

Ignitor COMMON QUESTIONS AND ANSWERS

Q. What is the first thing I should check if the engine would not start?

A. Make certain all wires are connected securely to the proper terminals.

Q. The engine will not start or runs rough. Are there any tests I can do?

A. Yes, remove the red ignitor wire from the coil. Connect jumper wire from the positive side of the battery to the red ignitor wire just removed from the coil. If the engine starts, then you have a low voltage problem. Remember this is just a test. Not intended for permanent installation.

Q. How can I fix a low voltage problem?

A. First, if you have an external ballast resistor or resistance wire, connect the red ignitor wire to the ignition wire prior to the ballast resistor or resistance wire. Second, if you do not have an external resistor you must connect the ignitor red wire to a 12-volt source that is controlled by the ignition switch.

Q. Should I remove the starter bypass wire?

A. No, the starter bypass wire is needed to provide voltage while starting (cranking).

Q. What type of coil do I need?

A. The ignitor is compatible only with a "points type" coil. Eight cylinder engines require a minimum of 1.5 Ohms of resistance in the primary circuit. Four & six cylinder engines require a minimum of 3.0 Ohms of resistance (primary).

Q. How do I check my coil for resistance?

A. First you need an ohmmeter. Remove all the wires from the coil. Attach the ohmmeter to both the positive and negative terminals. The reading should be 1.5 Ohms or greater for eight cylinder engines and 3.0 Ohms or greater for six cylinder engines. (Your local auto parts store can do this for you if you don't have an ohmmeter)

Q. What do I do if my coil does not have enough resistance?

A. You may purchase and install a ballast resistor from your local auto parts store. You may also choose to purchase a Flamethrower 40,000-volt coil, which provides resistance internally. Note: Many vehicles come with ballast resistor or resistance wire. These applications do not need an additional resistor.

Q. What happens if you leave the ignition switch on when the engine is not running?

A. This can cause your coil to overheat, which may cause permanent damage to the coil and the ignitor.

Q. May I modify the length of the wires?

A. Yes, you can cut the wires to any length your application may require. You may also add length of wire if needed (20-gauge wire). Please make sure all wire splice are clean and connections are secure.

Q. How can I get additional help?

A. Call our tech line (909-547-9058) for any further instructions or questions.

LIMITED WARRANTY

Pertronix, Inc. Warrants to the original Purchaser of its solid-state ignition system (product) that the Ignitor, magnet assembly and wiring (components) shall be free from defects in material and workmanship for a period of (30) months from the date of purchase.

If within the period of the foregoing warranty Pertronix finds, after inspection, that the product or any component thereof is defective, Pertronix will, at its option, repair such products or component or replace them with identical or similar parts PROVIDED that within such period Purchaser:

1. Promptly Notifies PerTronix, in writing, of such defects.
2. Delivers the defective products product or component to Pertronix (ATTN: Warranty) with proof of purchase date; and
3. Has installed and used the product in a normal and Proper manner, consistent with Pertronix printed instructions.

THE FORGOING LIMITED WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, WHETHER EXPRESSED OR IMPLIED, INCLUDING AND IMPLIED WARRANTY OR MERCHANTABILITY OR FITNESS FOR A PURPOSE.

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



440 E. Arrow Highway, San Dimas, CA. 91773

909-599-5955 www.pertronix.com

IGNITOR[®]

ELECTRONIC IGNITION

FOR PART NUMBER: 1286LS

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

1. For 12-Volt negative ground applications only.
2. **DO NOT USE SOLID CORE SPARK PLUG WIRE.** Use suppression or carbon type spark plug wires.
3. **Warning!!!** Leaving the ignition switch "ON" with the engine "OFF" for an extended period could result in permanent damage to the Ignitor.
4. Most original distributor mounted coils are designed for 6V systems and have 1.0 Ohms of resistance. If your coils measures less then 1.0 Ohms, install a primary ballast resistor to increase the total resistance between 1 to 2 ohms. Resistors should be installed in line with the coil power wire.

