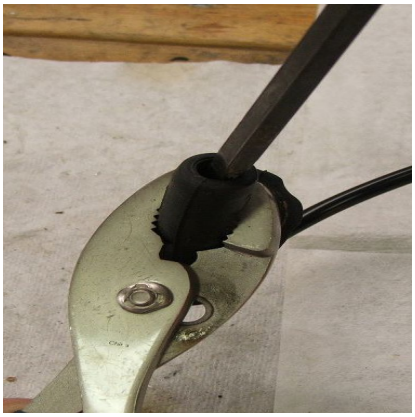
Spark Plug Wire Conversion.

Rule #1: Remove and Change only one wire at a time. It can get interesting otherwise!

The OEM wire is 7mm, which you can get from Accel, making the entire project easier. I picked mine up at Autozone, p/n3008, Universal 8 cylinder straight boot. The first thing you need to keep in mind; by flattening out the boot as shown, the wires will slide through easier. I refer to alcohol as plain old rubbing alkohol. It will lube the surfaces and allows rubber to slide against rubber, and will dry without leaving any residue. Have plenty on hand, and a syringe type oiler also comes in handy. The coil end of the wires have multiple parts as well which will be reused. The OEM wires are numbered but I didn't find it too easy to remove those collars so didn't reuse them. If you don't remove the tank, you will have to at least raise it to get at the upper coil. After installing the new wire on a plug, route it as you desire to the proper coil and only then would I suggest cutting it to length and installing the collar and associated parts. I've tried to organize the pictures in some sense of order, the steps are roughly as follows:

1. As stated above, flatten the boot with your hand as shown to enable moving the old and new wires in and out of the boot.

2. This shows the “innards” of the boot. The internal plastic case doesn’t have to be removed, the rubber sleeved item in the center is the resistor, the item on the right with the spring is the part that screws out of the plastic case(careful to not lose the spring).

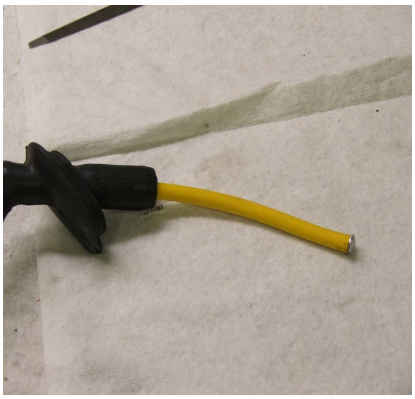


3. Unscrew the top piece (slotted for a screwdriver) by holding the internal plastic case firmly while still in the boot, but don't squeeze hard. It will come loose, but if you crack it do as I did with one…used some good plastic glue and let set overnight. It works fine. After removing the top screw-out piece, the resistor will drop out. Remember, the plastic case doesn't have to be removed.

4. This is all that needs to be removed. After this, you will be able to push the old wire through from the "coil" side of the boot

5. After a good dousing with alcohol, flatten the boot as shown in #1, and while flat….twist and push the old wire through as shown. Keep working it, it will come through. Note the tip is soldered in. I used a vise to hold the wire & heated the solder with a gun. Under that solder is nothing more than a small washer…remove it and use it on the new wire. Now pull the old wire back through the boot…may need more alcohol

6. Push the new wire (remember the alcohol) through until you have a few inches showing through the boot. Trim the end back maybe 1/8" to expose the core wires. Put the wires through the washer and fold the strands back flat over it. Now, solder the washer in place and form a small hump of solder in the center. After it cools, file the surface smooth slightly if needed but leave the small hump. Also be certain the wires don't extend beyond the diameter of the washer, otherwise it won't seat in the plastic case.



7. Douse the boot with more alcohol and pull the new wire back through until seated in the plastic case. Drop in the resistor and screw in the springy cap. Again, it's easier to move the wires in and out if the boot is flattened out….and don't forget the alcohol.

8. The finished product, installed. I kinda like!!

I hope this helps. It's much easier than it appears to be based on the windy dissertation. If you have any questions, email me at; stuffy402@aol.com John Schmidt VRCC 18944