To Install the Jolley magnetic electronic ignition system and new matched coil and resistor in Daimler Ferret.

Ignition system parts purchased from Frank Jolley www.classicheads.com

First problem is to obtain a 24 v supply for the system. What I did was to use the original power supply to the ignition coil. Power goes to the ignition coil via the junction box (located next to the carburetor, under the air intake pipe.) Ordinarily power to the original coil would be 24v at startup and then for normal running is at 12v. This is accomplished by having power going through the ballast resistors in normal running and bypass the resistors at startup.

To obtain 24 v supply all the time to the ignition wire I bypassed the ballast resistors permanently in the junction box. To do this I partly unscrewed the terminal screws for the terminals R (which is 24v all the time) and the Ignition wire terminal. I then slipped a small piece of wire to act as a bridge between these terminals and then tightened the screws. I would recommend not pulling original wires out of the terminals as some are hard to get back.

The red wire is the new bypass lead. (ignore the loose wire at the top of the photo I was experimenting & is hard to get back. This is a spare junction box I had to practice on which made it easier to see everything)
Here it is in the vehicle (see how corroded my original resistors were, which was probably my original problem)
Here is a diagram

Now the 24 v supply through the original ignition wire can be used to power the whole system.
The ignition wire goes from the junction box to the ignition coil in a braided metal conduit. I disconnected the wires from the old ignition coil and removed the coil from the housing.
To get to all this you have to remove the oil cooler which just unbolts and the 2 pipe connectors unscrew. I covered the ends with plastic to stop any dirt falling in.

I then took the ignition wire and made a three way junction using ring terminals and a small brass screw & nut. This I insulated with electrical tape. This junction is now easy to hide inside the coil head housing. One connection goes to the positive wire for the Jolley plate device. Another goes to the new coil resistor. At the other end of the new resistor a wire connects to the coil positive terminal. This gives power to the ignition coil modified by the new resistor.

The negative terminal of the ignition coil connects to the negative lead of the Jolley plate.

To keep the wires out of sight going to the Jolley plate I ran them inside the braided conduit that goes from the distributor to the coil housing. (I ended up getting an extra conduit so I could modify it and save the original). I drilled a small hole in the conduit near the coil to carry the wires to and from the resistor.
Photos are old coil being removed. The lower wire is the ignition positive wire.
Here is a diagram of the new circuit.
Here are photos of the distributor before and after install of the Jolley system. The braided conduit on the left takes all wires to the ignition coil housing.
The new coil was slightly smaller in diameter than the old one. To make it fit the old housing I added a small collar of neoprene around the neck and it fit snug. I put a few wraps of silicone tape around the bottom end of the coil to make the bracket fit. I used F4 silicone tape which is heat resistant to 500 degrees f.
I mounted the new resistor on a bracket I bolted to the old coil housing.

Here is before the resistor and end bracket placement.
Here it is after. You can see an extra metal braided conduit that takes the power wires to and from the resistor spliced into the conduit going to the distributor.
On the distributor side there is no visible change when it is all back together.
Replacing the ignition coil wire and spark plug wires:

7mm ht wire serves as a good replacement and fits in the original conduit. To get the wire through the original conduit I used a little dielectric grease and the wires pushed through easily.

At the distributor cap all wires are connected via a spike that penetrates the wires from the side. Good idea to buy a new distributor cap as these spikes break easily if they have been bent previously.
Here is the distributor with the top metal cap removed. The top visible wire is the ignition coil wire. Below that are all the spark plug wires.
All 6 spark plug wires now visible once top removed.
New spark plug wires placed in conduit.
Wires ready to be cut to size.
New wires in place. Ready to place final wire for ignition coil.
New ignition coil wire now in place. The other end has a standard terminal to plug into the new coil.