

### **6-Volt Positive Ground Instructions**

**For Distributor Number: D41-27AP6**

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

1. The Pertronix electronic ignition distributor is designed for 6-volt positive ground applications.
2. The Ignitor is compatible only with a points style coil. A minimum of 1.5 ohms of resistance is required in the primary circuit.
3. If your Ignition coil has the proper primary resistance (1.5 ohms or greater), remove or bypass all external resistors.
4. **Note: Do not remove external resistors if the coil primary resistance is lower than specified.**

#### **PRIOR TO INSTALLATION TURN IGNITION SWITCH OFF OR DISCONNECT THE BATTERY**

1. The electronic ignition distributor is installed into the engine block in the same manner as the conventional point distributor.

#### **WIRING INSTRUCTIONS**

1. Remove the ignition switch wire from the negative coil terminal. Connect the black Ignitor wire directly to the ignition switch wire.
2. Connect the Ignitor black/white wire to negative (-) side of the ignition coil (**see figure 1**).
3. Connect an insulated, AWG 20 copper stranded wire from the positive coil terminal to the positive battery terminal or chassis (**see figure 1**).
4. The black/white Ignitor wire and the AWG 20 copper stranded wire should be the only wires connected to the coil.
5. Make sure all wires are connected correctly, and reconnect battery.
6. The engine can now be started. Let the engine run for a few minutes and then set the timing in the conventional manner.
7. **NOTE: If the distributor is equipped with a vacuum advance, set Ignition timing with vacuum advance hose disconnected and plugged at the distributor.**

#### **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.

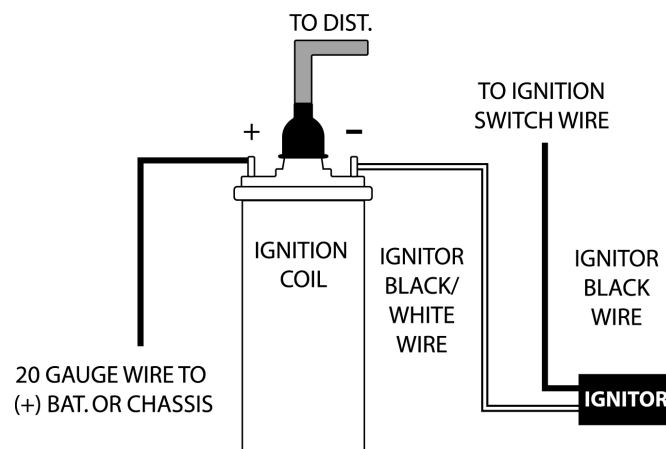


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8. Since the Pertronix electronic ignition distributor will fire down to zero RPM, the engine can be statically timed to a high degree of accuracy.
- Set a voltmeter to a 12-volt DC scale.
  - Connect the voltmeter from the negative (-) coil terminal to the battery negative (-) terminal.
  - With the Ignition key into the “ON” position, as you turn the crankshaft, the voltmeter will fluctuate between 1.2 volts and battery voltage.
  - Firing occurs just as the voltmeter switches from 1.2 volts to battery voltage.
  - Tighten distributor hold down, and reconnect all vacuum hoses.
  - The engine can now be started.

**Figure 1**




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## 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 distributor black wire from the ignition switch wire. Connect jumper wire from the negative (-) side of battery to the distributor black wire. If the engine starts and runs well, you may have high resistance thru your Ignition switch. This is just a test. Not intended for permanent installation.

Q. How can I fix a high resistance problem?

A. High resistance can be caused by an external ballast resistor, resistance wire or in some cases a resisted ignition switch. If the proper coil is used, remove or bypass all external resistors.

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 electronic ignition is compatible only with a points style coil. 2, 3, 4, and 6 cylinder engines require a minimum of 1.5 ohms of resistance in the primary circuit.

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 2, 3, 4, and 6 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 resistor wire or a ballast resistor. 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 (909-599-5955) for any further instructions or questions.

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