

Restoration Plus Series GM Ignition Coil

Built Like The Originals. Engineered Beyond Them.

***Designed For 1955-1974 GM 6-Cylinder And V8 Applications
Requiring A Coil With 1.2 To 1.8 Ohms Primary Resistance Range***

The Ignition Coil for Purists Who Demand the Best

The Restoration Plus Series premium black 12-volt ignition coil delivers superior performance for 6-cylinder and V8 engines. It honors the original design with authentic OEM styling while incorporating enhanced internal components for greater durability, superior heat dissipation, exceptional insulation, and consistent high-voltage output.

This coil ensures reliable, trouble-free operation with both factory breaker-point ignition systems and aftermarket electronic ignition conversion kits, including our Part #38131 Breakerless SE Single Wire Ignition Kit. It serves as a direct replacement for original GM coils in the 1.2-1.8 ohm primary resistance range and fits perfectly in existing coil brackets.



Our premium ignition coil preserves the authentic OEM look enthusiasts value while incorporating advanced ignition technology rarely seen in traditional canister coils. The result is a factory-correct coil that delivers exceptional reliability without compromising originality.



Authentic Appearance. Premium Materials.

A genuine alkyd tower, drawn brass high-voltage terminal, and machined brass primary terminals combine authentic OEM appearance with excellent electrical conductivity and corrosion resistance.



Details Matter

Most replacement coils use a flat can bottom because it is less expensive to produce. Our coil incorporates an embossed bottom that faithfully reproduces the original appearance.

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Check Out These Outstanding Features

Heavy-Gauge Oil-Filled Steel Housing

The oil-filled housing draws heat away from the windings more effectively than epoxy-filled designs, while the oil also provides a self-healing insulating medium.

Seven-Section Bobbin Secondary Winding

Divides the secondary winding into seven individually insulated sections to reduce electrical stress and help dissipate heat, preserving insulation integrity over time.

Precision CNC Primary Winding

Consistent turn spacing and uniform tension prevent crossed turns and localized stress points that can compromise insulation over time.

Brass High-Voltage And Primary Terminals

Machined brass terminals provide excellent conductivity and corrosion resistance compared to the aluminum and steel terminals used on many lower-cost replacement coils.

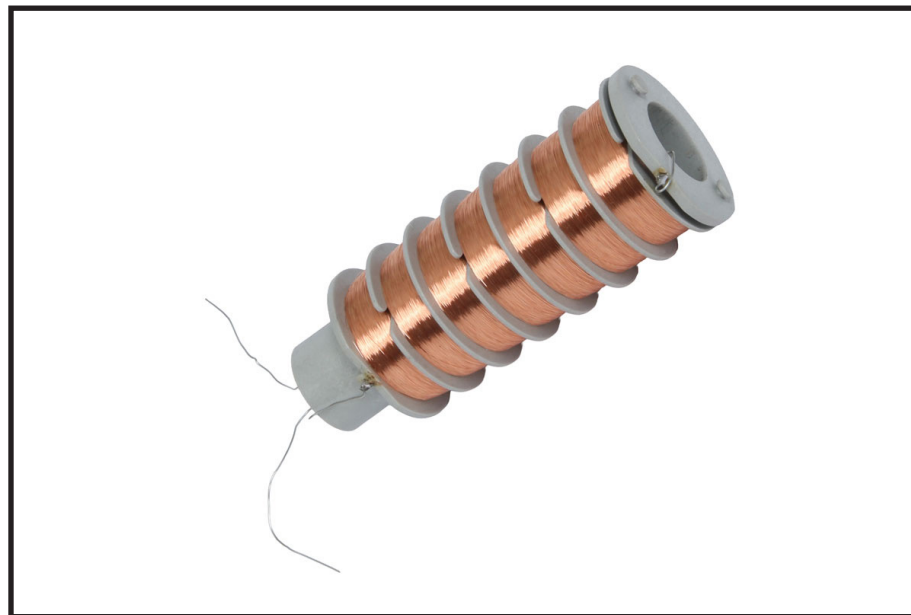
Embossed Can Bottom

Adds structural rigidity and helps prevent oil caning while faithfully reproducing the original factory appearance.

Compatible With Ballast Resistor Systems

Designed for use with a ballast resistor or equivalent resistance wire in factory harnesses to prevent coil overheating and premature ignition component failure.

The Difference Is Inside



Advanced Seven-Section Bobbin Secondary Winding

At the heart of this coil is the advanced seven-section bobbin secondary winding - a design used in today's modern ignition systems but rarely found in traditional canister-style coils.

Unlike conventional layer-wound construction, the secondary winding is divided into seven individually insulated sections. By not concentrating electrical stress and heat between tightly stacked layers, the seven-section bobbin design helps preserve insulation integrity, improving long-term reliability.

