

AMERICA'S IGNITION SPECIALISTS
 GET THE MOST FROM YOUR ENGINE
 THE MALLORY WAY



FOR OVER FORTY YEARS

SUPER-MAG INSTALLATION PROCEDURE



INSTALLATION OF THE SUPER-MAG MAGNETO

1. Set the engine on top dead center. Number 1 cylinder should be firing.
2. Position the magneto in the engine. **CAUTION - BE SURE IT IS FULLY SEATED.** Remove the distributor cap.
3. Rotate magneto until rotor points to distributor cap segment which will be Number 1 cylinder. Tighten mag hold down clamp.
4. Install distributor cap. Install plug wires in the cap in accordance to mag rotation and engine firing order.

INSTALLATION OF SUPER-MAG TRANSFORMER:

NOTE: Install Super-Mag Transformer as near as possible to magneto.

WARNING: To prevent internal damage to transformer, the high tension terminal must be installed facing to the side or downward. **DO NOT FACE UPWARD.**

WIRING PROCEDURE:

Select appropriate wiring diagram on back of sheet.

- NOTE:**
1. Super-Mag with two (2) terminals, P & R, less Mallory Super-Start Switch; see figure A.
 2. Super-Mag with one (1) terminal, internal ground; see figure B.
 3. Super-Mag with two (2) terminals, P & R, using Mallory Super-Start Switch; see figure C.

TIMING PROCEDURE:

Set timing on the top dead center with firing point just starting to open. Lock down magneto. Loosen band clamp on magneto and rotate upper part of magneto housing using the timing plate for correct timing. The correct direction for advance is shown on the timing plate. Readings on the timing plate are calibrated to show initial engine advance. The timing plate also shows automatic advance built into magneto in engine degrees. After timing is set, tighten band clamp.

GENERAL INFORMATION:

1. Remove spark plugs - clean and test. Replace if necessary, with proper heat range. Set clearances at .018-.020. Because the Super-Mag has such tremendous output, plug gaps should be experimented with for maximum performance.
2. Electric tachometers should be connected to "P" terminal of magneto.

SERVICING THE MALLORY SUPER-MAG:

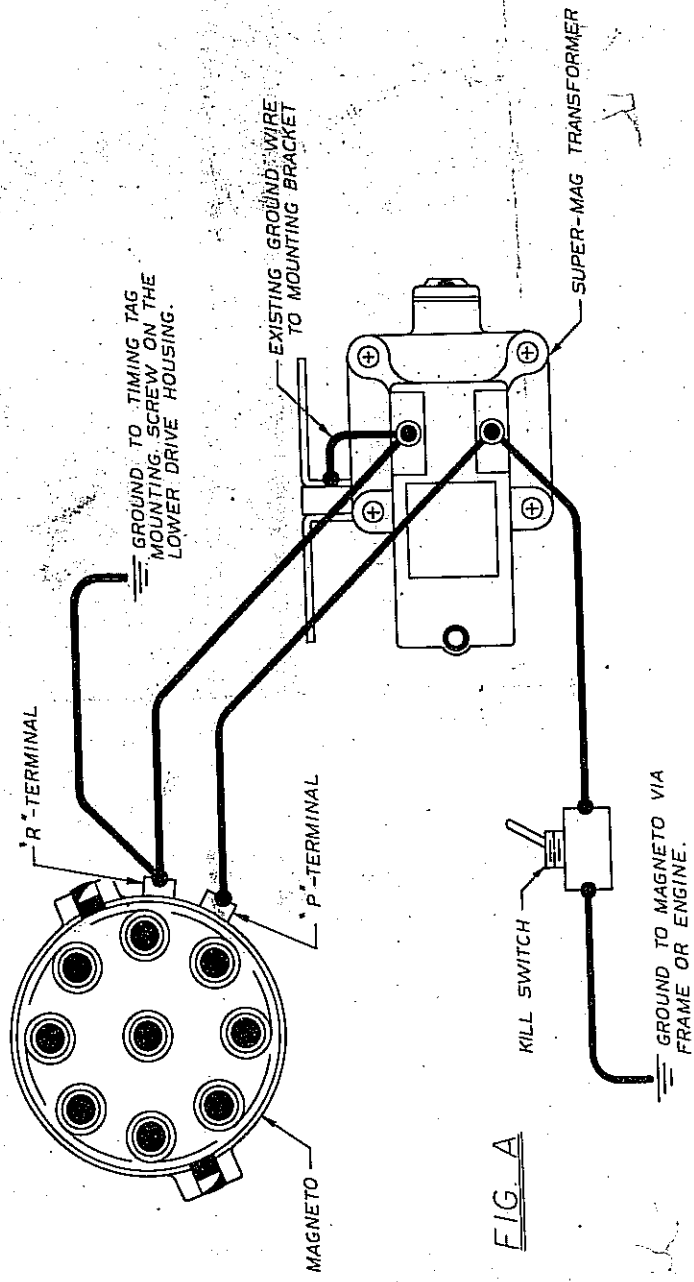
The only service that is required is periodic setting of the contact points and inspection of the wire seating in the distributor cap and transformer. The high tension wire to the transformer must also be checked for proper seating.

