

Mike Klotz's E1 & J EI Distributor Mod

<http://community.ratsun.net/index.php?showtopic=393>

Well, I got the E1's on to the eng stands and had a couple extra min to play with the idea. I should mention that that E1 came out of a '65 L320 and the mounting for the dizzy is a bit different than whats on the '64 E1.

The measurements say that it's a perfect fit!!!! The dizzy base that goes into the block is exactly the same size. The dia. of the shaft that the couplings go on are the same size. The end play is about .025, but I don't think that is too much....if someone knows better, please let me know.

The shaft on the EI dizzy is about .100 shorter, but the stock coupling fully engages in the drive piece in the engine... which is .200. The shaft is long enough to go past the tapered section in the hole, so....basically....it should work just fine.

When installing the dizzy, it sits up .200(1/5th of an inch...so more than an 1/8") until you line up the drive coupling...then it drops in nicely. There is still .025 end play in the shaft when the dizzy is seated, which means that it's not bottoming out, which would cause binding. I confirmed everything with the calipers.....so.....

I'm completely convinced that the L series EI dizzy will work in the E1, with the coupling swap outlined below! 😊

According to Bre620, the E1's and J series motors can interchange dizzies.....so, that means that this swap should work for those out there with J series motors!

The only thing left it to see if the plate allows enough adjustment to get it timed correctly. If not, a different plate or a fabbed plate will fix that. The plate is the easy part now that we know the dizzy is a perfect fit! 😊

First, the stock dizzy.



Picture #1

Much different drive coupling than the L series dizzy. You can see the L series end in pic 7.

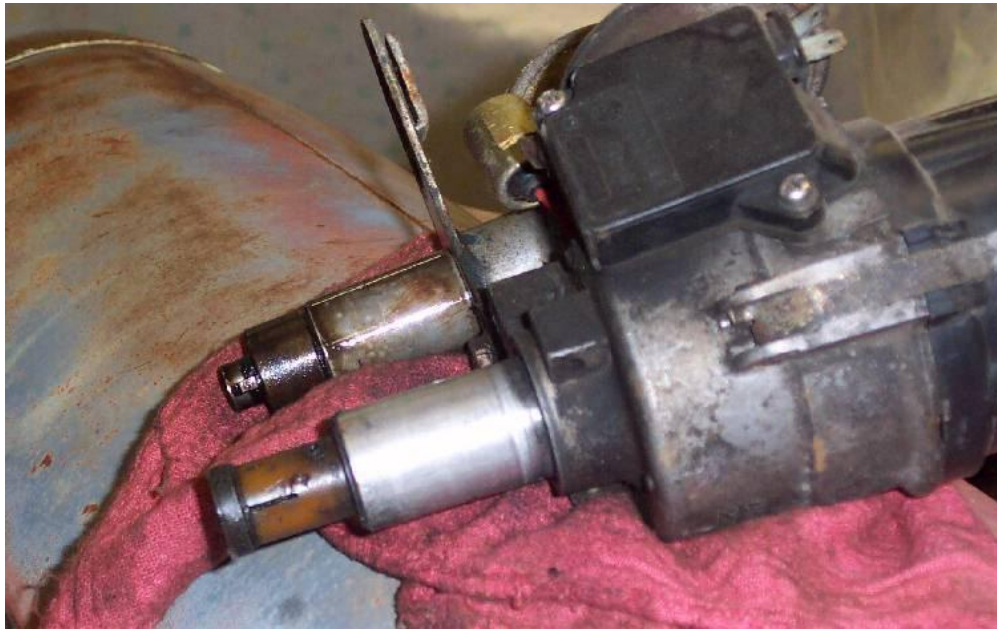


Picture #2



Picture #3

The L series has the "cup" around the end of the shaft. Some are plastic, some are metal, but they do the same thing.