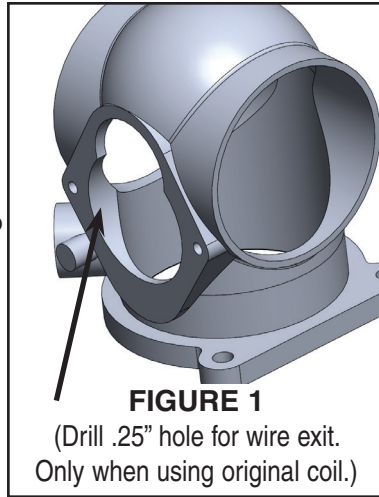
Distributor Disassembly

1. Disconnect the battery.
2. Disconnect the coil power wire.
3. Remove vacuum line from distributor.
4. Remove spark plug wire covers and caps.
5. Remove distributor from engine.
6. Remove coil mounting screws and set coil aside.
7. Remove vacuum break nut and extract the spring and plunger
8. Remove the distributor timing adjustment screw and slider.
9. Carefully pull the distributor center section and shaft free from the housing. Depending on the condition of the distributor, this process can be very difficult. Soaking the distributor in a penetrating oil, or applying heat to the distributor housing can help.
10. Remove the rotor from the shaft.
11. Remove the c-ring from the groove above the breaker plate.
12. Lift out the entire breaker plate and point set.

IGNITOR INSTALLATION

For this system to perform optimally, the distributor should be in good working order. Inspect the shaft, advance mechanism, vacuum break spring and plunger and distributor bushings. If any part of the distributor appears excessively worn or in need of repair, service the distributor before proceeding.

1. Typical installations using the original distributor mounted coil require a small hole to be drilled into the distributor housing for the wire exit, See Figure 1. Use a .25" drill bit to make a hole at the location indicated in the illustration below. If a remote coil adapter will be used, the wire exit hole can be drilled in the adapter instead, see Figure 4.
2. Install the white nylon isolation nut into the square coil contact bracket on the Ignitor adapter plate. SEE FIGURE 2.
3. Set the Ignitor adapter plate into the distributor lower assembly. Make sure that the plate sits down completely. It can only be installed one way.
4. Install the C-Clip on top of the adapter plate. The opening in the C-clip should be positioned over the notch in the adapter plate.
5. Install the module onto the adapter plate using the two 6-32 screws provided. **Note:** There are two module positions depending on the size of the point cam. Choose the position that locates the module closest to the point cam without contacting it. Tighten the module mounting screws.
6. Route the black module wire towards the square isolation nut to determine the proper wire length. Cut the wire to length and attach the provided ring terminal. Attach the black wire to the isolation nut using the brass cup screw. **Note:** If using a remote coil adapter, the black wire length can be left long.
7. Install the rotor onto the distributor shaft
8. Place the lower distributor assembly into the distributor housing. The brass coil contact screw should be facing the coil opening. Make sure the wire(s) are kept out of the way as the assembly goes together.
9. Install the provided grommet onto the red wire and pull it through the hole that was drilled in the distributor housing. Pull the excess wire out of the housings. Verify the wires do not interfere with the rotor, vacuum break, or movement of the timing adjustment.
10. Install the timing adjustment screw and slider and position the plate in the center of the timing marks. Tighten the timing screw.
11. Install the vacuum plunger, spring and nuts.
12. Install the coil and tighten it in place with the original screws. The original condenser can be removed.



13. Route the red wire to the power terminal of the coil. Determine the proper length, cut the wire and attached the provided ring terminal. Attach the original power wire and the red Ignitor wire to the coil power terminal. SEE FIGURE 3.
14. For installations with remote coil adapters, install the provided grommet to both the red and black wire and pull the wires through the hole in the adapter plate. Attach the red wire to the coil positive terminal and the black wire to the negative coil terminal. SEE FIGURE 4
15. Re-Install the distributor into the engine. Make sure the tang drive lines up with the engine before tightening the distributor down.
16. Re-Install the vacuum line to the distributor
17. Install the spark plug wire caps and covers
18. Reconnect the battery.

