The Joe Bialy '93-'94 Distributor HEI Module Mod (aka blown ignitor fix)

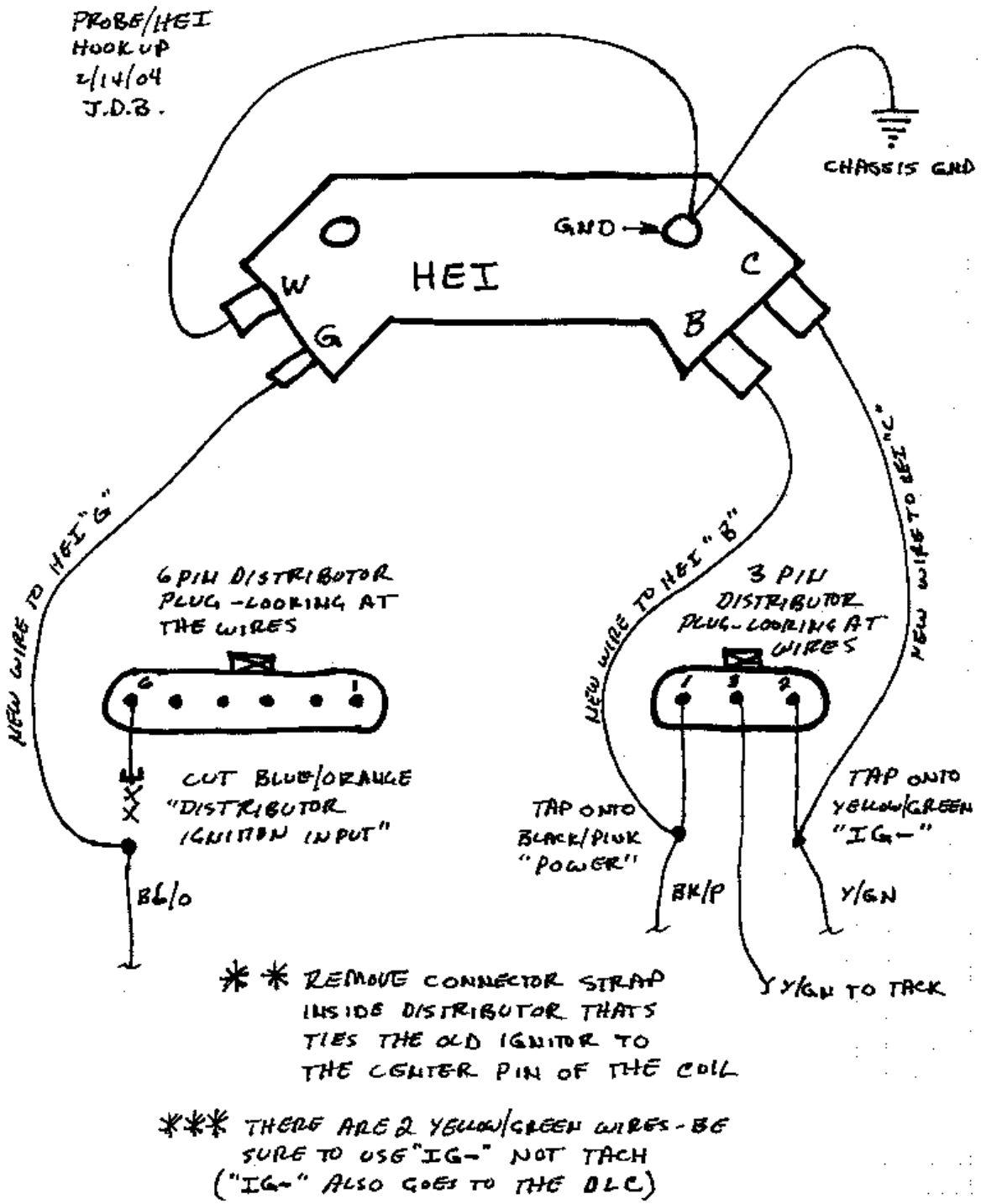
Parts/tools needed:
-HEI module 4-pin
-4 lengths of wire about 3 feet each (trim to fit...some will only end up being a few inches)
-wire stripper/crimper
-wire "spade" type connectors that will fit the HEI module conectors. These should be "hooded"/insulated type
-razor blade or scalpel to strip insulation on wires you don't cut
-electrical tape, heat shrink tubing or paint on insulation
-30 watt soldering iron
-silver solder

