

LIMITED WARRANTY

PerTronix, Inc. warrants to the original Purchaser of its solid-state ignition system (product) that the Ignitor 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:

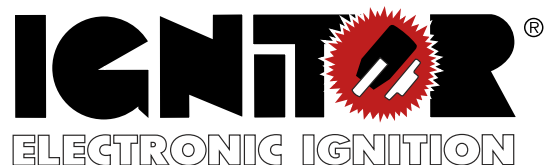
1. Promptly notifies PerTronix, in writing, of such defects.
2. Delivers the defective products product or component to PerTronix (Attn: Warranty) with proof of purchase date; and
3. Has installed and used the product in a normal and proper manner, consistent with PerTronix printed instructions

THE FOREGOING LIMITED WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, WHETHER EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OR MERCHANTABILITY OR FITNESS FOR A PARTICULAR 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.



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Installation Instructions
Part # 1247

BEFORE YOU START

- Read the complete instruction manual before starting installation.
- This system is for 12 volt negative ground systems only.
- This kit is designed to fit N-Series Ford tractors with front mount distributors.
- Some modification to the original distributor is necessary.
- A ballast resistor may be required.

Removing the distributor

1. Disconnect the coil power wire.
2. Remove the spark plug wires from the distributor cap.
3. Remove the coil by unsnapping the retainer bail.
4. Unsnap and remove the distributor cap.
5. Note the position of the rotor so that the distributor can be reinstalled in the same position. Remove the rotor.
6. Remove the two bolts that hold the distributor to the block.
7. Remove the distributor.

Removing the breaker plate

1. Remove the breaker plate retaining ring.
2. Remove the breaker plate hold down screw.
3. Remove the breaker plate.
4. Remove the shim washer from the distributor shaft.
5. Remove the distributor shaft and advance mechanism.
6. Check the distributor for cracks and damage.

Modifying the distributor

1. To allow the Ignitor wires to exit the distributor, the vent screen closest to the coil retaining bail must be removed. If the distributor does not have a vent, drill a 1/4" hole into the distributor housing at the location shown in Illustration B.
2. This is a good time to clean the distributor thoroughly. Make sure that no metal debris is left in the distributor.
3. Install the advance mechanism and shaft back into the distributor.

Ignitor Module Installation

1. Install the magnet sleeve onto the point cam.
2. Install the shim washer onto the distributor shaft.
3. Set the adapter plate it into the distributor. Insert the provided hold down stud through the plate and distributor housing.
4. Install the timing adjustment slide over the stud. Install the provided lock nut.
5. Static time the distributor by positioning the plate so that the slide is positioned in the middle of the adjustment slot. The adjustment nut should be centered with the cap spring clip (See Illustration B). Tighten the nut once it is aligned properly.
6. Install the plate retaining ring. The flat portion of the ring should be placed on adjustment slot side of the distributor.
7. Insert the red wire through the hole that was made in the distributor body.

Distributor Installation

1. Install the rotor
2. Turn the rotor to the position that was noted prior to the removal of the distributor.
3. Place distributor into block and fasten in place with the original mounting bolts. **Note:** Do not force the distributor into place. Check to make sure that drive tang is properly aligned.
4. Install the distributor cap.
5. Install the coil and coil retaining bail.
6. Install the spark plug wires.

Wiring

Most stock and aftermarket coils are designed for six volt systems. These coils have a primary resistance of approximately 0.6 ohms. and when used with the Ignitor must be equipped with a ballast resistor. We recommend a resistor 2.4 ohms or greater to prevent ignition failure. Coils having a 3.0 ohm primary resistance can be used without an external resistor.

1. Install the ballast resistor.
2. Attach the ignition switch wire and the Ignitor red wire to one side of the resistor. (See Illustration C)
3. Using 18 gauge wire or larger, connect the opposite side of the resistor to the coil positive terminal.

Illustration B

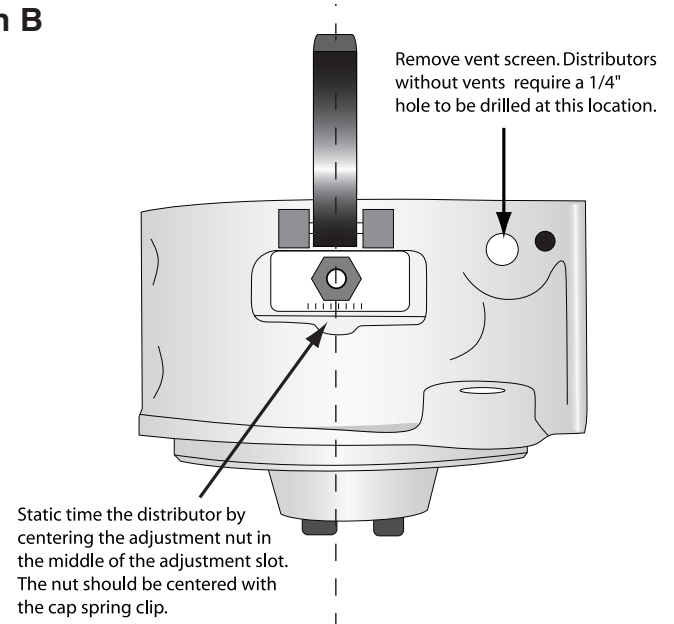


Illustration C

