

IGNITION



The two best features of the new Pertronix Ignitor electronic ignition conversion kit are the low price and the fact that it fits entirely inside your stock distributor cap! All previous ignition kits utilized an external black box, not the sort of thing you want under the hood of your stock-looking engine compartment! And, like the more expensive electronic ignition kits, once you install the magnetic trigger and sensor, you will never have to change points again! Available all Lucas distributors.

LU142

Pertronix Ignitor for Lucas 23/25D distributors, negative ground

LU142/P

Pertronix Ignitor for Lucas 23/25D distributors, positive ground

LU143

Pertronix Ignitor for Lucas 43/5 D distributor, "Red" fixed points

LU144

Pertronix Ignitor for Lucas 43/5 D distributor, "Blue" sliding points



40501

40,000 volt "Flamethrower" coil for use with Pertronix Ignitor

40611

40,000 volt "Flamethrower" coil for use with Pertronix Ignition, epoxy filled for severe-vibration application



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Once the engine has been modified, it will invariably require a different ignition curve - especially when compression ratios have been raised and camshafts changed. We stock the Aldon Automotive range of distributors for the A series engine. For road use, it is advisable to retain the vacuum advance for economy. Many believe this over advances ignition causing detonation on performance engines. This is incorrect as the vacuum advance only works at part throttle openings, not under load with the throttle open when no manifold vacuum exists. Add a 'V' for distributors with vacuum advance.

ALDON Y

Aldon yellow - all performance road engines.

ALDON Y+

As above but for A+ series.

ALDON R

Aldon red - for race engines.

ALDON R+

As above but for A+ engines.

DLB105

Lucas 'gold' sports coil. 12 volt.

00-012

Bosch Blue coil



Crane Cams (formerly Allison ignition) optically triggered electronic ignition points conversion kits. The XR700 and XR3000 electronic ignition modules use an optical trigger assembly to replace conventional breaker points. The XR700 requires ballast resistance to limit coil current. The XR3000 is a high performance version with a computer chip that controls coil current and dwell. The XR3000 includes an accessory plug for an optional rev limiter. When installing an XR3000, all O.E. (original equipment) ballast resistance must be bypassed.

XR700-231

Crane electronic ignition system, negative ground

XR720-0001

Crane electronic ignition system, positive ground.

XR3000-0231

Crane/Allison heavy duty electronic ignition system. Requires a coil with no ballast resistance. Crane suggests using a Crane/Allison PS20, PS40, or PS91 coil. (All Bosch blue and Lucas coils have internal resistance.)

730-0020

Coil, for XR700/XR3000, black

730-0040

Coil, for XR700/XR3000, chrome