5. Determine the rotation of your distributor rotor. The *Ignitor* can be installed in clockwise or counter clockwise positions.
6. Install *Ignitor* plate using the screw hole stamped for the correct rotation. "CC" indicates the correct screw hole for counter clockwise rotation. "C" indicates the correct screw hole for clockwise rotation.
7. Fasten the *Ignitor* plate to the distributor beginning with the correctly stamped screw hole. Two screws must be used.
8. Install grommet into hole in the side of the distributor body. The wire length inside the distributor can be adjusted by gently pulling one wire at a time through the grommet. **CAUTION:** care must be taken to insure wires do not interfere with moving parts.
9. Install magnet sleeve over distributor shaft, onto point cam. NOTE: Sleeve fits tightly over cam. Rotate sleeve until a slight locating position is felt before applying pressure. With sleeve lined up on point cam, press down firmly insuring sleeve is fully seated.
10. Reinstall dust shield, rotor spring tension clip, and rotor.
11. Install distributor cap. Make sure all spark plug wires are securely attached.
12. Connect the *Ignitor* black wire to the negative (-) side of the ignition coil.
13. For installations that do not use a primary ballast resistor, connect the *Ignitor* red wire to the positive (+) side of the ignition coil. (See Figure 2).
14. For installations that use a primary ballast resistor, connect the *Ignitor* red wire to the ignition switch side of the resistor. (See Figure 3).
15. Reconnect battery and make sure all wires are connected.
16. The engine can now be started. Let the engine run for a few minutes and then set the timing in the conventional manner.

FIGURE 1
WIRING DIAGRAM
CONVENTIONAL POINTS
SYSTEM
WITH BALLAST RESISTOR

FIGURE 2
WIRING DIAGRAM
IGNITOR SYSTEM
WITHOUT BALLAST RESISTOR

FIGURE 3
WIRING DIAGRAM
IGNITOR SYSTEM
WITH BALLAST RESISTOR

NOTE: A RESISTOR WIRE OR BALLAST RESISTOR MAY OR MAY NOT BE INCLUDED IN THE ORIGINAL EQUIPMENT. THEY ARE NOT TO BE CHANGED IN ANY WAY WITH THE INSTALLATION OF AN IGNITOR SYSTEM.

Ignitor™ COMMON QUESTIONS AND ANSWERS

Q. What is the first thing I should check if the engine will not start?
A. *Make certain all wires are connected securely to the proper terminals.*

Q. The engine still will not start run. Are there any tests I can do?
A. *Yes, remove the red Ignitor™ wire from the coil. Connect a jumper wire from the positive side of the battery to the red Ignitor™ wire just removed from the coil. If the engine starts you have a low voltage problem (This is a very common 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, connect the red Ignitor™ wire to the ignition wire prior to the ballast resistor. Second, if you do not have a ballast resistor you must connect the red Ignitor™ wire to a 12-volt source that is controlled by the ignition switch.*

Q. What type of a coil do I need?
A. The *Ignitor™ Is compatible only with a "points style" coil. Six & eight cylinder engines require a minimum of 1.5 ohms of resistance. Four cylinder engines require a minimum of 3.0 ohms of resistance.*

Q. How do I check my coil for resistance?
A. *First you need an ohmmeter. Remove all the wires from the coil. Attach the meter to both the positive and negative terminals. The reading must be 1.5 ohms or greater for six and eight cylinder engines, and 3.0 ohms or greater for four cylinder engines. (Your local auto parts store can do this for you if you do not 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 you local auto parts store. You may also choose to purchase a Flame-Thrower™ 40,000-volt coil, which provides resistance internally. Note: Many vehicles come equipped with a resistor wire or a ballast resistor. These applications may not need an additional resistor.*

Q. What happens if I 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 Ignitor™ wires?
A. *Yes, you may cut the wires to any length your application may require. You may also add lengths of wire if needed (20-gauge wire). Please make sure all wire splices are clean and connections are secure.*

Q. Will the shift interrupter on an OMC stern drive boat work with the Ignitor™?
A. *The Ignitor™ is compatible with all OMC stern drive applications, when equipped with a "diode fix". If you purchased a kit that does not include the "diode fix" diagram, call our tech line.*

Q. How can I get additional help?
A. *Call our tech line (909-599-5955) for any further instructions or questions.*

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IGNITOR

INSTALLATION INSTRUCTIONS FOR PART NUMBER 1244A

STOP

Before installing, please read the following important information…

1. The *Ignitor* is designed to be used in 12-volt negative ground systems.
2. The *Ignitor* is compatible only with a "points style" coil, with a minimum of 3.0 ohms of resistance.
3. If your ignition system presently is equipped with a ballast resistor, do not remove it. (See Figure 3).
4. Caution: never use a "HEI" type coil with the *Ignitor*. This type of coil will damage the module, cause it to fail, and void the warranty.
5. The red wire from the *Ignitor* must be connected to the positive (+) side of the coil, or a 12 volt switching power source. (See Figure 2 & 3). The black wire must be connected to the negative (-) side of the coil.

PRIOR TO INSTALLATION TURN THE IGNITION SWITCH OFF OR DISCONNECT THE BATTERY.

1. Remove the distributor cap and rotor. Leave spark plug wires connected to the distributor cap.
2. Rotor tension spring must be removed from distributor shaft in order to remove dust shield.
3. Remove points wire from the negative coil terminal. Remove points and condenser.
4. The *Ignitor* does not require any modification to distributor. Therefore the points, condenser, and hardware can be used as backup.

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