


ON THE MOVE

Igniters live on!

Igniters (or Control Modules) exploded on the scene in the early '70's when electronic ignition became the norm. Today we have advanced to much more sophisticated engine management systems, and the last of these igniters were installed as original equipment nearly 10 years ago! The older vehicles still using these parts typically have high miles and less preventative maintenance performed on them.

This places a lot of stress on all the ignition components and can lead to shorter than expected lifespans. Our "Quick Tip of the Month" is focused on how to help these igniters last longer in this "hostile environment"! Since we are discussing proper installation of these "older" parts, we have also included a ranking report on this category. Keeping in mind the "newest" of these parts is now almost 10 years old! Despite the age, many of these are still good movers, and need to be in stock for your customers' demand. As this is a category that is (very) slowly decreasing, along with the pool of active vehicles still on the road, it requires some careful management to insure you get the sale – but don't get stuck with too much inventory. Please take some time to review the included ranking that shows both the overall popularity (Full Line) and the popularity within the category (Igniters) specifically. Sure, we at  want to sell you more product – but we want it to be the product that is moving!

Quick Tip of the Month!

Some time back we discussed the correct use of thermal paste vs. dielectric grease. Using thermal paste becomes more critical in older vehicles as wear in engines and components creates more stress and heat on the ignition system. Blow by in the motor, worn plug wires and spark plugs, perhaps even a little coolant seepage into the combustion chamber all increase the stress on ignition components. This extra stress creates more heat and the extra heat contributes greatly to shortened lifespans of many electronic components, particularly modules. Using thermal paste and insuring the mounting surface is clean and rust free is critical on any module mounted to a flat surface. Examples include Ford Thick Film (e.g. 7019, 7040, 7146) and GM modules mounted inside the distributor (e.g. 7052, 7024). Proper installation is particularly critical on GM modules that have coils mounted on top of them (e.g. 7044, 7094). Not only do these modules have to deal with their own internal heat, you have now added the heat from the top mounted coil pack as well. The ability of these components to use their mounting surface as a heat sink is CRITICAL! When we check "warranty" modules, we find far too many with rust on the mounting surface and/or dielectric grease (much less efficient) instead of a clean, thin white coating of thermal paste. We know these units installed without the proper prep were doomed to fail. Please pay particular attention to proper installation on these types of "flat mount" modules!

Do you know me?



Based on our "theme" this month you've probably guessed it's a module – but to what and when?

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Do You Know Me?

GM "Delcotronic" module-amplifier from 1963. Used on the optional electronic ignition available on Corvette and some Pontiac modules. A decade ahead of the early '70's mass introduction of the technology as "standard equipment".

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