

TECH TIPS No 27a
FITTING A TWIN SPARK COIL OFF A 126BIS

If you are thinking of fitting a FIAT 126BIS or a late 126 twin spark ignition system on to the 500 make sure you have all the bits and pieces.

1. The Ignition coil.
2. The Resistive Wire
3. The Distributor off a late 126.

Note. You cannot use a 126 or a 126BIS distributor on a 500.
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THE CIRCUIT

The circuit for the twin spark ignition system.

- 1 From the Battery.
- 2 Through the Ignition switch.
- 3 Through the resistive wire.
- 4 On to terminal +B on the ignition coil.
- 5 Then from terminal -1 on the ignition coil to the distributor.

HOW TO FIT THE IGNITION SYSTEM

- 1 All the wires to the rear of the car run down the near side of the car.
- 2 So it has its advantages to fit the coil on to the near side of car.
- 3 Then work out which is the wire going to the old coil. Cut the wire fit a male spade connector (M) on one wire and a female spade connector (F) on the other wire. (this allows you to revert back to conventional system if required).
- 4 Fit the resistive wire to pole +B and the other end fit a Female spade to connect to spade (M).
- 5 Fit a length of wire from -1 on the coil, and fit a male connector on the other end to connect to (F).
- 6 HT leads go from the coil straight to the spark plugs. The secondary circuit on the coil has two terminals that send HT to the spark plugs whenever the contact breaker points open, both spark plugs get a spark at the same time. The difference is a compression stroke on one cylinder and other cylinder is on exhaust stroke. Hence the name twin spark.
- 7 Remove the wire off the old coil and extend it so that it will reach the distributor.
- 8 On the distributor cap, remove all the HT leads.
- 9 Remove the distributor rotor arm.
- 10 The condenser is still required on the distributor.
- 11 FIAT also recommend that contact breaker points should be set at the following settings.
MARELLI 0.47 to 0.53mm imperial sizes 0.018 to 0.021in

Brian Rylance 1224 from Warrington