

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-50-1
Relating to Exemptions under Section 27156
of the Vehicle Code

MARDEK CORPORATION
"MOBELEC ELECTRONIC IGNITION SYSTEM"

Pursuant to the authority vested in the Air Resources Board by Section 27156 of the Vehicle Code; and

Pursuant to the authority vested in the undersigned by Section 39023 of the Health and Safety Code;

IT IS ORDERED AND RESOLVED: That the installation of the "Mobelec Electronic Ignition System" marketed and manufactured by Mardek Corporation, P.O. Box 2860, Newport Beach, California 92663, has been found to not reduce the effectiveness of required motor vehicle pollution control devices and, therefore, is exempt from the prohibitions of Section 27156 for 1974 and older model-year Ford Motor Company vehicles equipped with conventional breakerpoint ignition systems.

The device consists of a magnetic pick-up unit and mounting plate installed inside the distributor and a capacitive discharge system mounted in the engine compartment. A cam lobe adapter is used for 4 cylinder applications, and a special adapter circuit for those vehicles equipped with a Dana electronic speed sensor.

This Executive Order is valid provided that installation instructions for this device will not recommend tuning the vehicle to specifications different than those listed by the vehicle manufacturer.

Changes made to the design or operating conditions of the device as originally submitted to the Air Resources Board for evaluation that adversely affect the performance of the vehicle's pollution control devices shall invalidate this Executive Order.

Marketing of this device using an identification other than that shown in this Executive Order or marketing of this device for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

This Executive Order does not constitute any opinion as to the effect that the use of this device may have on any warranty either expressed or implied by the vehicle manufacturer.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE "MOBELEC ELECTRONIC IGNITION SYSTEM."

No claim of any kind, such as "Approved by Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication.

Section 17500 of the Business and Professions Code makes unlawful, untrue of misleading advertising, and Section 17534 makes violation punishable as a misdemeanor.

Sections 39130 and 39184 of the Health and Safety Code provide as follows:

"39130. No person shall install, sell, offer for sale, or advertise, or, except in an application to the board for certification of a device, represent, any device as a motor vehicle pollution control device unless that device has been certified by the board. No person shall sell, offer for sale, advertise, or represent any motor vehicle pollution control device as a certified device which, in fact, is not a certified device. Any violation of this section is a misdemeanor."

"39184. (a) No person shall install, sell, offer for sale, or advertise, or, except in an application to the board for accreditation of a device, represent, any device as a motor vehicle pollution control device for use on any used motor vehicle unless that device has been accredited by the board. No person shall sell, offer for sale, advertise, or represent any motor vehicle pollution control device as an accredited device. Any violation of this section is a misdemeanor."

Any apparent violation of the conditions of this Executive Order will be submitted to the Attorney General of California for such action as he deems advisable.

Executed at Sacramento, California, this 29th day of December, 1975.

WILLIAM H. LEWIS, JR.
Executive Officer

State of California

AIR RESOURCES BOARD

December 1, 1975

Addendum to the Staff Report
Dated March 11, 1975

Evaluation of Mardek Corporation "Mobelec Electronic Ignition System" for Compliance with the Requirements of Section 27156 of the Motor Vehicle Code

I. Introduction

Mardek Corporation, Newport Beach, California, has received an exemption from the prohibitions of Section 27156 of the Vehicle Code for its "Mobelec Electronic Ignition System" under Executive Order D-50, March 28, 1975. This exemption applied to 1974 and older model-year General Motors and American Motors Vehicles with 8 cylinder Delco distributors and foreign vehicles originally equipped with a conventional breakerpoint ignition system and concentric pivot-point distributors.

The applicant has requested that the original exemption be extended to 1974 and older model year Ford Motor Company vehicles. (Exhibit A). Previous tests of the "Mobelec" device on Ford distributors indicated unacceptable timing characteristics. Subsequent retesting by the applicant and the ARB has indicated acceptable performance.

