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# TECHNICAL SERVICE BULLETIN

## Points & Condenser or Pertronix?

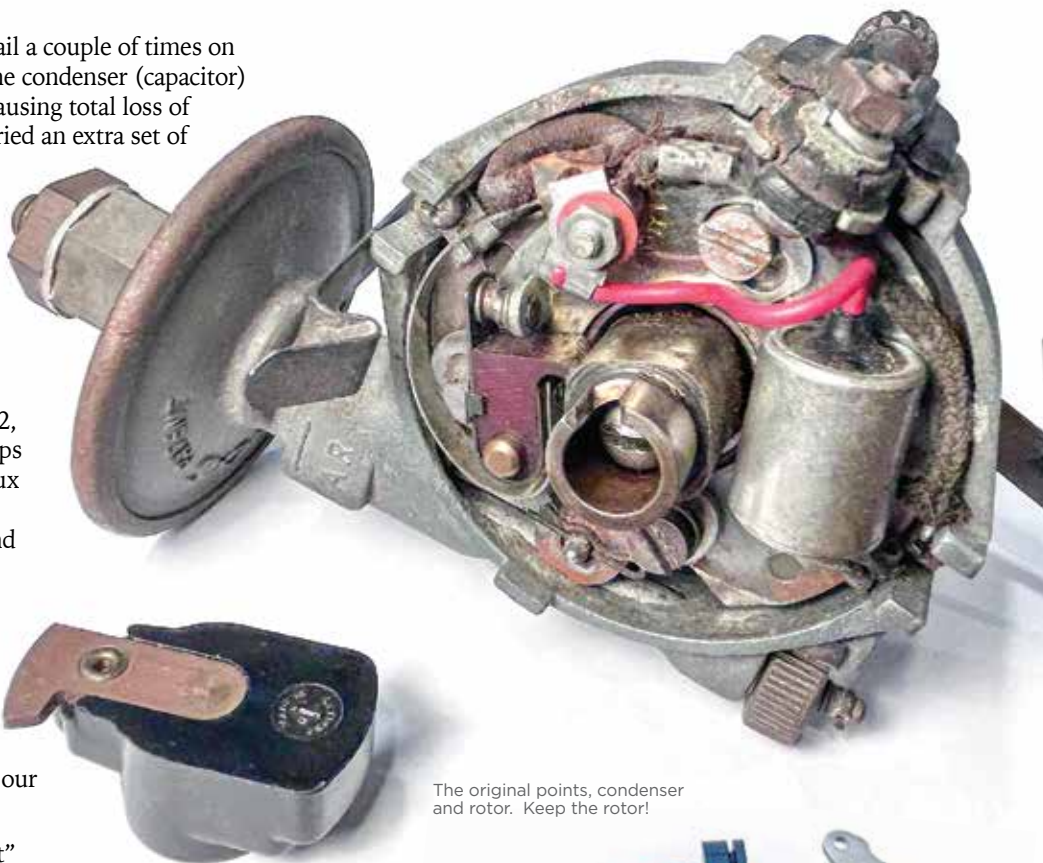
Bill Young, Jacksonville, Florida, St. Johns Austin-Healey Club

I have had the ignition system points fail a couple of times on my Austin-Healey during road trips. The condenser (capacitor) gets old, and the points burn through causing total loss of voltage to the spark plugs. I always carried an extra set of points and a condenser in the toolbox; however, it is most inconvenient to have to change these components on the side of the road. There is a better way.

Consider the Pertronix Ignitor Lucas Electronic Ignition Conversion Kit. Pertronix was originally known as Per-Lux. The company was founded in 1962, primarily a manufacturer of driving lamps and fog lights. In the early 70s, a Per-Lux engineer created an electronic ignition system that would replace the points and condenser in automotive distributors. Called the Ignitor, it was introduced to the automotive market and offered superior performance over the original points and condenser design. Pertronix has sold over five million Ignitor units and continues to provide a quality product we can use in our Austin-Healeys today.

The Pertronix Ignitor uses a "Hall Effect" triggering system. There is a triggering module that replaces the points and condenser in the distributor mounted on an adapter plate and a magnetic ring that slides over the lobes on the distributor shaft. There are magnets inside the sleeve for each of the cylinders and the triggering module senses each magnet as it passes by the triggering module releasing the high voltage energy from the coil to the spark plug. An alternate version uses a triggering module that senses the lobes on the shaft directly. The drawing in this article shows the #LU-241LS lobe sensing unit that fits the Austin-Healey BN2 distributor. (Moss #222-566)

Installing the Ignitor system is quite easy. This example is for a BN2 that has been converted to negative ground (earth). Disconnect the white/black wire that goes from the distributor to the coil and tape off. Remove the distributor and lay it out on the workbench. Following the instructions, remove the original points, condenser, and the lead wire with grommet (bush). Install the adapter plate, triggering module, magnet ring (if required) and slide the new grommet in place with the red and black wires exiting out the side of the distributor. Install the distributor back in the car.



The original points, condenser and rotor. Keep the rotor!



Out with the old (seen at bottom) and in with the new.



