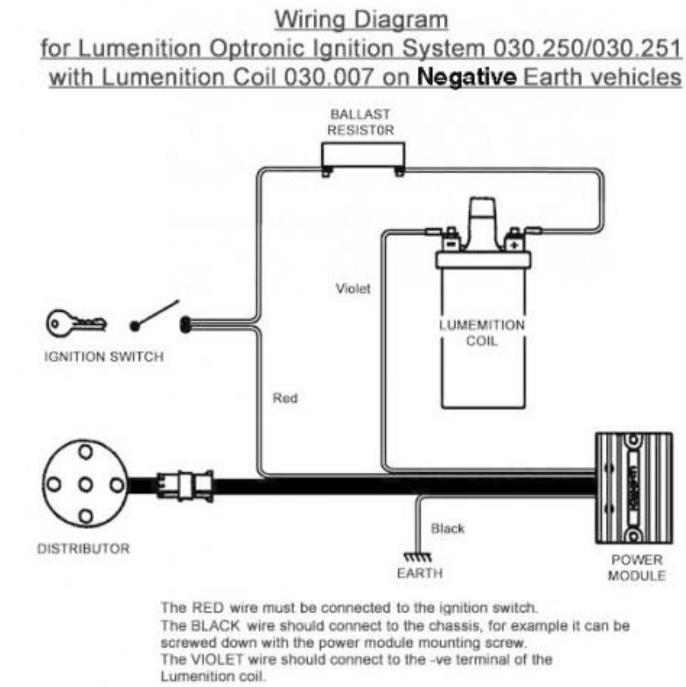
Electronic ignition gremlin

Mike Russell posted a report on the V8 Bulletin Board that “following perfect running for months on end after some ignition system fettling late last year, I suddenly couldn't get the MGBGTV8 to start. Fortunately it was in the garage at the time but if it had been out and about it would have been a real problem. Cutting short a long, very long story, my aluminium cased Lumenition electronic ignition system, fitted before I got the car in 1996, is fixed to the bulkhead by two self-tapping steel screws one of which serves as the earth point”.



Mike began studying the Lumenition installation guide that he found online and studying the wiring chart (alongside) he checked and cleaned all the connections. He then removed the two steel self-tapping screws which were securing the aluminium Lumenition case to the bulkhead, with one also providing the earth connection. He noticed the screw threads were seriously corroded. They were cleaned, together with the earth connection, and then reassembled. He then wondered what to do next but on starting the car it fired up easily - much to his relief.

Mike could see the contact of the steel screw and earthing link with the bulkhead had developed corrosion, not helped with their proximity to the aluminium casing. It took many years to develop as an ignition problem, but with the connections cleaned up Mike feels they should be good for many years to come. Even if the earth connection had been made with a self-tapping steel screw into the bulkhead away from the aluminium casing, a corroded screw thread could have resulted in a similar problem with the ignition system. So whilst it was eventually a simple problem to solve. Mike feels a preventative clean up of a self tapper securing an earth connection might be a wise step every 10 years to avoid the gremlin he faced with a classic car nearing 50 years old.