II. System Description

The "Mobelec Electronic Ignition System" consists of a magnetic pick-up unit mounted approximately in the same location as the breakerpoints. When the distributor shafts rotates, the high points of the cam lobe moving past the magnetic pick-up generate an electronic signal. This signal actuates a switching amplifier which controls the current flow to the primary side of the coil.

The amplifier incorporates a capacitive discharge system. (See the attached staff report dated March 11, 1975, for further details).

III. System Evaluation

The above report found that the "Mobelec Electronic Ignition System" does not lead to increased exhaust emissions with concentric pivot-point distributors. However, this device, if used on a non-concentric pivot-point distributor may cause excessive ignition retard at cruise conditions. This could reduce valve life and lead to increased hydrocarbon emissions. In addition, the decrease in engine performance could cause an increase in CO on some vehicles where the power enrichment circuit is activated.

The applicant has submitted test data for a 1967 Ford, 8 cylinder distributor with and without the "Mobelec Electronic Ignition System". (Exhibit D). The tests were run by Rallecomp Industries, Costa Mesa, California. A Sun distributor machine was used. The following tables summarize these test results:

Centrifugal Spark Advance
(Crankshaft Degrees)

<u>Engine Speed</u>	<u>Baseline</u>	<u>Device</u>
Idle	0	0
1200	3	2
1600	5	3
2000	7	5
2400	8	6
2800	11	10

Vacuum Spark Advance
(Crankshaft Degrees)

<u>Vacuum</u> (in. Hg.)	<u>Baseline</u>	<u>Device</u>
0	0	0
6	3	3
12	17	18
18	24	22
20	26	25

The Air Resources Board Laboratory conducted bench tests on two Ford 8 cylinder distributors. The following tables summarize the results of these tests.

Centrifugal Spark Advance
(Crankshaft Degrees)

<u>Engine Speed</u> (rpm)	<u>1967 Ford</u>		<u>1973 Ford</u>	
	<u>Baseline</u>	<u>Device</u>	<u>Baseline</u>	<u>Device</u>
Idle	0	0	0	0
1200	6	8	3	4
1600	13	14	7	6
2000	15.5	15	9	8
2400	17	16	11	11
2800	19	17.5	14	14

Vacuum Spark Advance
(Crankshaft Degrees)

Vacuum (in in.)	1967 Ford		1973 Ford	
	Baseline	Device	Baseline	Device
0	0	0	0	0
6	2	1	1	1
12	10	14	15	14
18	22	21	23	23
20	24	23	24	25

The applicant's data and ARB's tests both show that the ignition timing with the "Mobelec" device operates within the established ARB limits. These crankshaft limits are 0° advance and not more than 4° sustained retard at vehicle speeds above 55 mph.

III. Conclusions and Recommendations

The test results of the "Mobelec Electronic Ignition System" indicate acceptable timing characteristics on Ford distributors. This finding together with the device evaluation (Staff Report dated March 11, 1975) indicates the installation of this device on Ford vehicles should not cause an increase in exhaust emissions. Therefore, the staff recommends that Mardek Corporation be granted an exemption from prohibitions of Section 27156 of the Vehicle Code for 1974 and older model year Ford Motor Company vehicles with conventional breakerpoint ignition systems.

MOBELEC

ELECTRONIC BREAKERLESS CD IGNITION SYSTEM INSTALLATION INSTRUCTIONS

IMPORTANT—READ INSTRUCTIONS BEFORE INSTALLING

The Mobelec Breakerless Ignition System has been designed for simple installation. Anyone who is familiar with tune-up procedures can complete the installation.

It is recommended the instructions be read through once before beginning the installation, to become familiar with the procedure.

The following tools will be required:

1. TIMING LIGHT
2. Medium sized screwdriver
3. Drill and 1/8-inch bit (3mm)
4. Wire strippers
5. Pliers or wire crimpers

When you have completed your installation you may find that you have extra parts. Don't be concerned. We have included items such as adapter plates, screws, washers, and a tachometer adapter; some of which your car may not require. Retain these parts in the event that you change automobiles and wish to put your Mobelec into your next car.

