

TROUBLESHOOTING/FAQ's Q. THE ENGINE WILL NOT START.

A. Check all connections to ensure that they are tight and in the proper locations. Check the engine timing to ensure the distributor was installed correctly. Make sure the firing order is correct on the cap.

B. Make sure the distributor's Red wire is getting full battery voltage with the key "ON" and while cranking. Jumping the Red wire to battery positive is a quick test to assure the red wire is getting full voltage. For detailed voltage test steps please visit: www.pertronixbrands.com Loaded voltage and ground test

C. Be sure the distributor housing is getting a good ground back to battery negative. The resistance from distributor housing to battery negative should be less than 0.2 ohms.

D. Remove all other wires from the coil negative except the distributor's Black wire. Turn key "ON" and check the coil positive for voltage. If the coil does not have voltage the coil was wired incorrectly. If coil positive has voltage try starting the engine. If the engine starts then one of the wires removed from the coil negative terminal is shorted to ground.

Q. THE ENGINE STARTS BUT STOPS AFTER RUNNING. BUT WILL RESTART AFTER SOME TIME (COOLS DOWN)
A. HAS PASSED.

A. This type of problem can happen within minutes of startup or hours later. The most common reason is a voltage issue to the distributor's Red wire. Please go to the loaded voltage test above and download the steps. Do the test on a cold engine then again after the engine is at full operating temperature. The two voltage readings should be within a couple of volts and never go below the minimum voltage. A large (3+volts) change in the voltage reading means a connection in the ignition wire is poor or a resistor is in the ignition line.

B. Try another coil.

Q. HOW DO I CHECK A COIL'S PRIMARY RESISTANCE?

A. A digital VOM (volt/ohmmeter) will be needed. Almost all analog/needle style VOM will not work. Remove all wires from the coil. Set the VOM to the lowest OHM scale. Attach leads from the VOM to the coil's (+)&(-) terminals. The meter should display the primary resistance value of the coil. If no reading is displayed try a different scale setting on VOM. ALL GOOD coils have primary resistance so, no reading normally means a defective coil.

Q. HOW CAN I RECEIVE ADDITIONAL HELP OR ALTERNATIVE WIRING DIAGRAMS?

A. Visit our knowledge base at www.pertronixbrands.com
Or call our technicians (913) 808-2376 Mon.-Fri. 7 AM-4:30PM CST.

LIMITED WARRANTY

PerTronix, LLC. Warranty is to the original Purchaser that its Ignition products shall be free from defects in material and workmanship (normal wear and tear excluded) for the following periods:

Ignitor, Ignitor II, Ignitor III – 30 months

Industrial Distributor – 90 days mechanical/30 months Ignitor

Flame-thrower coils – 90 days

Flame-Thrower HEI distributors – Limited 1 year

Flame-Thrower Billet and Cast distributors – 1 year Mechanical/30 months Ignitor module

Flame-Thrower Spark plug wire – Limited Lifetime

Ignition Boxes (second strike, Rev Limiter, & Digital HP) – Limited 1 year

All warranty periods start on the date of purchase

All returns must have a Return Material Authorization (RMA) number issued to them before being returned. To obtain an RMA number please contact PerTronix Technical Department at (913) 808-2376.

When returning, leave all wires at the length in which they have been installed. Include a copy of receipt, detailed account of the problems experienced and RMA number. All warranties are to be returned prepaid shipping and Pertronix will return the product prepaid.

If within the period of the foregoing warranty PerTronix finds after inspection, it was used in a normal/proper manner, consistent with PerTronix instruction, and the product or any component thereof is defective.

PerTronix will, at its option, repair such products or components or replace them with identical or similar parts.

THE FOREGOING LIMITED WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, WHETHER EXPRESS OR IMPLIED INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. THE FURNISHING OF A REPAIR OR REPAIRABILITY COMPONENT OR COMPONENTS SHALL CONSTITUTE THE SOLE REMEDY OF PURCHASER AND THE SOLE LIABILITY OF PERTRONIX, LLC. WHETHER ON WARRANTY CONTRACT OR OTHERWISE. LITIGATION AND INDEMNITY WILL PER TRONIX LLC BE LIABLE FOR MONEY DAMAGES WHETHER DIRECT OR CONSEQUENTIAL.



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PERTRONIX

IGNITION PRODUCTS

INSTRUCTIONS for Part Number:

IGNITOR ELECTRONIC IGNITION GENERAL INFORMATION

• **IMPORTANT:** Read all instructions before starting installation

- For 12-Volt **NEGATIVE** ground applications only. Maximum voltage 16V; Minimum voltage 8V.
- **WARNING: DO NOT USE WITH SOLID CORE SPARK PLUG WIRES; RFI SUPPRESSION SPARK PLUG WIRES MUST BE USED**
- **INCORRECT** wiring of Ignitor red & black wire **OR** leaving the key in the run position without the engine running for an extended period can damage the unit.
- **EIGHT** cylinder engines require a **MINIMUM** of 1.5 ohms of primary resistance. **FOUR** and **SIX** cylinder engines require a **MINIMUM** of 3.0 ohms of primary resistance in the ignition circuit.
- An external resistor is not required when the coil has the minimum primary resistance required for the application.
- The Ignitor can trigger most external ignition systems that can be triggered with a square wave/points trigger. Spark plug gap can be opened .005" over stock.

PART LIST

- (1) Ignitor module
- (1) Magnet sleeve
- (2) Wire terminals
- (1) Wire grommet

INSTALLATION

- Remove the cap and rotor from the distributor. Making sure to not disconnect the spark plug wires from the cap. **NOTE:** Examine the cap and rotor for wear or damage. Replace as needed.
- Disconnect the points wire from the terminal of the ignition coil. While leaving all other wires connected to the coil.
- Remove the screws that are holding down the points, and condenser. Applications not provided in the hardware kit then the original screw will be reused. Applications that use a stud for the points wire that passes through the distributor housing. Remove the stud from the distributor housing as the hole will be used for routing the ignitor wires.
- Clean all dirt, corrosion, and oil from the mounting location. Application with an internal ground wire, inspect the wire at the terminal connections for a good connection. Replace as needed
- Place the Ignitor plate down into the distributor housing. Line up the plate points screws holes. Note: Ignitor plates with a dimple on the bottom will locate in the points screw hole, not the dimple location of the points.
- Secure the Ignitor plate down, using the original screw(s) or the provided screw (s) to the breaker plate. Applications using a ground wire, secure it down to the