Each point should be set at .020. Points should be set on a distributor tester, if possible. When setting the points in the Super-Mag on a distributor tester, connect tester lead to "P" terminal of magneto. Be sure "R" terminal is not grounded. Magnetos with internal ground must have ground wire disconnected. Set the tester on 4-cylinder setting. Open one set of points and insulate 1/8" thick piece of cardboard. Rotate magneto on distributor tester at 1,000 RPM. Set the point in the magneto that is operating at 22° dwell. Set degree ring on tester so arrow points to 0°. Remove insulator from other point and adjust this point so that arrow on tester fires 45° from point that is firing at 0°. **NEVER OPERATE THE SUPER-MAG ON A DISTRIBUTOR TESTER WHEN MAGNETO IS GROUNDED.**

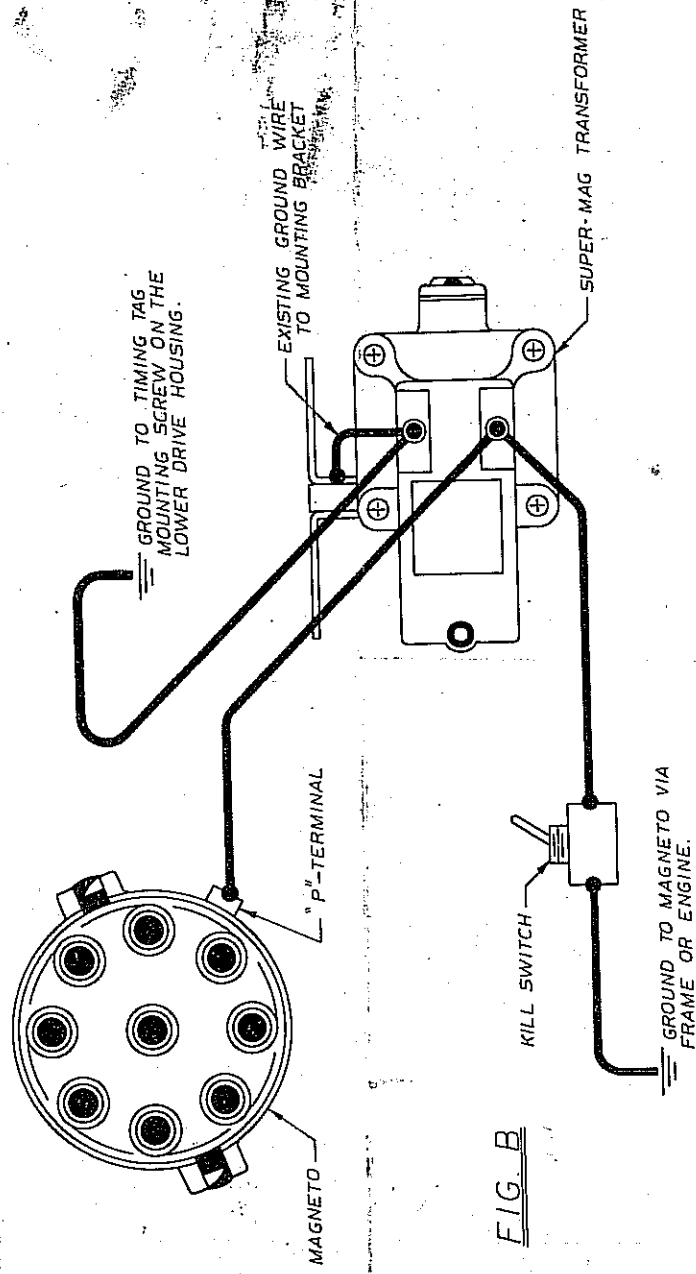
REPLACEMENT PARTS FOR SUPER-MAG:

Contact Points	24875BX
Condenser	25010
Cap	28414 (Large Stack Cap) Use Rotor 28223C
Cap	221F (Flat Cap - Yellow) Use Rotor 319
Cap	216 (Stack Cap - Tan) Use Rotor 329

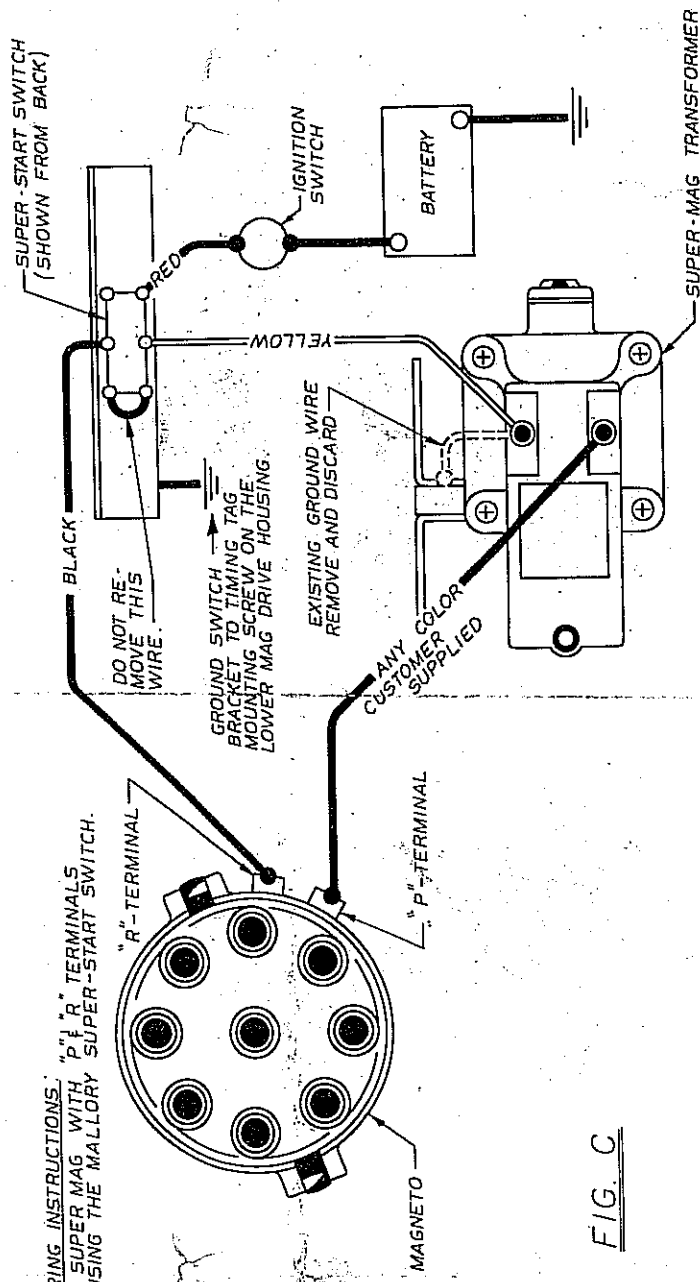
WIRING INSTRUCTIONS: "P" & "R" TERMINALS
 SUPER MAG WITH
 LESS SUPER-START SWITCH.



WIRING INSTRUCTIONS:
 SUPER MAG WITH ONE TERMINAL,
 INTERNALLY GROUNDED.



WIRING INSTRUCTIONS: "P" & "R" TERMINALS
 SUPER MAG WITH
 MALLORY SUPER-START SWITCH.



NOTICE: Super-Start Switch is intended to boost Magneto output during crank on 12-volt applications. The Super-Start Switch is not required for 24-volt starting applications.

OPERATION OF SUPER-START:

To start engine, click switch to BOOST position and crank engine. When engine starts, quickly flip switch to RUN position. To turn off engine, click switch to OFF position. Due to the Super-Mag Transformers induction voltage requirement, the mag may tend to miss while Super-Start Switch is in the boost position. This is normal when mag is running off of the starting battery.