Mobelec does not fit cars equipped with factory breakerless electronic ignition.

INSTALLATION PROCEDURE

1 MOUNTING THE ELECTRONIC POWER MODULE

1. In selecting a mounting location for the unit, several things must be considered: the module must be close enough so the wires reach to the distributor and coil. Only Red, Green, and Yellow wires may be shortened or lengthened. The thick triggerhead wire **MUST NOT BE CUT OR CRUSHED**. Try to find a cool place at least 12-inches away from the exhaust system. The ideal location is somewhere near the front of the engine compartment, where cool air enters. If power module is to be mounted on a fiberglass panel, ground wire must be extended and connected to metal.

After you have decided on the best place for the electronic module, mark the location of the three mounting holes. Drill three holes 1/8-inch diameter (3mm). Place the ground wire under one of the mounting screws, making sure a good, clean connection is made. The three spacers provided

may be used to mount the unit on uneven surfaces.

3. A good metal-to-metal ground connection is essential for correct operation. The short black ground wire may be extended if necessary.

2 TRIGGERHEAD INSTALLATION

(For Chrysler Cars see page 2)

1. Remove distributor cap and rotor.
2. Remove ignition points and condenser.
3. See List A (page 4) for appropriate adapter plate number.
4. The adapter plates are designed to fit in place of the conventional breaker points. Position the adapter plate where the points were originally mounted. Notice that the threaded holes are used to mount the triggerhead while the remaining holes secure the adapter plate in the distributor. The purpose of the adapter plate is to secure the triggerhead in its proper place, that is all. (Fig. 1)
5. Secure adapter plate with 8-32 flathead screw(s).
6. Position the triggerhead on the adapter plate and secure with one short and one long 10-32 screw. Lightly tighten screws, with the triggerhead clear of the distributor cam lobes.

7. Route the triggerhead wire at least halfway around the inside of the distributor (Fig. 1). This provides plenty of slack for movement of the distributor advance mechanism.

8. On some distributors, a small notch should be made in the distributor cap for the exit of the wire. The cap may be notched with a 1/8-inch round file. Make sure the wire is not pinched or bent when the cap is installed. Check that the triggerhead wire is clear of all moving parts and allows free movement of the advance mechanism.

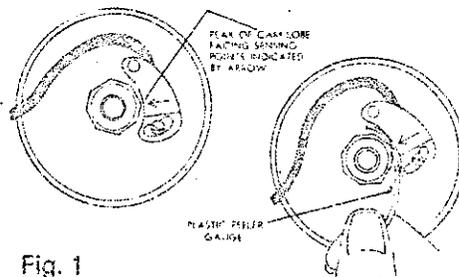
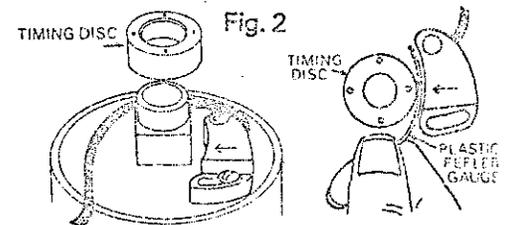


Fig. 1

3 GAPPING THE TRIGGERHEAD ON 6 AND 8 CYLINDER CARS

1. Crank the engine slowly or roll the car in gear until the peak of one distributor cam lobe is facing the triggerhead sensors, indicated by raised arrow (Fig. 1).
2. Set the clearance gap between triggerhead sensors and cam lobe at .004" (orange gauge). For accurate gapping, engine should be cold.
3. Tighten screws and re-check gap. **DO NOT OVER TIGHTEN.**
4. Inspect and reinstall distributor rotor and cap, making sure the rotor is correctly in place and the contact point is clean.
5. Check that spark plug wires are correctly installed and in good condition.
6. On Foreign cars, widen spark plug gap an additional .010".

