TROUBLESHOOTING

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.PerTronix.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, 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) 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.pertronix.com Or call our Technicians 909-599-5955Ext. 1 Mon.-Fri. 7AM-4:30PM PST.

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 (909) 599-5955.

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 REPLACEMENT COMPONENT OR COMPONENTS SHALL CONSTITUTE THE SOLE REMEDY OF PURCHASER AND THE SOLE LIABILITY OF PerTronix LLC WHETHER ON WARRANTY, CONTRACT OR FOR NEGLIGENCE AND IN NO EVENT WILL PerTronix LLC BE LIABLE FOR MONEY DAMAGES WHETHER DIRECT OR CONSEQUENTIAL.

PERTRONIX PERFORMANCE BRANDS

440 E. Arrow Hwy
San Dimas, CA 91773
909-599-5955
www.pertronix.com

Ignitor® II

ELECTRONIC IGNITION

PERTRONIX IGNITION PRODUCTS

INSTRUCTIONS for Part Number:
9FO-181 & 9FO-182

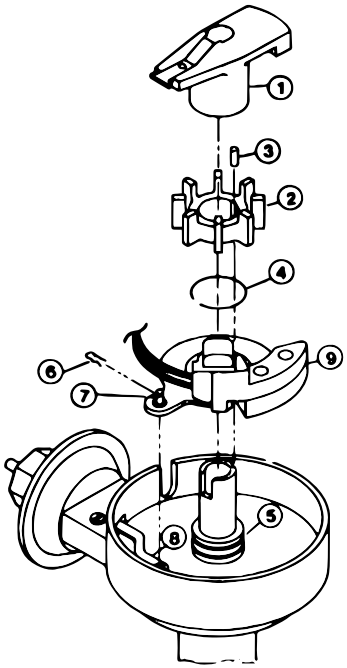
GENERAL INFORMATION

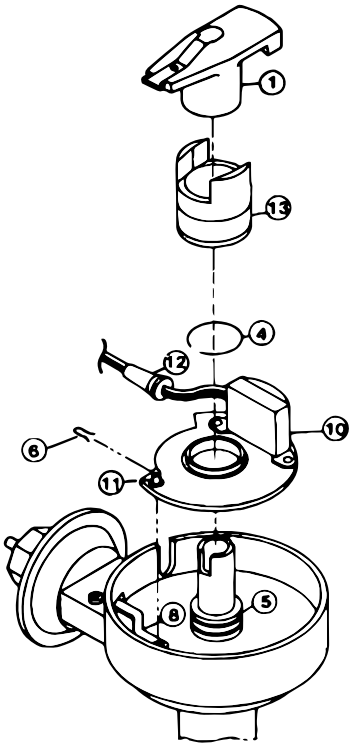
- **IMPORTANT**: Read all instructions before starting installation
- For 12-Volt **NEGATIVE** ground applications only. Maximum voltage 16V; Minimum voltage 8V.
- **WARNING: DO NOT USE WITH SOLID CORE SPARK PLUG WIRES; INCORRECT WIRING OF IGNITOR CAN CAUSE PERMANENT DAMAGE**
- **MINIMUM** of 0.6 ohms of primary resistance in the ignition circuit is required.
- 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.

INSTALLATION

- Disconnect plugs on existing electronic ignition. All plugs must be disconnected. 1974 vehicles have 2 Plugs, 1975-1983 vehicles have 3 plugs. Note: The original electronic Ignition box will not be used for this installation.
- Remove the distributor cap from the distributor, leaving high voltage wires connected in the distributor cap.
- Remove rotor(1) and reluctor (2). Care should be used when removing reluctor as not to allow roll pin (3) to fall into the distributor.
- Remove Spring-Retainer (4) from shaft (5 save).
- Remove spring clip (6 save) from pin (7). Lift vacuum advance arm (8) from pin (7). Plate (9) can be turned to clear the vacuum advance arm.
- Remove screw retaining wire harness and lift plate (9) from the distributor.
- Install the Ignitor module (10) on the distributor.
- Re-install spring retainer (4) on shaft (5).
- Lift vacuum advance arm (8), install arm on pin (11) and re-install spring clip (6).
- Install grommet (12) in the slot in the distributor
- Wire may be adjusted to the desired length by pulling one at a time.
- Install rotor (1) in magnet sleeve (13) and insert it on the distributor shaft. **DO NOT REMOVE GREEN TAPE EVER!!**
- Recheck wire length inside the distributor making sure to allow enough wire inside distributor for the vacuum advance to move freely. But not contacting any moving parts.

