



Solving an Aldon ignition problem

Peter Spurrs posted a useful note on the V8BB of how he solved a problem with an Aldon ignition system on his MGC. He provides an illustrated note.

I had an interesting experience in my Aldon Ignition equipped MGC a few weeks

ago, but it is equally applicable to my GT V8. I took my other half's grandson for his first run in it prior to Sunday dinner. Accelerating uphill from a junction, the engine suddenly lost power at about 3,500 rpm. Indicated revs dropped, the engine spluttered and stuff came out of the exhaust. There was no bang, just a sudden loss of power. Fortunately, there was enough power left to



get home.

There was no obvious cylinder head or block problem and no mayonnaise in the oil. Pulling the plug leads showed it was running on three out of six cylinders (2, 4 and 5). After checking all of the usual suspects – plugs, leads, rotor arm, distributor cap – there was no improvement. The distributor cap looked OK, but had a 1994 date stamp, so I ordered and fitted a new one - still no change.

Looking for inspiration, I removed the rotor arm to inspect it. Below it sits a hexagonal doughnut which is part of the Aldon replacement of the points. The main body of it came out, but the base stayed in place. Three of the six magnets it holds came out too, but the other three were stuck to the metal parts. It took quite a while to remove the magnets, but at least none had disappeared too far into the innards. Three magnets in place, three cylinders firing, low reading tacho.

Aldon quoted £25 for a new part and said it was a very unusual event. I decided to fix it myself. After checking the polarity of the magnets in the V8 (south faces out) I superglued them in, glued on the cover and fitted the doughnut to the car. It fired up first time and has run smoothly ever since.

Aldon Automotive specialise in supplying our own make performance distributors, electronic ignition units and Octane Booster. Website