4 FOUR CYLINDER ENGINES ONLY

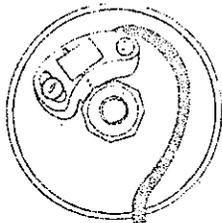


1. Permanently position the black timing disc over the top of the distributor cam. Make sure the disc slips all the way down to allow the rotor to seat properly (Fig. 2). If the timing disc is loose, secure with Loctite "Lock 'N' Seal." The function of the timing disc is to give a very precise timing point for the triggerhead, as the peak of the cam lobe on many four cylinder distributors is not pronounced (semi round.). (Some late model Datsuns and Chevy Luvs require a special disc, available from Mardek.) Timing disc is not required on Lucas distributors.

2. Crank the engine slowly or roll car in gear until the timing disc pin faces the triggerhead sensors, indicated by arrow (Fig. 2).

3. Set the clearance gap between triggerhead sensors and timing disc when engine is cold at .002" to .004". Continue per the instructions.

5 CHRYSLER CARS ONLY



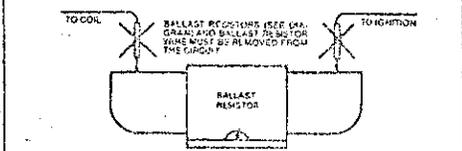
INVERT TRIGGERHEAD ON CHRYSLER CARS.

Fig. 3

1. Triggerhead must be inverted as shown (Fig. 3). Position a spacer beneath notched end of triggerhead. If you have one of the power module spacers left over, it can be used as spacer. Clearance gap is set following procedures in Step 3.

6 ELECTRICAL INSTALLATION

1. Ballast resistors and radio interference capacitors are not required and *must* be disconnected from coil. This is to ensure 12-volt supply to the Mobelec unit.



CARS WITH NEGATIVE GROUND (most automobiles—Fig. 4) ARE WIRED AS FOLLOWS:

- Black (short wire) = Ground
- Green = Negative (-) side of coil
- Yellow = Positive (+) side of coil
- Red = Voltage (ignition) input

(DATSUN 240-Z OWNERS SEE TACHOMETER INSTRUCTIONS—page 3)

2. Remove all original wires from the coil. Leave them disconnected.
3. Connect Green wire of the Mobelec to the negative (-) side of the coil.
4. Connect Yellow wire of the Mobelec to the positive (+) side of the coil.
5. Connect Red wire of the Mobelec to wire(s) removed from the positive (+) side of the coil. This is the ignition switch connection. **IMPORTANT: THESE WIRES NO LONGER CONNECT TO THE COIL.** The connection adapter illustrated below is provided to ensure proper hookup. This connection is *not* hooked to coil—wrap completely with electrical tape.



6. Place the short, black ground wire under one of the Mobelec power module mounting screws. **BE SURE A GOOD, CLEAN, METAL-TO-METAL GROUND CONNECTION IS MADE. DO NOT TURN IGNITION SWITCH TO "ON" POSITION UNTIL POWER MODULE IS GROUNDED.**