Picture #4

Couplings removed off of each dizzy. Everything still looks pretty close 😊



Picture #5

The slot wouldn't allow the bolt to go back in, so I had to file it just a bit...approx. 1/16"? You'll need the metric bolt from the EI dizzy since the stock one is SAE.

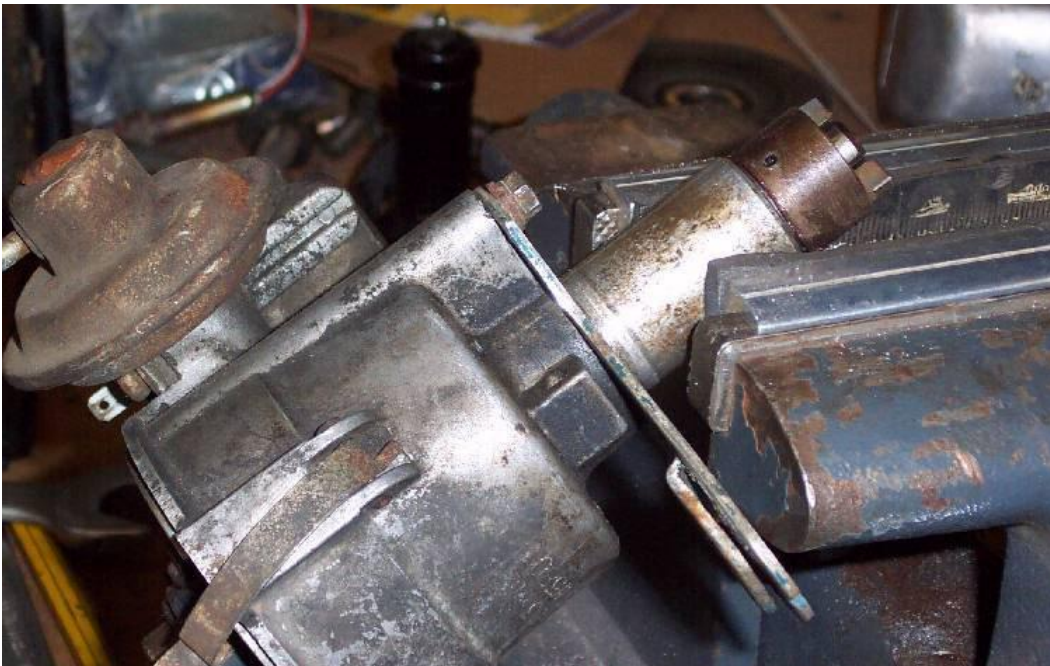


Picture #6



Picture #7

The stock drive coupling went back onto the EI dizzy very nicely 😊 There's a small amount of endplay(don't forget the shim or you'll have a lot!), but I don't think it's anymore or less than all dizzy's have.



Picture #8

Okay....here it is mounted up. The drive coupling engages....I'll have to measure how much, but I think it's close to 1/8"so that should be plenty. The dizzy is in a different orientation than the stock one. It would be the same if the adj. plate could be flipped over. It has a raised area that goes over the adj screw. If I cut the plate or fab a new one, I can put the vac adv back on top.



Picture #9



Picture #10

Works awesome!!!! Strongest spark I've ever seen!!

