**Running real Coil-Near-Plug ignition on engines that do not have a cam sensor.**

By now most people know that you need two signals to sequence ignition coils. Crankshaft and Cam. Crank was easy: crank trigger. But how do you get a camshaft signal?

1) You could fabricate some way to mount a camshaft sensor off the front of the motor and plug the distributor hole. Very nice clean solution but it requires some fabrication to install a magnet in the cam gear and then mount the sensor.

2) Or you could take a distributor and grind off 7 teeth. The one remaining tooth would generate one pulse per cam revolution. That, with a crank trigger for the crank signal, works. You still have a distributor without the spark plug terminals going anywhere. Yeah it works but it hardly looks high-tech.

3) Use a dual-sync distributor to generate both cam and crank signals and just not connect the spark plug terminals. But you still have a distributor without the spark plug terminals going anywhere.

Number 3 is the easiest and for years I have had customers who used this method to convert their dual-sync distributors, cut off the rotors and fabricating a custom cap. Holley has recognized the trend toward COP ignition and is now supplying a simple good looking cap that protects the dual-sync electronics and doesn’t have sparkplug terminals. And its only about $30. Simple? – yes. Does it work? – yes.