7. Only Yellow (+) and Green (-) wires should now be connected to the coil.
8. Check this installation carefully, as

ELECTRICAL INSTALLATION

NEGATIVE GROUND WIRING DIAGRAM

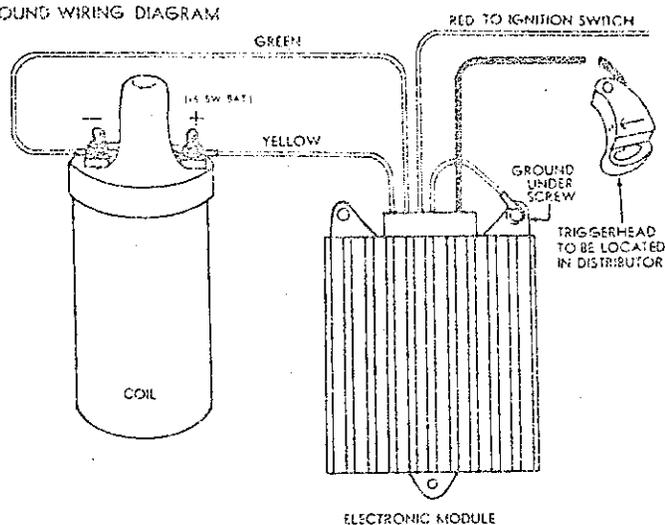


Fig. 4

incorrect hookup can damage the unit.
9. Wrap wires not being used with electrical tape.

CARS WITH POSITIVE GROUND (only early English imports) ARE WIRED AS FOLLOWS: Red wire of the Mobelec becomes the ground. The short black Mobelec wire becomes the voltage input. The Yellow and Green wires are connected as above.

7 OPERATIONAL ADJUSTMENTS

1. Check electrical installation and connections. Tape any exposed connections and route wires away from exhaust system, using wire ties provided. Do not mount triggerhead wire close to high current cables.
2. Start engine and allow to warm up. A faint whistle may be heard from the electronic module, this is normal.
3. Set timing to manufacturer's specifications using a TIMING LIGHT. Vacuum hose to distributor should be disconnected and plugged during timing. Check. Hook up vacuum hose. Note: If engine will not start or does not run properly, re-read instructions and go over installation very carefully.

TROUBLE SHOOTING TIPS

IF ENGINE DOES NOT START:

1. To check for spark: Remove the high tension coil wire from the center of the distributor cap and position it 1/4-inch from a grounded metal surface. When the engine is cranked, a spark should jump the gap. This indicates the power module is functioning.
2. Go over your wiring installation, using the diagram as a reference, checking for errors. Make sure ballast resistor is disconnected.
3. Inadequate grounding will cause problems. Extend a test ground wire

directly to the engine block. Make sure the ground wire touches bare metal. Try to start engine again, test for spark.

4. Make certain the red wire of the electronic module is actually connected to the ignition wire, and not to the auxiliary circuit, as the auxiliary circuit is off during starting. Red wire must *not* be connected to coil.

5. Make sure rotor is correctly in place.

6. Re-set gap to .002".

ENGINE DOES NOT RUN PROPERLY:

1. Inspect all high tension wires for deterioration, breaks, and loose connections. Inspect the distributor cap and rotor. Inferior ignition components (cracks in H. T. Wire, worn out rotor cap, worn out plugs) may cause misfiring due to Mobelec's higher output.

2. Triggerhead operation can be disturbed by strong magnetic fields. Very high current cables, such as starter cables and ground cables, should not be closer than 8" to the distributor.

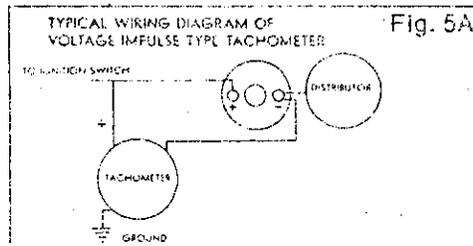
3. It may be necessary to adjust the triggerhead clearance gap. In general, if the engine only misfires at high speeds, the gap should be widened slightly. The gap may be varied from .002"—.014". The gauges supplied are of the following thicknesses: orange—.004"; clear—.006"; blue—.008". Some experimentation may be necessary for perfect tune, as requirements vary between engines. After adjusting triggerhead clearance gap, it is essential that the engine be retimed to manufacturer's recommended specifications. This is done with a timing light and vacuum hose to distributor disconnected and plugged. Hook up vacuum hose after timing engine.