Procedure:
Use this picture as the wiring diagram reference: http://ryand2.cjb.net/my%20pictures...nitor/hei01.gif

-remove spark plug wires off disty cap (label them)
-Remove disty cap
-remove rotor (remember it's orientation)
-you will now see this: http://ryand2.cjb.net/my%20pictures...gnitor/hei2.jpg
-remove the strap so it looks like this: http://ryand2.cjb.net/my%20pictures...gnitor/hei3.jpg
-reinstall the rotor
-reinstall the disty cap
-cut the wire closest to the firewall on the 6-pin harness. Leave a lot of wire on the disty side in case you need to reverse the mod.
-strip then solder a wire to the ECU side (not the side still connected to the disty) of the wire that you just cut. Connect that wire to the "G" connector on the HEI module. Insulate soldered splice point.
-tap (do not cut) and solder into the wire closest to the firewall on the 3 wire connector. That wire should go to the "B" connector on the HEI module. Insulate soldered splice point.
-tap (do not cut) and solder into the wire closest to the radiator on the 3 wire connector. That wire should go to the "C" connector on the HEI module. Insulate soldered splice point.
-connect a wire to the "W" connector on the HEI module, then connect that wire to the "GND" on the HEI module.
-then connect the wire on the "W" and "GND" to the negagive battery lead or any grounding point on the chassis
-mount the HEI module somewhere secure

That's it. You are done.

If you are using a more complicated setup such as one utilizing an external coil, then you'll have to hook up the resistor, etc. For a simple '93-'94 disty ignitor fix, this is all you have to do. The '95-'97 wiring is similar but still in the testing phase



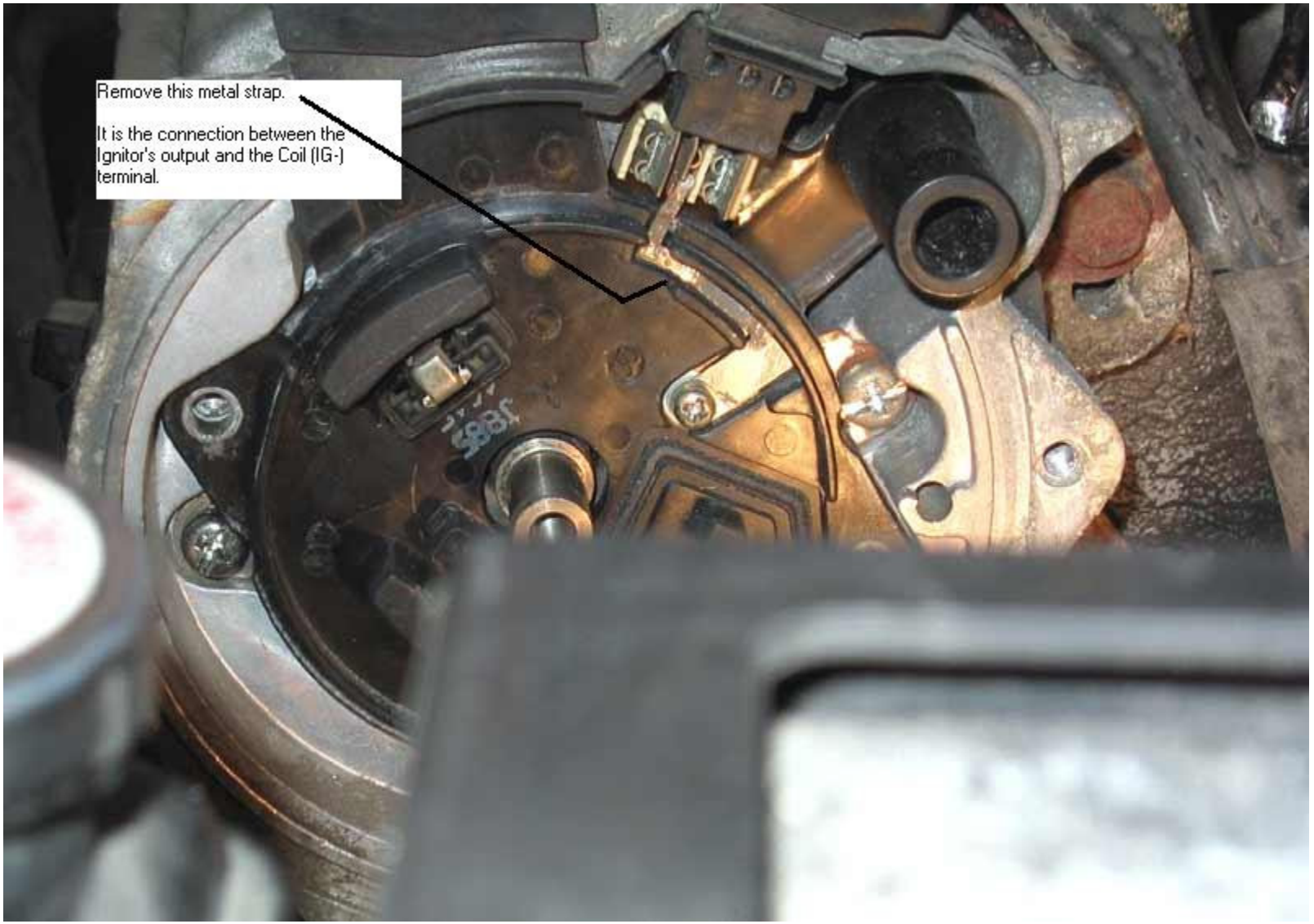
MX6/Probe $20 HEI-Ignitor replacement procedure from www.probetalk.com (user Joe Bialy)

