



P6 ROVER OWNERS CLUB



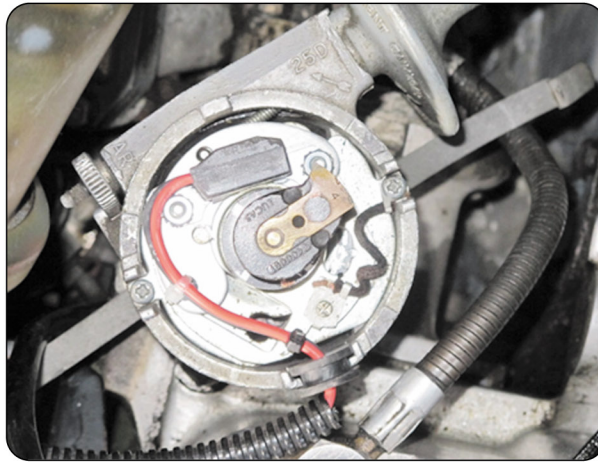
ELECTRONIC IGNITION 2200 TC

ALDON

My 2200 TC was off the road until the long awaited day - January 1st when road tax is free. After 10 years of low mileage, the government has finally stopped robbing me at age 77.

The car lives in my carport under a sheet so I regularly uncover it and give the engine a spin and move the car up and down a few feet to ensure brakes and clutch are free. The clutch was often stuck on when I worked away and could only restart every 3 to 4 weeks.

I turned the key and got a nasty surprise heavy bang and no further movement of starter or anything. The battery was dead flat (7 years old) so I recharged for 3 hours at which the starter would not turn and lights were weak so I bought a new battery. This time the starter gave a fast spin so I was very relieved that it was okay and the bang was not a catastrophic



engine problem. The engine would not start and after several more attempts, I had to start thinking.

There wasn't a sign of it firing, so was it petrol or ignition?

The fuel pump has a sight glass and it was near full so unlikely to be fuel shortage so I decided to check the electrics first.

I have a test plug with a crocodile clip, so pulling an ignition lead off, I earthed this to a rocker cover nut facing me through the windscreen. I turned the engine over but saw no spark on this and another lead. All leads and connections were clean and tight so the fault was likely to be coil or Aldon Electronic ignition (no points or condenser). This unit is a 'Hall Effect' Type with a circular black plastic rotor containing 4 encapsulated magnet rods. This fits over the cam under the rotor arm and rotates with a gap of approx. 0.65mm from the 'Ignitor' (black plastic with 2 leads) replacing the points and condenser all inside the distributor cap. The 4 magnets

induce the Ignitor to direct the coil spark to the ignition leads with no mechanical connection so no wear and readjustments are required.

This electronic system is all in black plastic so there is no easy visual diagnostics or rectification possible. In 2004 I was a little concerned at this so I kept a distributor complete with the conventional points and condenser in the car boot just in case.

You can see that I am a mechanical engineer with a deep suspicion of electronics seeing this as a 'black' art. No pun intended!

The simpler thing was to first try another coil, but no luck there so I got out the spare dizzy and changed the points and condenser – about 10 minutes including setting the points gap.

The engine started immediately and ran well so that was okay. The heavy bang must have been the engine firing mistimed at either or both the Aldon and the batteries last gasp.

The unit had lasted for 10 years and I only had the distributor cap off twice for inspection in 25,000 miles so I thought that was a good trade off. I ordered another one immediately and got a 20% discount as I was a repeat customer or was that a still profitable apology?

Fuel economy was similar to points at 26-28mpg with no fall off due to points wear and good starting in all conditions.

I now use the higher quality fuel which I believe does give value for money occasionally giving 31mpg at 118,000

miles. This is not bad for an old engine and compares with my first Rover P6, a new 2200SC company car in 1976.

The moral of this story is that if you change a part for better do not throw the old one away. I apologise for preaching to the converted but in case you need an excuse for a bulging garage/shed/attic you can try showing this to your wife.

If anyone fits this unit be aware that the Aldon requires a higher voltage than the ballast resisted P6 coil supply. I ran an additional ignition switched 12 volt supply direct to the Aldon Ignitor red wire leaving the coil wiring unaltered except for connecting the Ignitor black earth wire.

LUMINATION

I had a V8 a few years ago and on that used a Lumenition electronic ignition system. This was a light emitting diode and receiver switched on and off by an 8 spoked disc in place of the rotor arm. There is a separate heat sink/electronic unit and wiring visible mounted on the inner wing. This also required no adjustment but the light and receiver occasionally needed cleaning to ensure that dust did not obscure the light. I had no complaint with this type but chose the Aldon as it was:-

- A – Much tidier installation
- B – Almost half the cost
- C – Zero maintenance

Anthony Ryalls



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