

Electronic ignitions swap from series 12 luv's to series 10 luv's

Things you'll need:

- 1: distributor form 82 luv
- 2: cap for distributor
- 3: rotor for distributor
- 4: control module for distributor

Mounting the control module:

I mounted my module on top of the coil where the ballast resistor sits (you will no longer need this). I had to make a plate to set the module on so it was bolted down securely as well (it was just a piece of 1" wide scrap metal I had laying around that I cut down to length, then drilled holes to line up with the ones on the coil bracket and one more set of holes at either end so I could then bolt the module to this).

Wiring:

Coming from the module there are the following wires:

- 1: a large black
- 2: a yellow (has a plug at end of it)
- 3: a red (has an eyelet in the middle and then a plug at the end)
- 4: a green
- 5: a red and a white in a harness with a plug at the end

After the module is mounted ground the large black wire (I just bolted it to the negative post on the battery). Then take the green wire and bolt it to the negative side of the coil, after that the red wire goes to the positive side of the coil (just bolt it on using the eyelet the plug is for who knows what I have a cool suggestion on how to use it latter). Finally take that yellow wire and get it hooked up to the power lead / ignition wire (this is the small black wire that has a red strip that was bolted to the side of the old distributor). Now for the cool thing to use that plug off the red wire for, I took and cut it off and then soldered it to the ignition wire so that I could get a good connection to that yellow wire off the control module. Now the last connection that needs to be made is plugging the 2wire harness into the distributor (only after the distributor is installed).

The Distributor:

Before pulling the old one make sure you "index" it, I used a felt tipped marker to draw a line on what ever surface is close to show where the vacuum advance was pointing and also the same for the rotor. Then pull out the old one and line the new distributor up with the marks you drew (get the rotor and vacuum advance pointing to their marks). Then all you need to do is plug in your plug wires and re-time the engine.

Final Words:

Once you have the stuff it should be a fairly self-explanatory install. You will have to re-gap your old plugs to 40thousandths (the plugs for an 82 are a different type

but with my old plugs re-gapped they work fine, just remember for your next tune up
you'll need stuff for an 82 luv)
If you have any problems drop me e-mail at: nugreel@yahoo.com