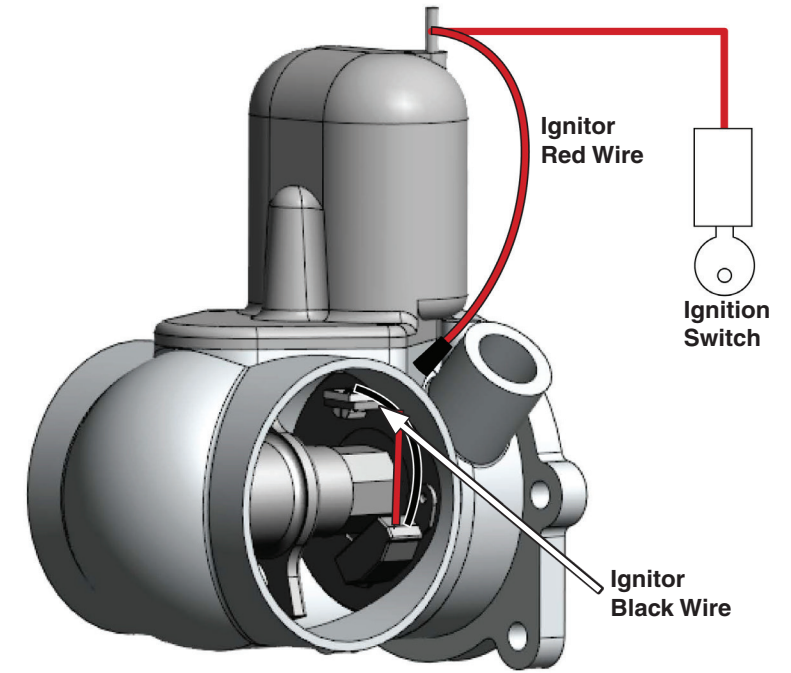
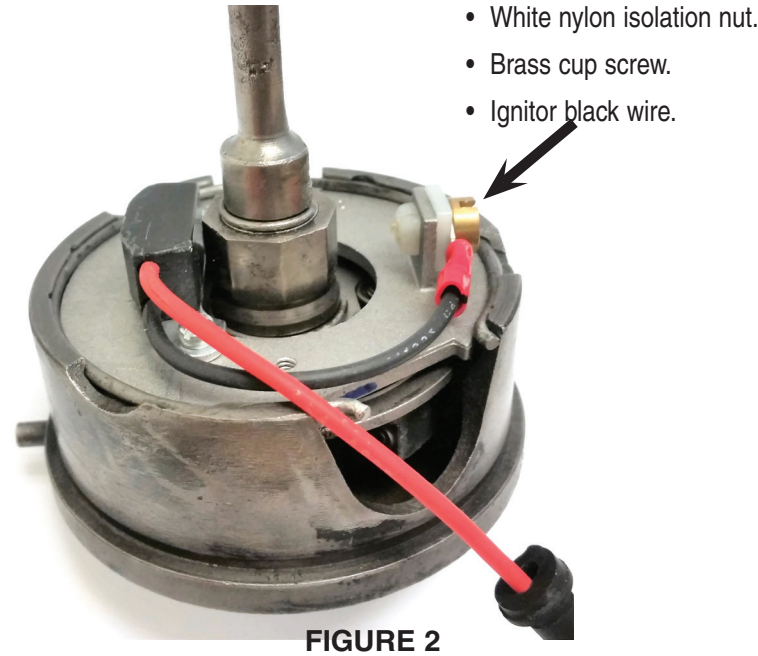


FIGURE 3

Remote Coil Wiring

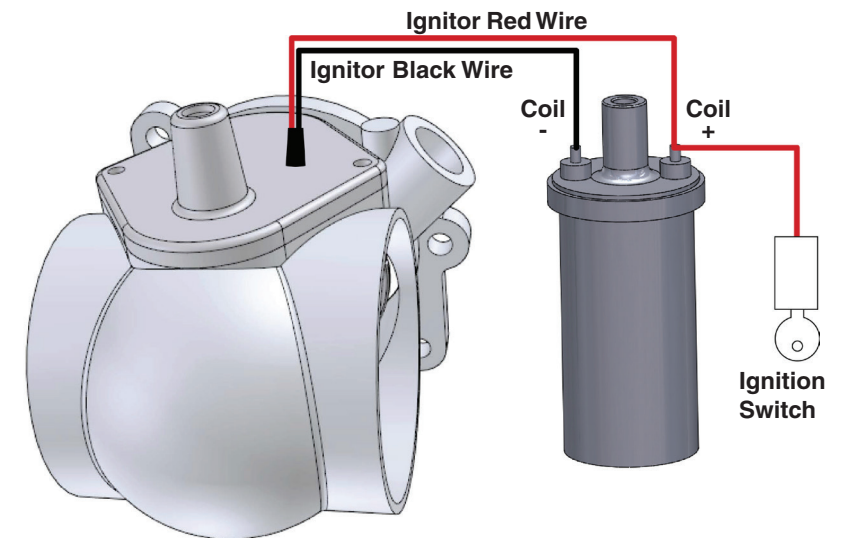


FIGURE 4