TACHOMETERS

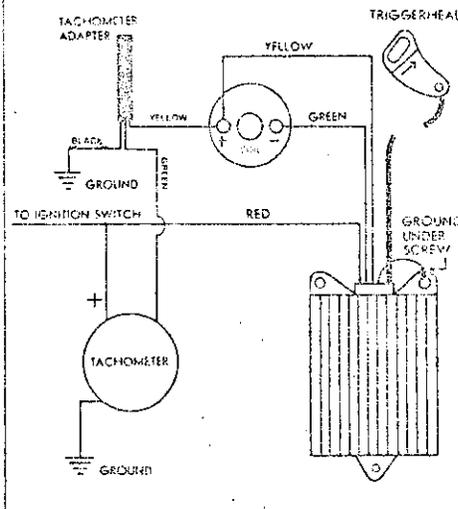
Do not connect tachometers in the conventional manner. Most tachometers are of either the **VOLTAGE IMPULSE** or **CURRENT IMPULSE** type. Determine which type of tachometer you have, either by checking List B (bottom, this page) or Wiring Diagrams 5A and 6A. Voltage impulse tachometers may be wired using the Mobelec tachometer adapter supplied. Wiring Diagram 5B shows how to connect the system. Current impulse systems (Fig. 6A) must be rewired as per Diagram 6B.

Note that there are special instructions on BMW, Capri and Datsun 240Z. This information is offered as an aid, though the data may not be applicable in every case.

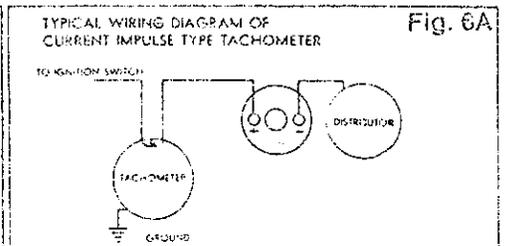
VOLTAGE IMPULSE TACHOMETER



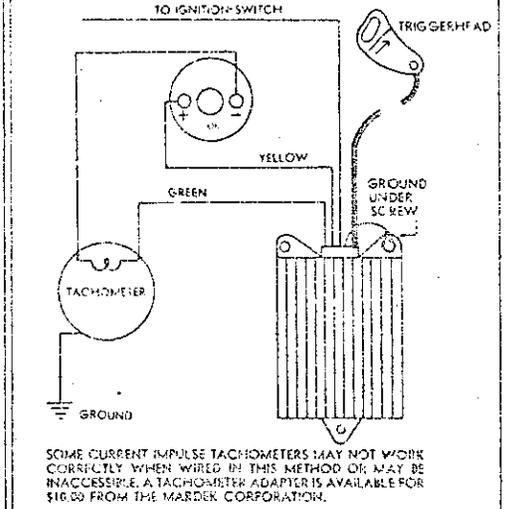
HOW TO INSTALL THE VOLTAGE IMPULSE TACHOMETER ADAPTER Fig. 5B



CURRENT IMPULSE TACHOMETER



HOW TO REWIRE YOUR CURRENT IMPULSE TYPE TACHOMETER WITH THE MOBELEC Fig. 6B



TYPES OF TACHOMETERS

VOLTAGE IMPULSE TACHOMETERS

The following cars use voltage impulse type tachometers:

DOMESTIC

American Motors
Chrysler Corporation
Ford Motor Co.
General Motors Corporation

FOREIGN

Audi	Morris ('73 on)
Austin ('73 on)	Opel
BMW (below)	Porsche
Jaguar ('73 on)	Toyota
Lotus Elite ('74)	Triumph ('74)
Merc Capri (below)	Volkswagen
MG ('74)	

Mercury Capri (Voltage Impulse)

Using Voltage Impulse tach adapter supplied in Mobelec kit, 1) Connect Green adapter wire to Capri tach wire which originally went to (-) of coil, together with Capri wire which originally went to tach. 2) Yellow adapter wire goes to (+) of coil. 3) Black adapter wire goes to Ground. Mobelec power unit is wired per instructions.