The GM part # is 10482820

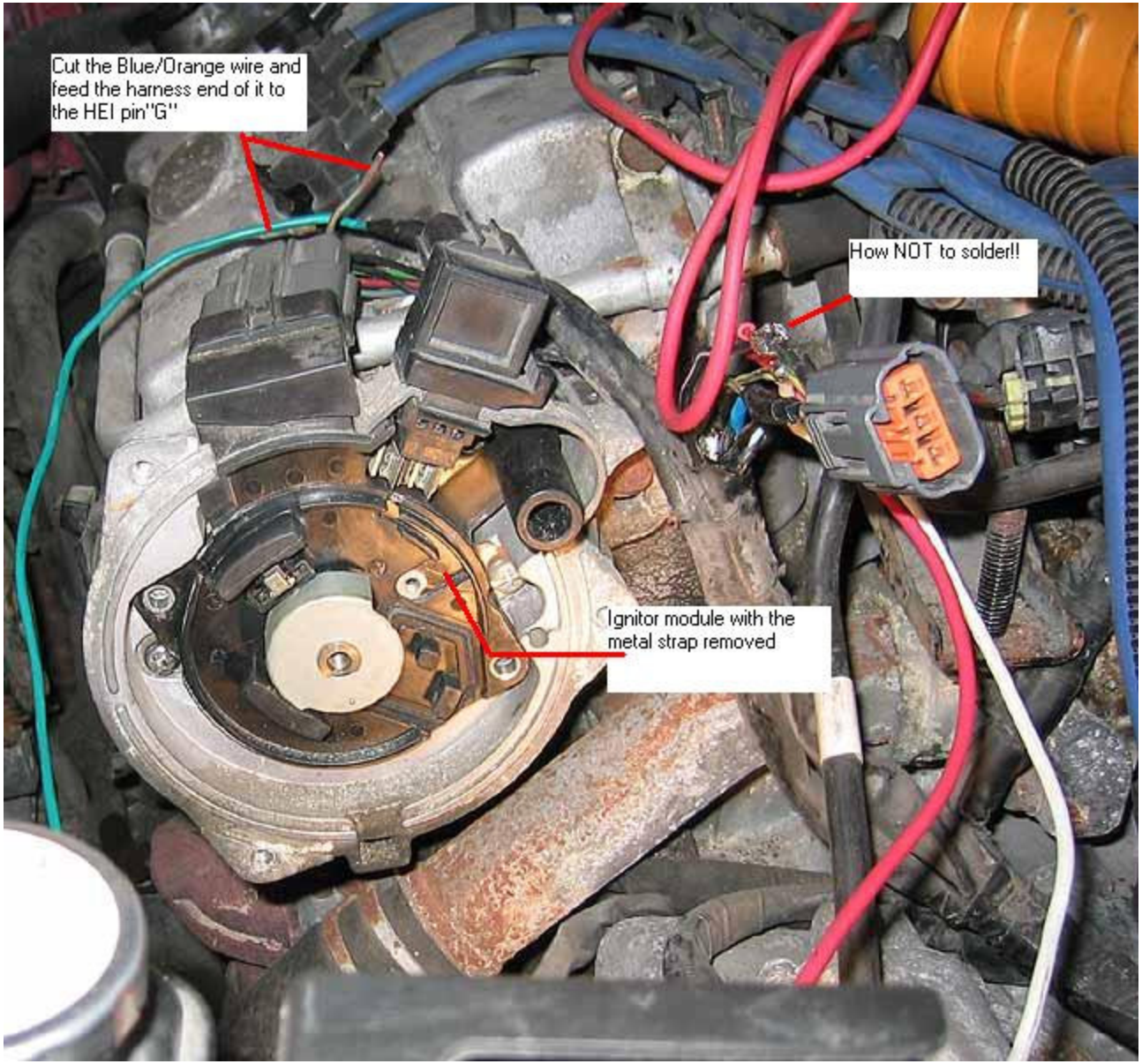
Niehoff part # DR400

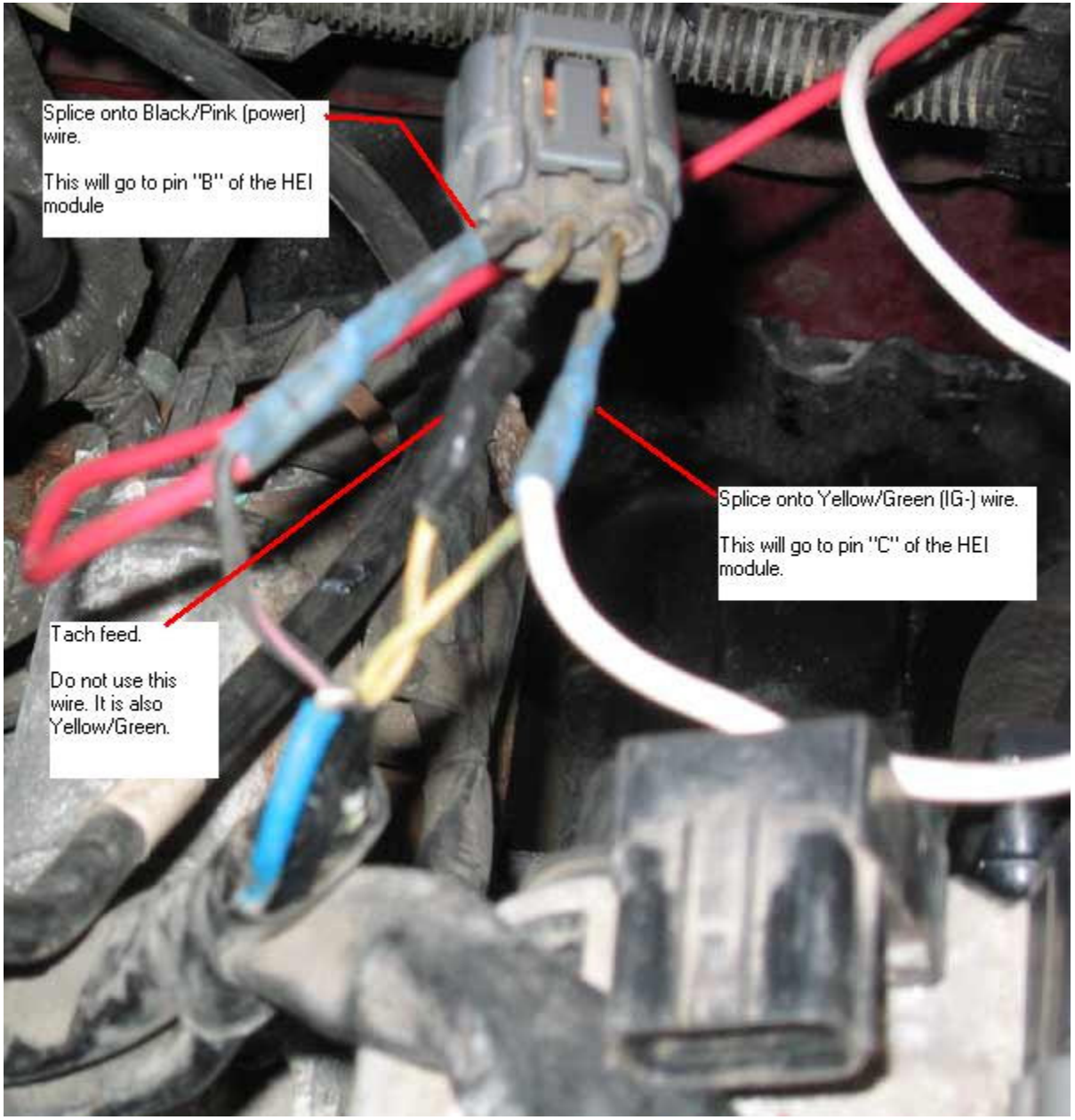
Wells part # DR100 (what I have)

If the parts guy doesn't know what a 4 pin module is or can't cross reference these part numbers, then tell him its for a 79 Chevy 350 Caprice, that should be the same part.