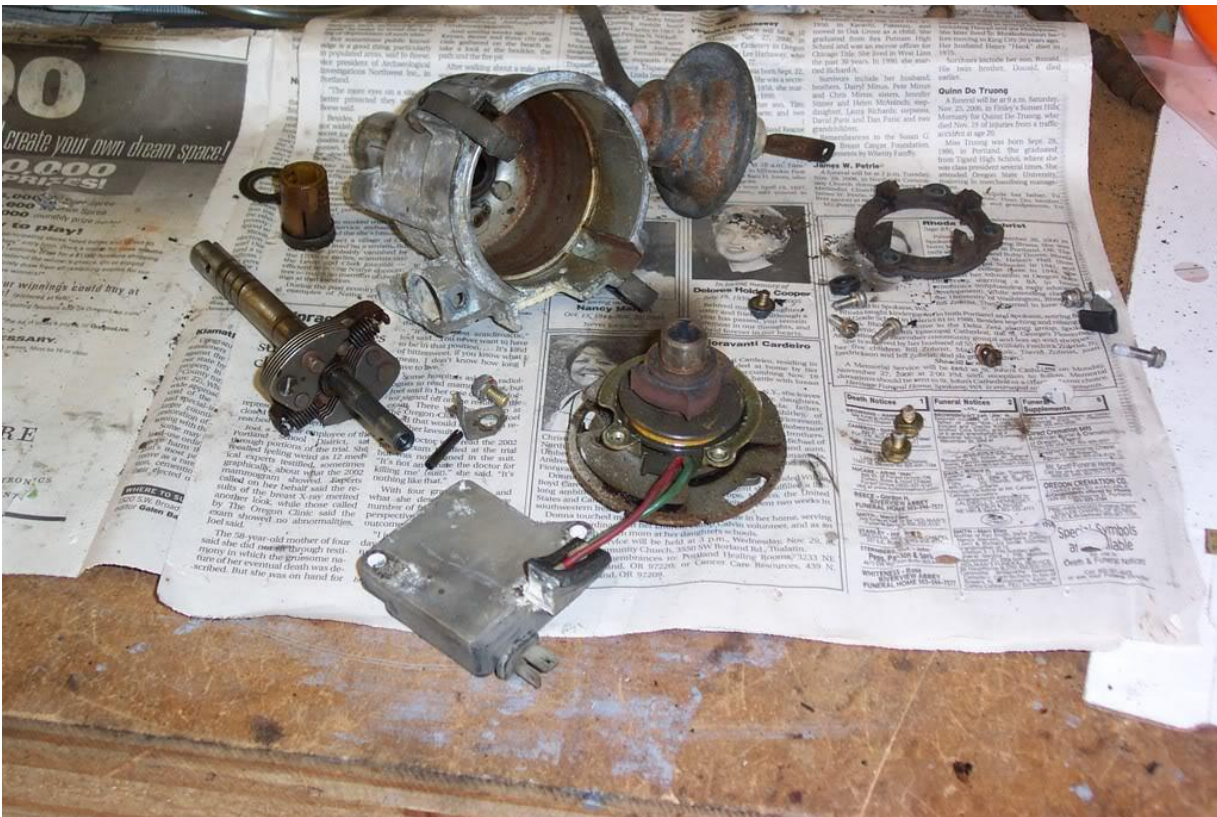
I ended up using a different EI dizzy since I couldn't get the vac adv to come out. Here's some pics of the tear down, glass beading, and then results. The only other thing I had to do was to go back and file the slot in the plate even more than I showed before. With all the adjustment retarded as far as possible, it still has the timing advanced to the last timing mark farthest from the TDC mark. That's okay...a little extra advance shouldn't hurt anything.



