

Electronic Ignition Conversion Update 12/22 Phil Peters

Five years ago, I made a conversion to Pertronix electronic ignition on my 1929 Durant with Continental 14L 6 cylinder engine (Auto-lite 1GB series distributor). This system has worked well and now has many miles with no mishap.

Since that time I have gotten a number of requests for the same conversion but for a 4 cylinder W4 & W5 Continental engine.

After talking with them on the phone and checking the catalog (page19), they do list a kit P/N 1545N6 for the Auto-Lite 1GW series distributors (4 cylinder, negative ground). The kit lists for \$127.99 and contains the Ignitor ring, module and a new breaker plate. It is a very straight forward R & R conversion.

Based upon looking at the Durant and Star parts manuals, it looks like all the 1GB series distributors had mechanical advance (weights) and used the breaker plate to hold the points and condenser. This is the same system that the 1GW series distributors (used on Willys) employed and thus will accept the Pertronix unit.

The 1G series distributors have a different rotor and no mechanical weights so will not work with this P/N.

Please note that if you have a worn out, broken and/or defective

ignition system, this will not make it any better. I suggest new plugs, wires, coil and a check out of you current distributor for worn bearings, bent shaft, worn mechanical advance springs, etc.

I want to thank "Curt" at Willys Distributors (760-842-1356, wd4008@cox.net) for his help in deciphering the Auto-Lite catalog numbers. His business is rebuilding Auto-Lite distributors.

I am not sure what distributors were used in other then the Durant/Star lines but if you check the on line catalog at pertronixproducts.com they have a very extensive list of applications that are not necessarily listed for Durant/Star lines.