The following after-market tachometers are of the voltage impulse type:

RAC	Penske
Stewart Warner	Hurst
Sun	Smiths RVC ('73 on)
Auto Meter	Smiths G.P.
Dixco	V.D.O.
Hawk	Veglia
	Yazaki

CURRENT IMPULSE TACHOMETERS

The following cars use current impulse type tachometers:

The tachometer adapter provided in the package must not be used. Rewire your tachometer as per Fig. 6B, or order a special tachometer adapter, UTC 2.

Austin (up to '73)	Morris (up to '73)
Datsun (below)	M.G. (up to '73)
German Ford	Rover
Jaguar ('65-'73)	Triumph (up to '73)
Lotus (except '74 Elite)	

The following after-market tachometers are of the current impulse type:

Smith RVI	Gossen
Jaeger RVI	Faria

Datsun 240Z (Current Impulse)

Tach can be operated with special order tach adapter supplied by Mardek. However, by reconnecting existing wiring, adapter is not required. 1) Black wire stays disconnected. 2) Long black/white Datsun wire goes to Mobelec Red wire. 3) Short black/white Datsun wire goes to (-) coil. 4) Green/white Datsun wire goes to Mobelec Green wire. 5) Yellow Mobelec wire to (+) coil. 6) **IMPORTANT:** Green/white Datsun wire connected to 5-wire connector on back of ignition switch must be disconnected. DO NOT attempt to start engine until this wire is disconnected, as short circuit will occur during starting. Mobelec power unit is wired per instructions.

BMW (Bavaria—Voltage Impulse)

Using Voltage impulse tach adapter supplied with Mobelec kit, 1) Connect Green adapter wire to BMW 3-wire connector removed from (-) coil. 2) Yellow adapter wire goes to (+) coil. 3) Black adapter wire to Ground. Mobelec power unit is wired per instructions.

ADAPTER PLATE SELECTION CHART

DOMESTIC AUTOMOBILES

PLATE#	MAKE AND MODEL	PLATE#	MAKE AND MODEL
004	Ford ('60-'74) 8 cyl. Dual Point	F5	Audi ('68-'75)
009	American Motors ('67-'74) 8cyl. Chevrolet ('64-'74) 8 cyl. Buick ('64-'74) 8 cyl. *Buick ('62-'67) 6 cyl. Cadillac ('60-'74) Pontiac ('63-'74) 8 cyl. Oldsmobile ('64-'74) 8 cyl.		*BMW ('68-'75) 1600, 2000, 2002, 2002 tii
015	Ford ('60-'74) 8 cyl. Single Point		*Capri ('69-'75) 4 cyl.
020	Ford ('60-'74) 6 cyl. (Mustang II Bosch Dist. see Foreign Automobiles)		Opel ('67-'75) Manta, Rallye, Kadett (Bosch dist.)
029	American Motors ('67-'74) 6 cyl. Chevrolet ('62-'74) 6 cyl. Chevrolet ('62-'74) 4 cyl. 153 Chevrolet ('64-'74) 4 cyl. Vega Chevy Luv ('72-'75) 4 cyl. See Foreign Automobiles. *Buick ('68-'74) 6 cyl. Pontiac ('63-'74) 6 cyl. Oldsmobile ('64-'74) 6 cyl.		*Pinto ('71-'75) 1600, 2000 (Bosch dist.)
M21	Chrysler ('60-'74) all 6 & 8 cyl. Plymouth ('60-'74) all 6 & 8 cyl. Dodge ('60-'74) all 6 & 8 cyl. Jensen Interceptor		*Porsche (031 dist.) 912 ('66-'69) 914-4 ('70-'75)
			SAAB ('67-'75) (Bosch dist.)
			*Volkswagen ('68-'75) Mercedes (4 cyl.)
		F6	Volvo 140 ('69-'72) B20A&B
		F9	Volvo 544, 120, 1800 ('62-'68) B18
		005	*BMW ('68-'75) 3.OS, 3.OCS, 3.O SI, 3.O CSI
			*Capri ('69-'75) 6 cyl.
			Ford Mustang II (Bosch dist.)
			*Porsche 914-6
			*Mercedes ('53-'74)
		012	Toyota Corolla ('67-'75)
			Celica ('72-'75)
			Corona ('72-'75)
			Crown ('68-'75)
			Trucks ('72-'75)
		013	*Datsun ('70-'75)
			Chevy Luv ('72-'73)
			(See below for special instructions)
		015	*Pinto 1600 (U.S. dist.)
		018	*Datsun ('65-'75) Single Point
			Chevy Luv ('74-'75) Single Point (See below Step 7 for special instructions)
			Subaru (all models '66-'75)
		022	*BMW 1600, 2000, 2002, 3.OS, 3.OCS
			*Mercedes ('53-'72)
			*Volkswagen ('67)
		024	*Mercedes ('65-'72)
		025	*Porsche (72-'75) 911 Bosch dist., ('68-'69) 912 (Bosch dist.), 914-6