Picture #11



Picture #12



Picture #13



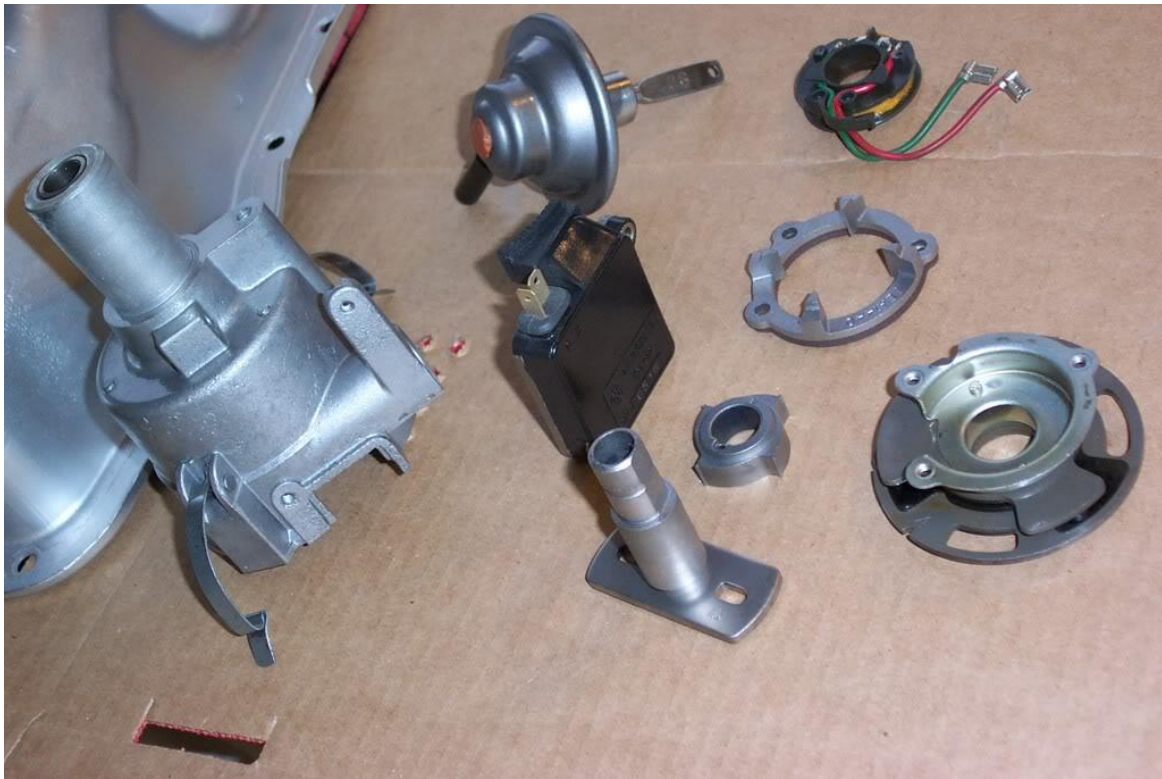
Picture #14



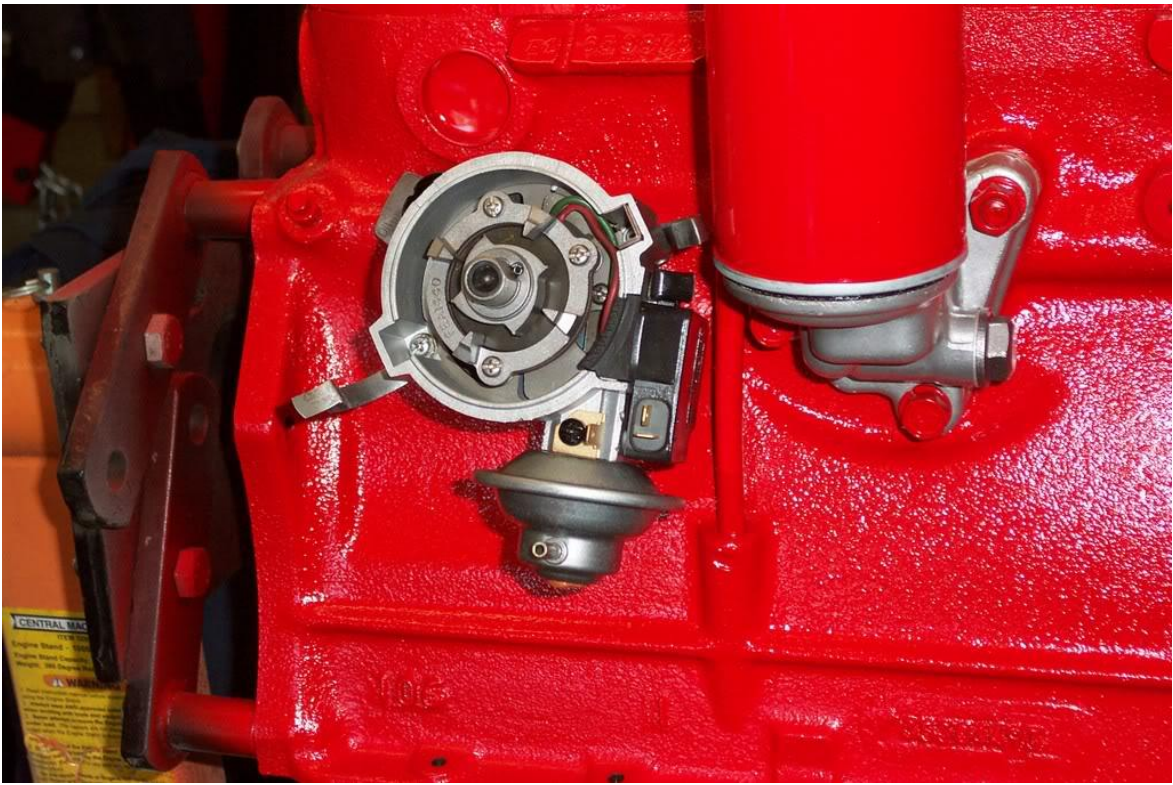