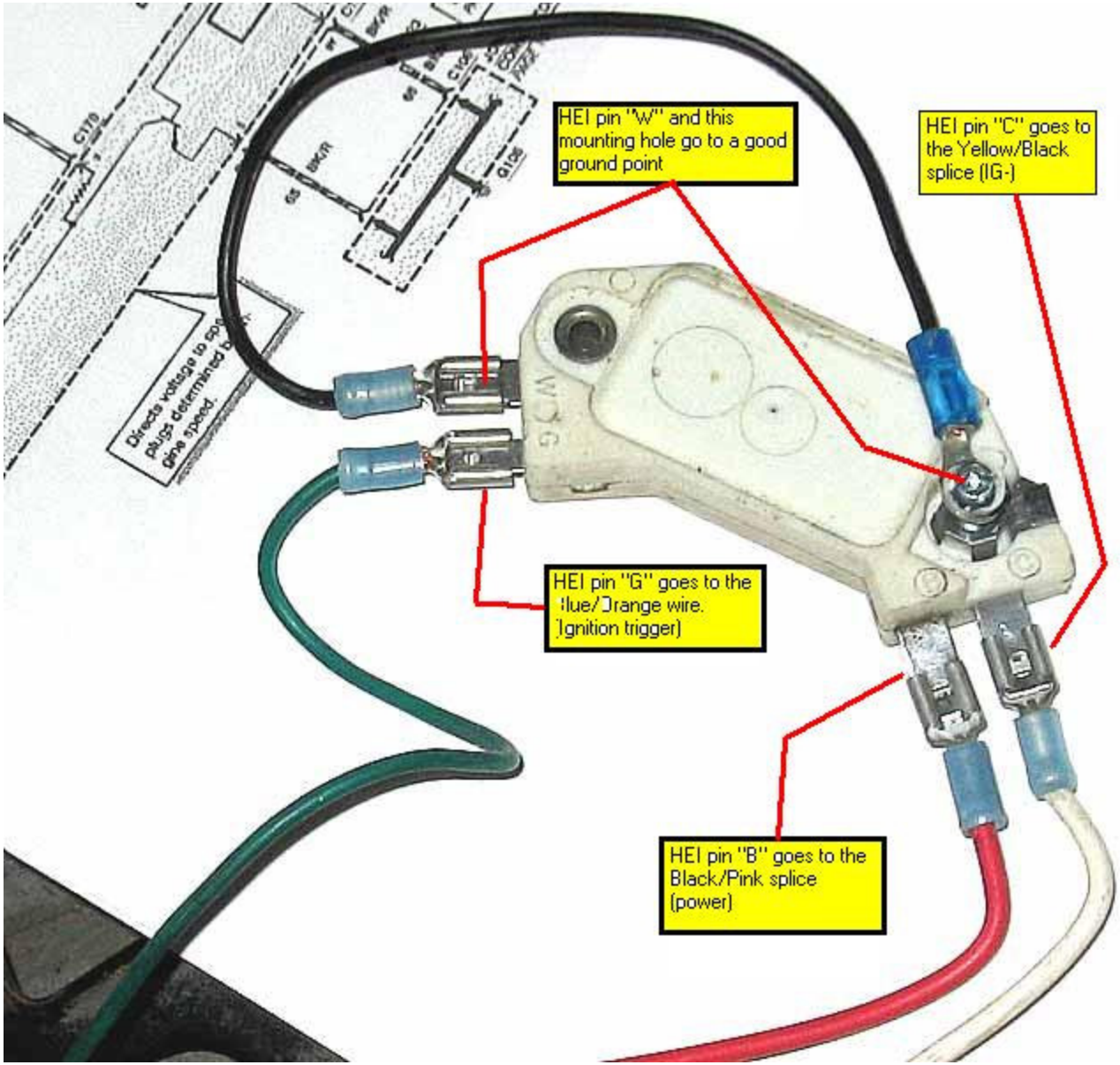

Remove this metal strap.
It is the connection between the Ignitor's output and the Coil (IG-) terminal.

