Step 3

Check your service manual ignition timing procedures and settings. Start the engine. If it fails to start, rotate the distributor in small increments clockwise or counter-clockwise until engine starts. Do not exceed more than ten degrees of distributor housing rotation in either direction.

IMPORTANT: Follow ignition timing procedures outlined in your service manual. Some vehicles require putting the ignition timing in bypass mode by disconnecting a wire connector as part of the ignition timing procedure.

Step 4

Set timing as recommended by engine manufacturer and outlined in your service manual, then tighten distributor hold down clamp. Make sure timing is still correct. If timing has moved, repeat this procedure.

Performance Replacement Distributors, Series No. 79

TUNE-UP AND SERVICE PARTS

DIST. CAP	ROTOR	IGNITION MODULE	WIRE RETAINER	DIST. CAP ADAPTER	DIST. BOOT AND TERMINAL KIT
29745	29736	613	29744	29748	669

NOTE: Factory distributor ignition modules and stators interchange with the Performance Replacement Distributor ignition modules and stators.



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FORM #1389
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