

**V-Twin MFG.**  
**Mallory Dual Fire Electronic Distributor**  
**For use on 1936-1969 BT (Must be used with 32-7792)**  
**VT Part No. 32-0170**

**This is a custom application and should only be installed by a knowledgeable and trained motorcycle technician**

**V-Twin Mfg. Accepts no responsibility for improper installation**

**IMPORTANT**

**A 1966-69 HARLEY DAVIDSON® DISTRIBUTOR CLAMP (ORIGINAL OR AFTERMARKET) IS REQUIRED TO INSTALL THIS DISTRIBUTOR. BECAUSE THE UNILITE® MODULE USED WITH THIS DISTRIBUTOR REQUIRES 7-16 VOLTS, A 12 VOLT ELECTRICAL SYSTEM IS ALSO REQUIRED.**

**NOTE: THIS DISTRIBUTOR WILL NOT FIT FLAT HEAD OR SPORTSTER® ENGINES.**

**GENERAL INFORMATION**

Any coil or combination of coils with a total primary resistance of at least 2.0 ohms can be used with this distributor. We recommend a 2-3 ohm coil for racing and a 3-4 ohm coil for street use. A coil with 4-5 ohms resistance may be used. However, performance may be reduced, even in street applications. NOTE: Check the charging system and make sure that it is producing no more than 16 volts.

We recommend a spark plug gap of .040" when using a 2-3 ohm coil. A gap of .030" is recommended when using a 3-4 ohm coil.

An optional spring kit (PN 29014) is available for this distributor. The kit gives you a choice of 14 different advance curve settings.

**INSTALLATION**

**Step 1**

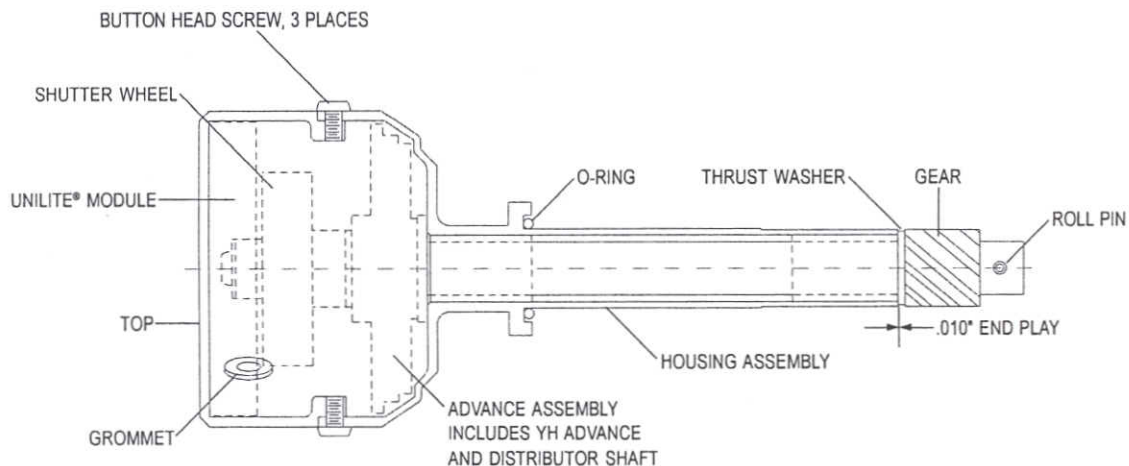
Turn the ignition switch to the off position. With the point distributor still in place and correctly timed, rotate the engine until the points begin to open on the front cylinder lobe. The front cylinder lobe is the narrower of the two.

If the point distributor is not installed, rotate the engine to the beginning of the compression stroke. Locate the timing hole. Continue rotating the engine until the advance mark is visible through the timing hole.

**Step 2**

Remove the ground cable from the battery. Remove the point wire at the coil. Remove the point distributor.

**FIGURE A**



**FIGURE B**

**Step 3**

Remove the top from the Mallory distributor by removing the three screws. Rotate the shaft until the arrow on the shutter wheel points approximately at the arrow on the housing. Install the Mallory distributor in the engine. The slot in the top of the housing will clear the cylinder fins.

**Step 4**

Install a 1966-69 distributor clamp. Do not tighten the clamp at this time.

**Step 5**

Turn the shutter wheel by hand to test the advance. The shutter wheel should rotate clockwise about 10 degrees and snap back when released.

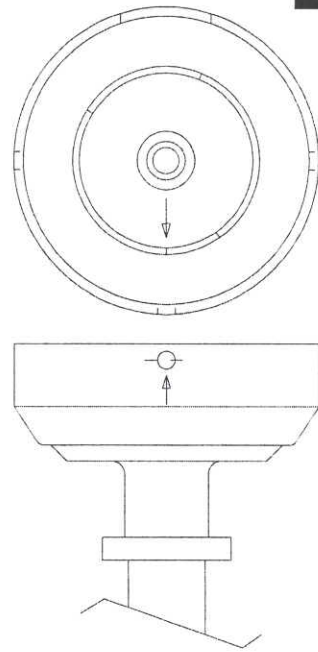
Using one hand, rotate the shutter wheel clockwise to the fully advanced position and hold. Using your other hand, rotate the housing until the arrow on the housing lines up with the arrow on the shutter wheel. Timing should now be close enough to start the engine.

**Step 6**

Tighten the distributor clamp bolt. Replace the Mallory top and install the three screws to hold it in place. NOTE: The 3 holes in the housing must be aligned with the 3 holes in the top to ensure proper placement of the UNILITE® module.

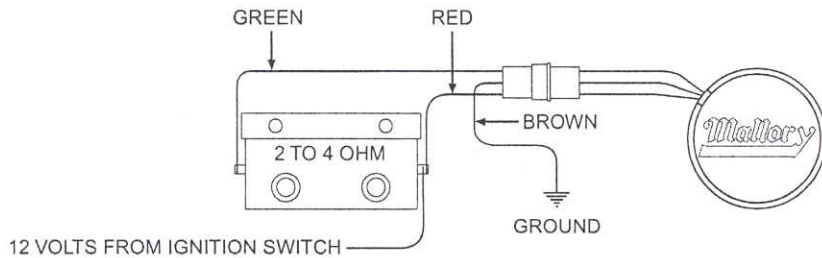
Start the engine and check the timing with a timing light. NOTE: When checking the timing, engine RPM must be above 2000 for accurate timing results.

Refer to the wiring diagrams (Figures C and D) to complete installation.



**FIGURE C**

**SINGLE PLUG HEADS**



**FIGURE D**

**DUAL PLUG HEADS**