Seven-Section Bobbin vs. Traditional Layer-Wound Secondary Comparison

Aspect	Seven-Section Bobbin Secondary	Traditional Layer-Wound Secondary
Insulation Strength	✓ Very high - Physical partitions limit voltage stress and reduce insulation breakdown risk	✗ Lower - High voltage stress exists between winding layers
Voltage Capability	✓ Handles very high secondary voltages (30 to 40 kV+) with greater reliability	✗ More limited by insulation thickness and winding spacing
Parasitic Capacitance	✓ Lower - Promotes faster voltage rise and a sharper spark	✗ Higher - Can slow voltage rise and reduce spark efficiency
Voltage Distribution	✓ More uniform voltage gradient throughout the winding	✗ Greater voltage concentration between layers
Corona Discharge Resistance	✓ Reduced electric field concentration minimizes corona discharge	✗ More susceptible to corona-related insulation degradation
Thermal Performance	✓ Better heat distribution with fewer internal hot spots	✗ Inner winding layers retain more heat
Durability / Service Life	✓ Longer life due to lower electrical and thermal stress	✗ Shorter life due to insulation fatigue and thermal cycling
Resistance To Vibration	✓ More resistant to vibration-induced insulation failures	✗ Greater risk of layer-to-layer insulation wear over time
Manufacturing Consistency	✓ Highly repeatable winding process with excellent quality control	✗ More sensitive to winding tension and alignment variations
High-Voltage Reliability	✓ Excellent resistance to internal arcing and dielectric breakdown	✗ Higher risk of internal arcing under extreme operating conditions
Manufacturing Cost	✗ Higher - Advanced bobbin design and additional manufacturing steps	✓ Lower - Simpler construction and lower production costs

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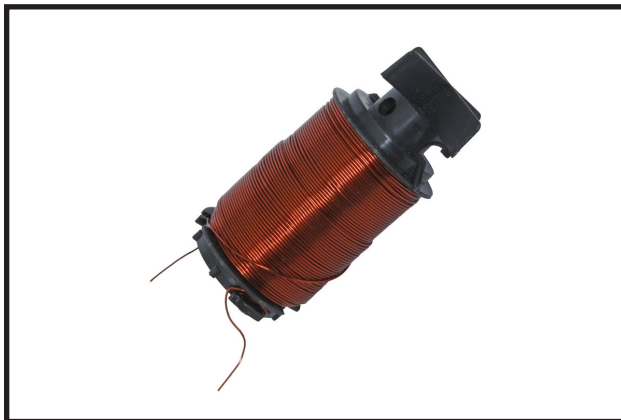
A Closer Look

Every component was chosen for what it contributes, not what it costs. Together, they create an ignition coil built for exceptional reliability, authentic appearance, and the higher standard of craftsmanship expected from a premium ignition coil.



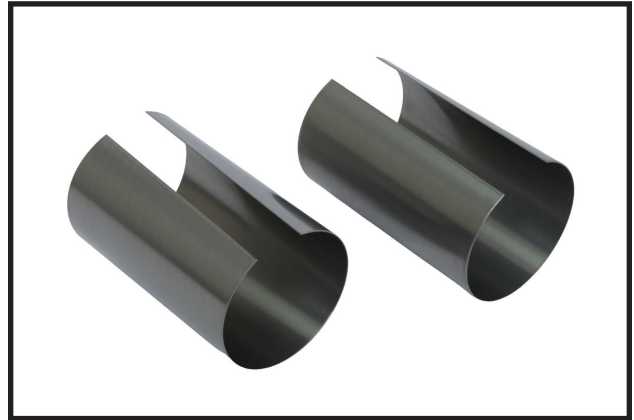
Efficient Energy Transfer

Premium high-permeability silicon transformer steel laminations help concentrate magnetic flux while reducing losses within the core. The result is more ignition energy delivered where it matters, at the spark plug.



Consistency Matters

The primary winding creates the magnetic field that produces spark energy. Precision CNC winding provides consistent turn spacing and uniform tension, preventing crossed turns and localized stress points that can compromise insulation over time. Lower-quality coils may rely on hand winding, resulting in jumbled or wild-winding construction with crossed turns, uneven tension, and less consistent quality.



Improving Magnetic Efficiency

Often eliminated in lower-cost coils, the internal steel sleeves help complete the magnetic circuit by providing a return path for magnetic flux. This improves magnetic coupling and directs more energy through the core assembly while reducing stray fields that can contribute to EMI and RFI interference. It is a component a customer may never know is missing, but one that helps separate a premium ignition coil from an ordinary replacement.

***Every detail was engineered with one objective:
build the finest coil possible.***

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Specifications

Specification	Value
Primary Resistance	1.25-1.35 ohms @ 25°C
Primary Inductance	7.5-8.5 mH @ 25°C
Secondary Resistance	7.0-8.0 k ohms @ 25°C
Secondary Inductance	50-60 H @ 25°C
Maximum Spark Duration	3.1 mS
Peak Spark Gap Current	48 mA
Turns Ratio	80:1
Available Voltage	36 kV under load *

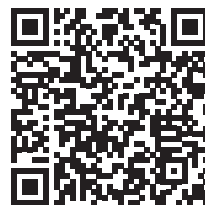
* Society of Automotive Engineers, Ignition System Measurements Procedure, SAE Recommended Practice J973a (Warrendale, PA: SAE, 1973).

⚠ Ballast Resistor or Resistance Wire Required

This coil is designed for systems that require use of a ballast resistor or resistance wire. The ballast limits the primary current to prevent coil overheating, rapid breaker-point wear, and premature ignition module failure when used with aftermarket breaker-point replacement ignition systems. The ballast may be built into the vehicle wiring harness as resistance wire, or it may be a small white ceramic block mounted on the firewall or near the coil. If the existing coil is not overheating, breaker points are not wearing rapidly, or ignition modules are not failing prematurely, the ballast is likely present and functioning correctly.



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