Picture #15



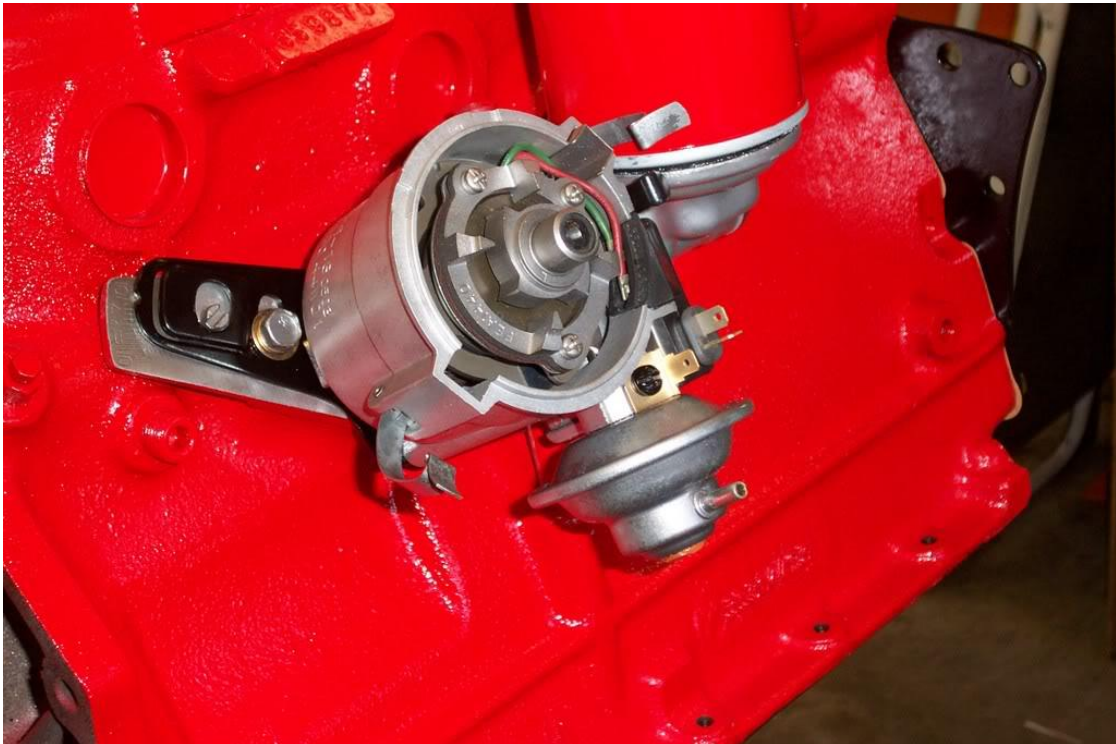
Picture #16



Picture #18



Picture #19



Picture #20