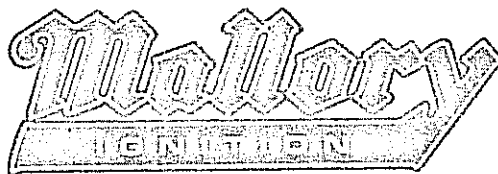


AMERICA'S IGNITION SPECIALISTS



FOR OVER FORTY YEARS

## SUPER-MAG II INSTALLATION PROCEDURE

### INSTALLATION OF THE SUPER-MAG II 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:

Refer to diagram on back of sheet.

### 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. Because the Super-Mag II has such tremendous output, plug gaps should be experimented with for maximum performance. Set clearances at .025" to .035."
2. Electric tachometers should be connected to orange wire term on SMTR.

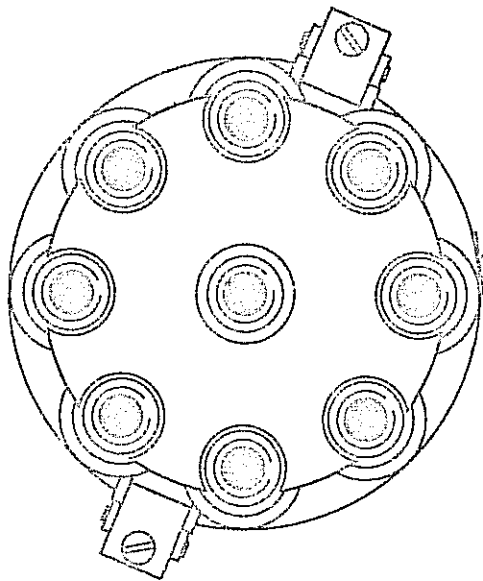
### SERVICING THE MALLORY SUPER-MAG:

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.

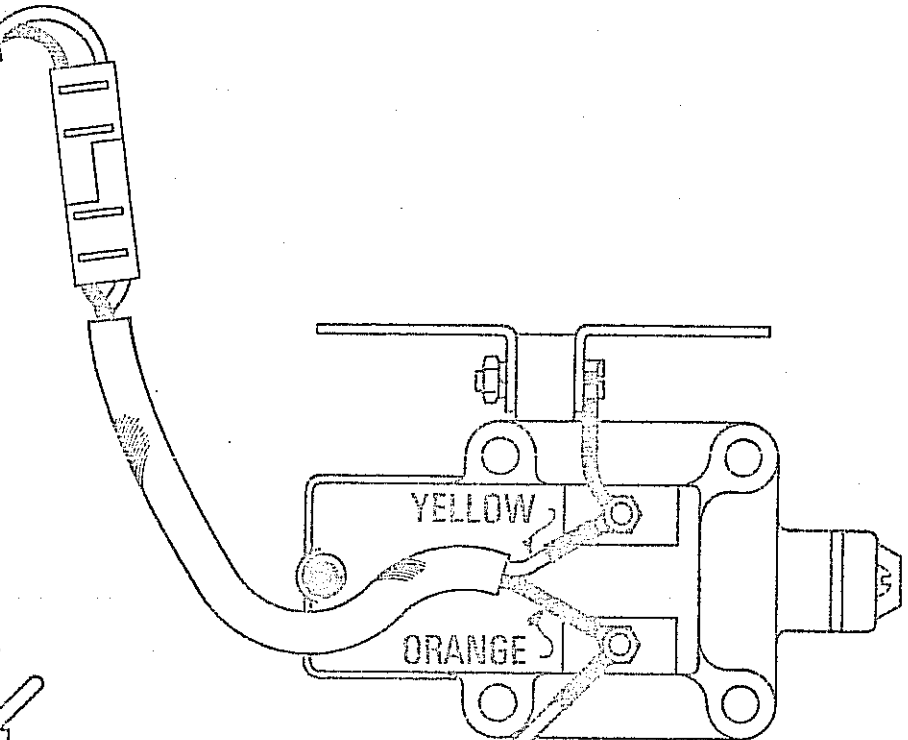
Points should be set on a distributor tester, if possible. Magneto must have ground wire disconnected. Set the tester on 8-cylinder setting. Set at 15 degrees dwell or .016" gap.

### REPLACEMENT PARTS FOR SUPER-MAG II:

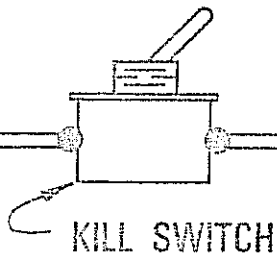
Contact points . . . . .	25758-M
Condenser . . . . .	28005-A
Cap . . . . .	201-M
Rotor . . . . .	28995



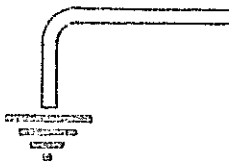
SUPER-MAG II MAGNETO



SUPER-MAG TRANSFORMER



KILL SWITCH



GROUND TO ENGINE