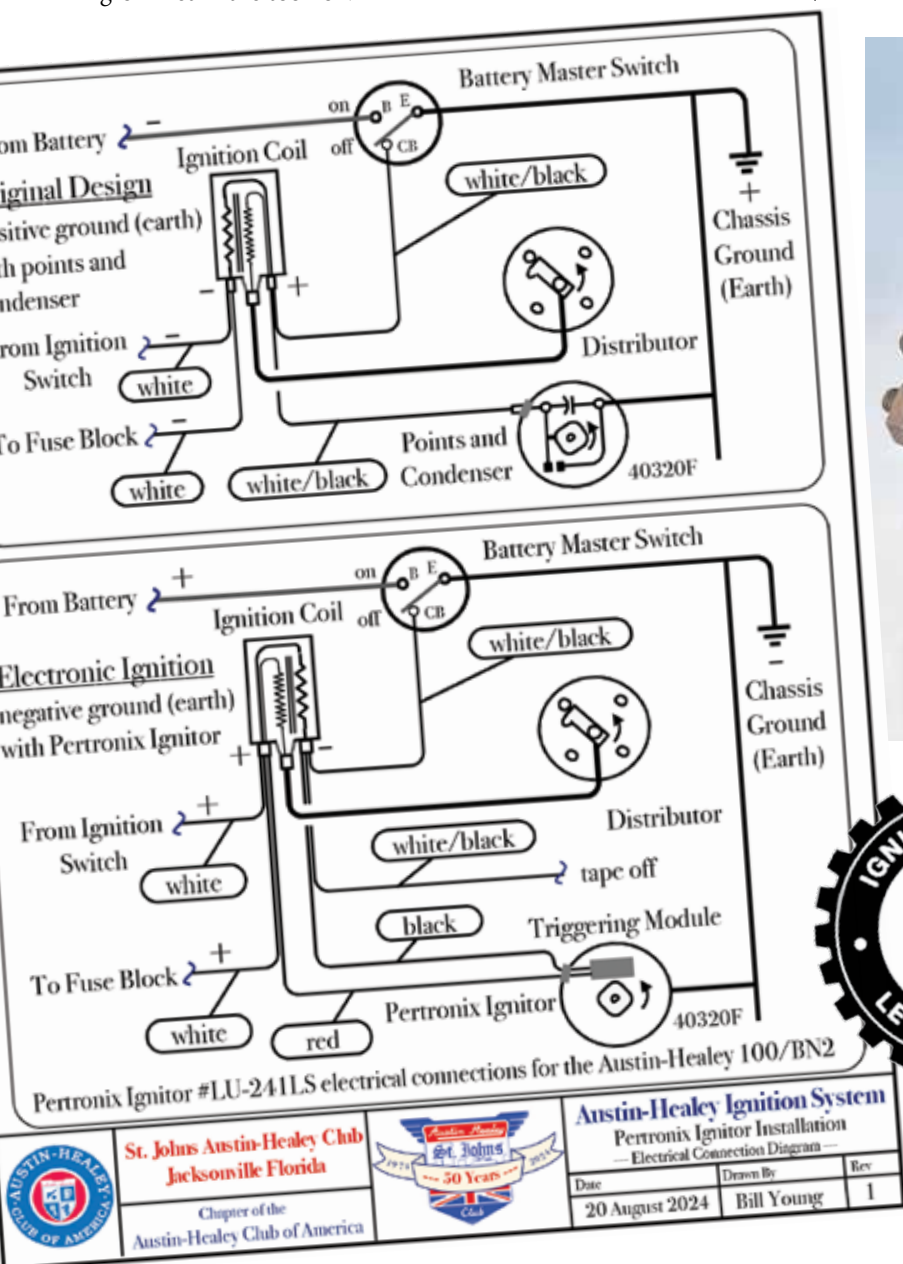
For the negative ground configuration shown on the drawing, connect the red wire to the positive side of the coil. There should be also a white wire connected here from the ignition switch. Connect the black wire to the negative side of the coil. There also should be two white/black wires connected here, one from the distributor and one that goes to the battery master switch for the anti-theft grounding connection. I left the white/black wires in place if ever I had to install the points and condenser back in. Replace the rotor and cap and fire up the engine. You may have to reset the timing to achieve best results.

Note that the triggering module is a replacement for the points and condenser, but does not affect performance. Pertronix recommends using the Flame-Thrower coil with the Ignitor to get maximum benefit from your electronic ignition system. You will have a reliable, maintenance-free installation and never have to replace your points again (so they say). That said, I will always keep a spare set of points, condenser, and lead wire with grommet in the toolbox.

After a long day working on your Austin-Healey ignition system, perhaps a visit to Ignition Brewery and Taproom, a London brewery in Lewisham, England, would be appropriate. Ignition Brewery is a vibrant South London brewery which employs and trains people with learning disabilities to brew great beer. The brewery is a bit south of the River Thames, so a bottle of South of the River would be your first choice. It is a pale ale made with all English ingredients and has fruity, citrus notes, with a light crisp hoppy aftertaste.

A bottle of Jump-Start would keep things going. It is a fully hopped IPA full of floral flavor with a bitter finish. If you were driving your Austin-Healey, you might try a bottle of Well Oiled Machine, a porter in the classic London style. A Pertronix Ignitor will improve the reliability of your car, and a couple of Ignition Beers will take the stress away. **HM**

Cheers!



The "other ignition" parts.