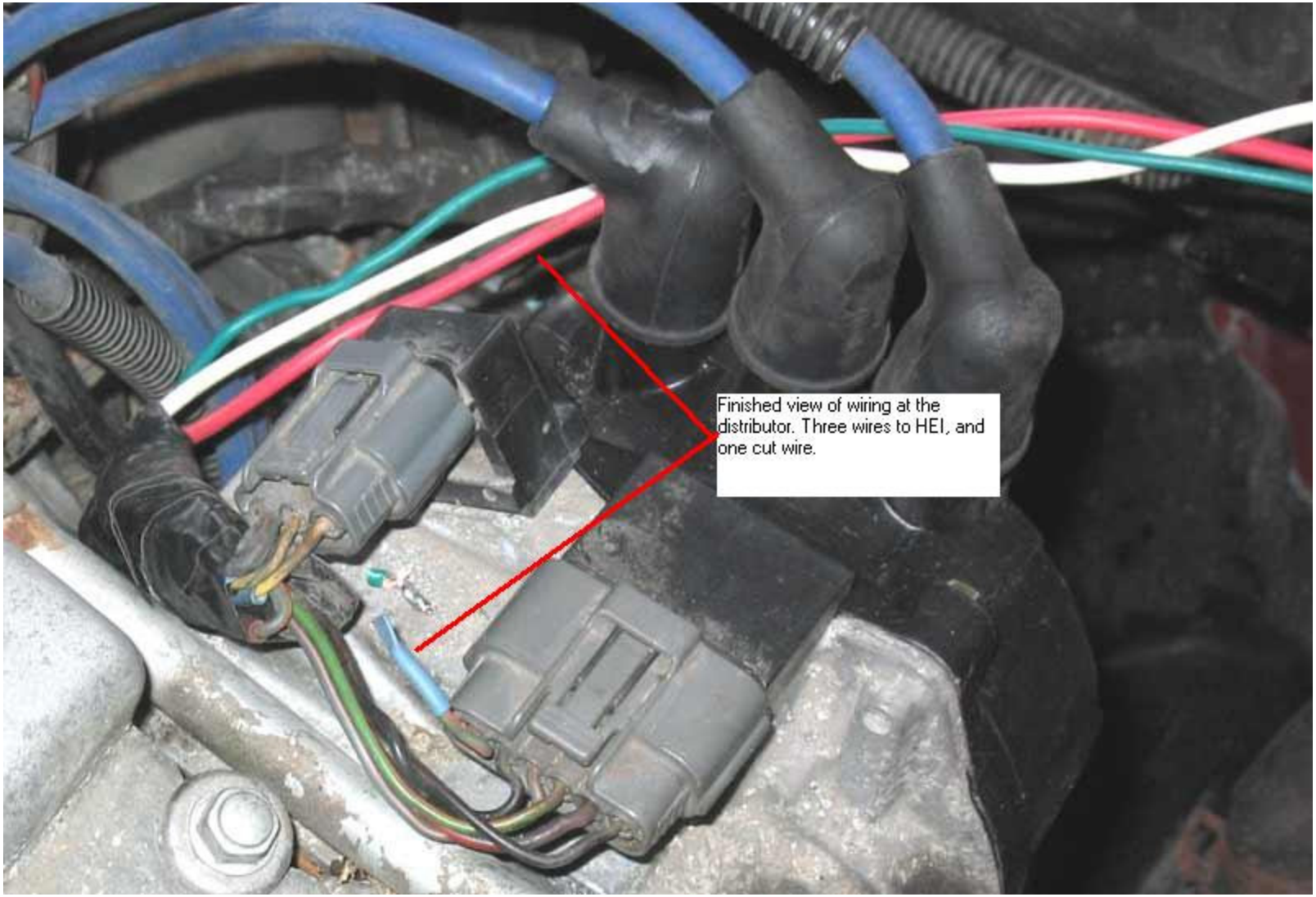

Strap removed from Ignitor module


Cut the Blue/Orange wire and feed the harness end of it to the HEI pin"G"
How NOT to solder!!
Ignitor module with the metal strap removed


Splice onto Black/Pink (power) wire.
This will go to pin "B" of the HEI module
Splice onto Yellow/Green (IG-) wire.
This will go to pin "C" of the HEI module.
Tach feed.
Do not use this wire. It is also Yellow/Green.

HEI module mounting bracket


HEI pin "W" and this mounting hole go to a good ground point
HEI pin "C" goes to the Yellow/Black splice (IG-)
HEI pin "G" goes to the
!lue/Jrange wire.
'Ignition trigger)
HEI pin "B" goes to the Black/Pink splice (power)


Finished view of wiring at the distributor. Three wires to HEI, and one cut wire.


DANGER
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REPLACEMENT