

YOU CAN DO IT EASY UPGRADES

by Randy Irwin

1957-74 PERTRONIX IGNITOR II HEI INSTALLATION



Randy Irwin - Technical Writer

Randy has been involved in the Chevy parts business for over 25 years. He is a wizard at creating, making and modifying custom parts for Chevys.

There's absolutely no need to contend with the technology of the 60's and earlier, when you can bolt-in today's electronic timing benefits in the form of the Pertronix Ignition! This system gives you a huge improvement in your ignition dwell. The whole conversion remains under the stock cap so for restorers the car appears dead stock. Technically speaking, this means you'll always have perfect dwell regardless of how high you operate in the RPM band. No more adjusting or burning points!



Parts List:

- 26-77 1957-74 Pertronix Ignitor II HEI Conversion
- 26-75 Pertronix Flame Thrower Coil (Chrome)

Tools Needed:

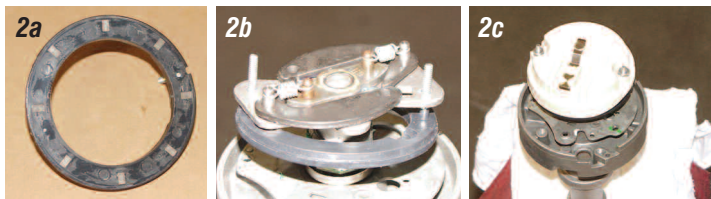
- 9/16" Wrench
- Phillips Screwdriver
- Wire Crimpers

Time Frame:

1 hour



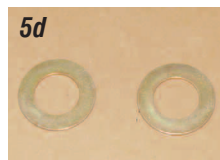
Photo 1: The distributor must be removed to install the HEI conversion kit. First remove the distributor cap, ignition rotor, points, condenser and points lead.



Photos 2a, 2b & 2c: Now install the magnetic ring in the distributor. The magnetic ring has eight small magnets that when passed over the ignition module will cause the ignition coil to spark. This is a far more exact system than the mechanical opening and closing of the points. The magnetic ring has two #6-32 studs that pass through the upper plate on the distributor where the ignition rotor was attached. The ignition rotor will now be held in place with two #6-32 lock nuts.



Photo 3: The ignition module has two wires that feed through the original hole where the points lead wire was. The module is held to the points plate with the original point set screws. After installing the module, CAREFULLY turn the distributor shaft making sure the magnet ring does not make any contact with the module.



Photos 4, 5a, 5b, 5c & 5d: An air gap of .010" to .060" must be achieved between the magnet ring and the module. There are factory shims between the distributor case and the distributor gear. If there is less than .010" clearance, remove the appropriate number of shims to achieve the proper clearance. If there is more than .060" clearance, use the supplied shims and add the appropriate number to achieve the proper clearance.

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Photo 6: The module has a black and red wire. The black wire connects to the (-) negative side of the ignition coil. The red wire connects to the (+) positive side of the ignition coil along with the power wire (brown) from the ignition harness. When installing the Pertronix Ignitor II, the original ballast resistor will no longer be used.

By installing the Ignitor II module and Flame Thrower coil, you will enjoy a much more reliable ignition system, a better spark than stock and the ability to use the stock distributor and cap. Good Luck!