FLAME-THROWER II COIL APPLICATIONS						
Use with:	System Voltage	Cylinders	Primary Resistance	Recommended Flamethrower II Coils		
				Black	Chrome	Epoxy
Ignitor II	12V	4, 6 & 8	0.6 ohms	45011	45001	45111
NOTE: REMOVE OR BYPASS EXTERNAL BALLAST RESISTOR/RESISTANCE WIRE WHEN INSTALLING THE RECOMMENDED FLAME-THROWER COIL.						

LIMITED WARRANTY

Pertronix, LLC. 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.

PERTRONIX PERFORMANCE PRODUCTS

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Ignitor® II

ELECTRONIC IGNITION

12-VOLT NEGATIVE GROUND INSTRUCTIONS

For Part Numbers: 9LU-143A

GENERAL INFORMATION

1. **IMPORTANT:** Read all instructions before starting installation.
2. **WARNING!!!** DO NOT USE WITH SOLID CORE IGNITION WIRES.
3. The Ignitor II ignition can be used in conjunction with most ignition coils rated at 0.45 ohms or greater.
4. All external resistors must be removed to achieve optimum performance from the Ignitor II ignition system.
5. The Ignitor II is compatible as a trigger for our Digital HP Ignition Box or most CD boxes.
6. See our website (www.pertronix.com) for the latest product information.

PRIOR TO INSTALLATION TURN IGNITION SWITCH OFF OR DISCONNECT THE BATTERY

1. Remove the distributor cap, and rotor. Do not disconnect spark plug wires. Examine cap and rotor for wear or damage. Replace as needed.
2. Disconnect the point wire from the negative (-) terminal of the coil.
3. Remove two screws that retain the breaker plate. Lift out the complete plate.
4. The Ignitor does not require any modification to the distributor. Therefore the breaker plate, point, condenser and hardware can be used as backup.
5. Clean all dirt and excess oil from the distributor and point cam.

IGNITOR INSTALLATION

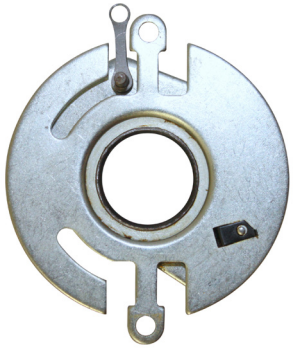
1. **Vacuum advance distributors only:**
2. Install new plate with Ignitor module attached. Align the vacuum advance arm with the pin on the new plate before pushing the plate down into the distributor body. Attach the loose end of the ground wire with one of the original mounting screws.
3. **GO TO STEP 8**

4. **Non Vacuum advance distributors only:** Turn the new plate over. Align the vacuum pin with the slot in the plate as shown in figure A.

FIGURE A

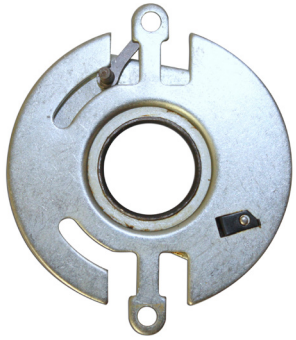
5. Place the small end of the vacuum lockout onto the vacuum pin and slide all the way down. See Figure B.

FIGURE B



6. Rotate the plate so that the larger end of the vacuum lockout is aligned with the plate hole. See Figure C.
7. Install plate into body of distributor. Attach the loose end of the ground wire with one of the original mounting screws.

FIGURE C



8. Insert wires through hole in distributor housing, and pull wire grommet into place. Make sure wires do not interfere with any moving parts.
9. Install magnet sleeve over the distributor shaft, onto point cam. Rotate the sleeve until a slight locating position is felt before applying pressure. Press down firmly insuring sleeve is fully seated.
10. Module and magnet sleeve air gap is not adjustable.
11. Reinstall rotor and distributor cap. Make sure all spark plug wires are securely attached. Examine spark plug wires for wear or damage. Replace as needed.
12. **Warning! DO NOT USE WITH SOLID CORE SPARK PLUG WIRES.**
13. See Wiring Instructions.

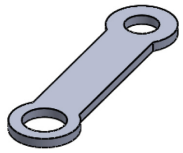


Illustration of Vacuum Lockout

WIRING INSTRUCTIONS

1. The Ignitor II ignition can be used in conjunction with most ignition coils rated at 0.45 ohms or greater. For optimum performance purchase and install the Flamethrower II high performance coil.
2. Attach the black Ignitor II wire to the negative coil terminal. Attach the red Ignitor II wire to the positive coil terminal. (See Figure 1)

A. Recommended Installation: Many vehicles came equipped with ballast resistor or resistance wire. To achieve optimum performance from the Ignitor II ignition system, we recommend removal of these components.

- To remove a ballast resistor, (normally white ceramic blocks 3 to 4 inches long), disconnect all wires on both ends of the ballast resistor. Remove the resistor from the vehicle and splice the disconnected wires together at a single point.
- To remove a resistance wire, trace the coil power wire, which was previously connected to the positive coil terminal, back to the fuse block. Bypass this wire with a 12-gauge copper stranded wire.

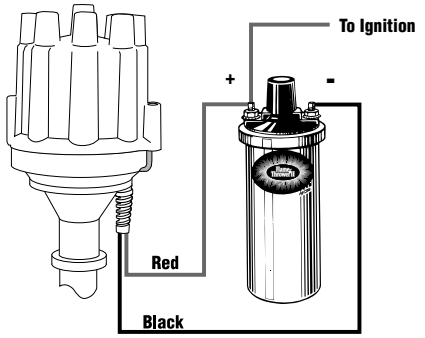


FIGURE 1

(WITHOUT EXTERNAL RESISTOR)

B. Alternative Installation: The Ignitor II can also be installed in applications retaining the ballast resistor or resistance wire.

- Attach the Ignitor II black wire to the negative coil terminal. Attach the Ignitor II red wire to the ignition side of resistance, or any 12 volt ignition power source.

3. Check to insure that the polarity is correct, and that all connections are tight.
4. Re-connect the battery.
5. Start the engine and allow it to reach normal operating temperature. Check ignition timing, and adjust to the desired setting.