

---

Subject: Re: points?

Posted by [Wayne Parham](#) on Mon, 27 Mar 2006 20:32:38 GMT

[View Forum Message](#) <> [Reply to Message](#)

---

If you're spinning the motor to high RPMs, then an electronic ignition will perform better. You won't experience point float up high with a sensor. But for use under 3000, there's no difference either way. Not in the triggering mechanism. Now, advance curves are a completely different story. If you have a computer running the show, it can be tailored to put the spark event exactly where you want it. Of course, that requires having something that knows exactly where you want it. You would have to get that information somewhere, either by tuning it yourself or obtaining information from someone that knows. Optimum spark timing is not really something that is a simple function of RPM and/or vacuum. It bounces around a bit, tracking things like volumetric efficiency, which is affected by port flow, overlap, cylinder fuel ratio, amount of unburned (not-expended) gasses, etc. It's really a pretty complex interaction of things that set the best time to fire the spark. So if you have a computer, appropriate sensors and the information to know when to hit the spark, you can do better than a simple centrifugal or vacuum advance curve could do. Otherwise, just dial in the best advance curve you can with the mechanical stuff, and use whatever you want to fire it with. Below 3000 RPM, the distributor itself is pretty much a non-issue.

---