*Some cars appear more than once on the list. Matching of points with adapter plate will determine the correct plate to use.

The following cars do not require adapter plates:

Austin ('65-'75), Cooper, America, Marina, Jensen Healey.
Jaguar ('59-'75) All Models except V-12
Lotus ('64-'71) Elan, Elite, Europa
M.G. ('50-'75) TD, TF, MGA, J5, Midget, MGB
Morgan ('58-'68) Plus 4,
Morris ('53-'75) Minor
Rover 2000 TC ('67-'75)
Sunbeam (all U.K. Chrysler)
Super 7 (with Lucas Dist.)
Triumph ('56-'75) Lucas Dist. only TR2, TR3, TR4, TR4A, TR250, TR3, Spitfire

FOREIGN AUTOMOBILES

F1 Volvo 1800 ('69-'74) B20B, E&F
140 ('71-'74) B20E & F

F4 Volvo 164 ('69-'74) B30A&F

[continued]

SPECIAL INSTRUCTIONS

SPEED CONTROL WIRING WITH MOBELEC

1. Mobelec power unit is installed per instructions.
2. Using tachometer adapter supplied in Mobelec kit, connect as follows: Yellow adapter wire goes to (+) coil. Green adapter wire goes to (-) side of speed control. Black adapter wire goes to ground.

CHEVY LUV

To properly install Mobelec in 1972-1973 Chevy Luv, remove both points and condenser, and proceed as follows:

1. Using Luv phillips head screw, position Mobelec adapter plate #013 on the pivoting upper plate.
2. With both screws in place ("A" per diagram), move pivot plate as far as screws will allow in a clockwise direction.

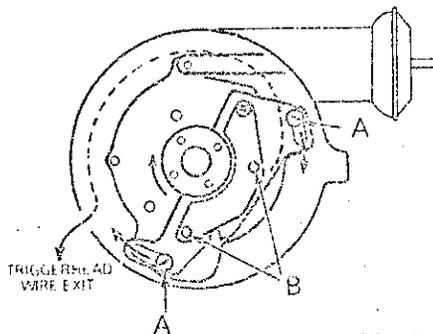


Fig. 6

[Chevy Luv Installation]

3. Tighten screws to lock pivot plate in this position.
4. Permanently position the Bosch timing disc over the top of the distributor cam, make sure disc slides all the way down, then rotate it all the way in clockwise direction. If disc

appears to be loose, secure with Loctite "Lock 'n' Seal".

5. Secure triggerhead with screws provided in Mobelec kit. Use threaded holes in Mobelec adapter plate ("B" per diagram).

6. Route triggerhead wire half way around the inside of the distributor. This leaves plenty of slack for movement of the distributor advance mechanism. Remove insulated condenser connector and route triggerhead wire through this opening ("C" per diagram).

7. Disconnect wires going to ballast resistor. Connect Red Mobelec wire to both wires removed from ballast resistor. Complete installation procedures per instructions.