03/17/20 0000-008816





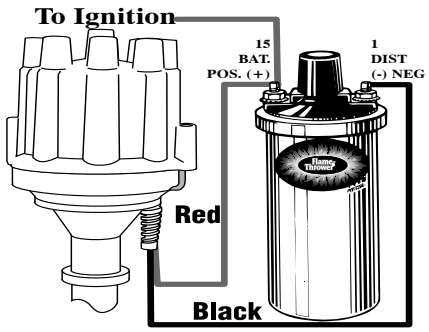
WIRING

- Many vehicles came equipped with a ballast resistor or resistance wire. To achieve optimum performance we recommend the removal of all external resistance, allowing the coil to receive full running voltage. When running a new ignition wire or bypassing a resistor use 12-14 gauge wire. Using power relay **P/N**: 2001 is an easy way to bypass resistors to ensure full voltage.
- With no external resistors, the coil must meet the **MINIMUM** primary resistance **REQUIRED** in the resistance chart. Using a coil with a **LOWER** primary resistance **REQUIRES** an external resistor to bring up the primary resistance to the minimum **OHM** requirements. On applications that use an external ignition box use the coil recommend for the ignition box.
- The distributor wires can be Cut or Lengthen for wiring. Use 20 gauge wire for lengthening or use **P/N**: 2005 (Ignition primary wire Extension kit). Wire terminals are included for connecting to the coil.

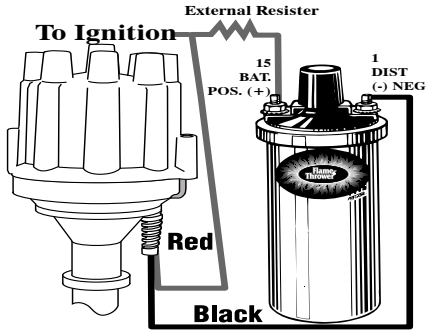
- To wire the distributor to a coil, follow the wiring diagrams. Tach. wire will hook to the same location as stock. Applications that use an external ignition box use the **BLACK** wire as the trigger wire and hook the **RED** wire to an Ignition controlled voltage source. Make sure the ignition source turns **ON/OFF** with key and has power while cranking.

Primary Resistance Specification		
Cylinders	Minimum	Maximum
All	0.6 OHMs	3.5 OHMs
Note: When using an external resistor. Add the primary resistance value of coil and external resistor to know total primary resistance. Exp. 1.5(coil)+1.5(resistor)=3.0 OHMs		

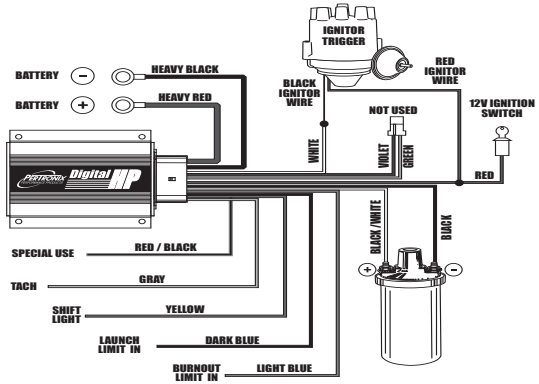
With No Resistor



With Resistor



With CDI box



STARTING

- Recheck all the wires and connections to ensure they are correct. Making sure Ignitor **RED** and **BLACK** are wired per the wiring diagram above, making sure the 12-volt power source is connected to the positive of the coil.
- Start the engine. If the engine fails to start, rotate the distributor in small increments clockwise or counter wise unit engine starts. Note: The Ignitor can move the timing as much as 10° so, even a perfectly timed engine prior to installation might need adjustments.
- Bring the engine to operating temperature. Set initial timing or total timing to the desired setting.