

Ignitor II[®]

READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION



Before installing, please read the following important information...

CAUTION...

DO NOT USE SOLID CORE SPARK PLUG WIRES WITH THE IGNITOR II IGNITION SYSTEM.

1. Turn the ignition switch off and disconnect the battery negative (-) cable.
2. Remove the distributor cap and rotor. Do not disconnect the spark plug wires from the cap.
3. Examine the distributor cap and rotor for excessive wear or damage. Replace as needed.
4. Disconnect the points wire from the negative (-) terminal of the ignition coil.
5. Remove the points, condenser, and grommet.
6. The Ignitor II does not require any modification to the distributor. Therefore the points, condenser and hardware can be used as backup.
7. Clean any oil or dirt from the breaker plate and point cam.
8. Insert the Ignitor II wires through the opening in the distributor housing. Verify that the grommet is seated properly.
9. Install the Ignitor II module in the same manner as a set of points, using the provided hardware. NOTE: 91281 kits use the point adjustment screw hole as a pilot for the Ignitor II locating pin. Confirm that the mounting plate fits flat and without modification.
10. If a distributor ground wire was removed during the installation process be sure to reattach it securely.

COMMON QUESTIONS AND ANSWERS

- Q. The engine will not start or runs rough. What is the problem?
A. Check all connections to insure that they are tight, and in the proper location. Check all grounds; if a distributor ground wire was removed make sure that it was reattached properly. Make sure that the red Ignitor II wire is supplied with a full 12 volts. The Ignitor II is designed to sense high current levels, and shut off before damage occurs. Check all wires for shorts, correct polarity and that the ignition coil's primary resistance level is acceptable.
- Q. The vehicle will start, but then die. After waiting it will start again. What is wrong?
A. The Ignitor II may have a "Low Voltage Problem." If the voltage supplied to the red Ignitor II wire is insufficient, the system may run for a period of time, and then shut down as the voltage drops due to engine heat. The period may vary from minutes to hours depending on available voltage and wiring condition. To remedy this condition refer to steps 15-20 of the wiring instructions.
- Q. How do I check for a "Low Voltage Problem" or determine if I am getting adequate voltage?
A. To quickly test for a "Low Voltage Problem" or for adequate voltage, remove the Ignitor II red wire from the coil positive terminal. Attach a jumper wire from the battery positive terminal to the Ignitor II red wire. Try to start the vehicle. If the vehicle starts with this test refer to steps 15-20 of the wiring instructions for further information.
- Q. How do I check my coil for primary resistance?
A. Remove all wires from the coil. Set the ohmmeter to the lowest scale. Attach one lead of the meter to the positive coil terminal. Attach the other lead to the negative coil terminal. The Ignitor II is compatible with coils having a resistance of 0.6 ohms or greater.
- Q. May I modify the length of the wires?
A. Yes, you may cut the wires to any length your application requires. You may also add lengths of wire if needed (20-gauge). Make sure that all wire splices are clean and the connections are tight.
- Q. Will the Ignitor II work with aftermarket capacitive discharge boxes?
A. Yes, the Ignitor II is compatible with most CD boxes in the same respect as points. Use the CD box wiring instructions for point systems and treat the Ignitor II black wire as a point wire. The Ignitor II red wire should be attached to the 12-volt power source.
- Q. Will the electronic shift assist in an OMC boat work with the Ignitor II?
A. The Ignitor II will work with all OMC sterndrive applications, when our "diode fix" is used. If you've purchased a kit that didn't include the "diode fix" diagram, call our tech line.
- Q. How can I receive additional help?
A. Check our web site for current trouble shooting tips and up-to-date technical information. Log on to www.pertronix.com. You may also contact our tech line at (909-599-5955)

11. Place the magnet sleeve over the distributor shaft and down onto the point cam. Rotate the sleeve until the sleeve and point cam line up correctly.
12. Press the sleeve down firmly until it is seated.
13. Set the air gap between the module and magnet sleeve using the provided plastic feeler gauge (0.030" thick). This is done in the same manner as adjusting points. **NOTE:** Some kits have stationary modules that do not require adjustment of the air gap.
14. Install the rotor and distributor cap. Check to insure that all spark plug wires are seated securely in the distributor cap.

WIRING INSTRUCTIONS

15. The Ignitor II ignition can be used in conjunction with most ignition coils rated at 0.6 ohms or greater. For optimum performance purchase and install the Flame-Thrower II high performance coil.
16. Many vehicles came equipped with ballast resistors or resistance wires. To achieve optimum performance from the Ignitor II ignition system, we recommended removal of these components.
17. Attach the black Ignitor II wire to the negative coil terminal. Attach the red Ignitor II wire to the positive coil terminal. (See Figure 2)
18. The Ignitor II can also be installed in applications retaining the ballast resistor or resistance wire. (See Figure 3). However using a ballast resistor or resistance wire will limit the Ignitor II performance capabilities.
 - A. Attach the Ignitor II black wire to the negative coil terminal.
 - B. Attach the Ignitor II red wire to the ignition side of the resistance, or any other 12-volt ignition power source.
19. Check to insure that the polarity is correct, and that all connections are tight.
20. Re-connect the battery.

FIGURE 1
WIRING DIAGRAM
CONVENTIONAL POINTS SYSTEM
WITH BALLAST RESISTOR

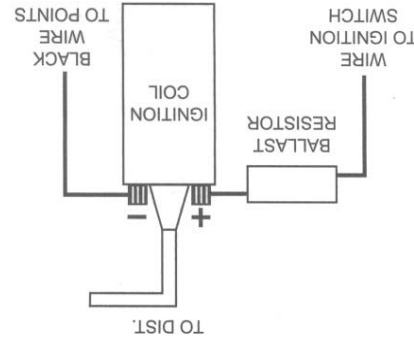


FIGURE 2
WIRING DIAGRAM
IGNITOR II SYSTEM
WITHOUT BALLAST RESISTOR

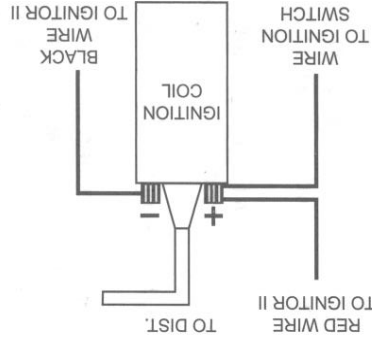
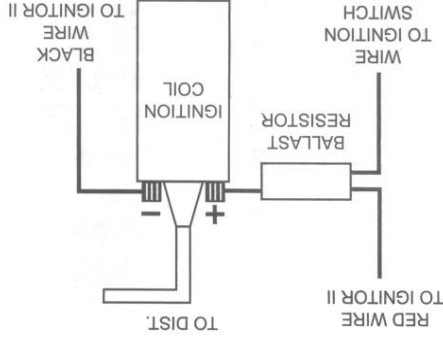


FIGURE 3
WIRING DIAGRAM
IGNITOR II SYSTEM
WITH BALLAST RESISTOR



NOTE:
A RESISTOR WIRE OR BALLAST RESISTOR MAY OR MAY NOT BE INCLUDED IN THE ORIGINAL EQUIPMENT.