Ignitor™ COMMON QUESTIONS AND ANSWERS

/hat is the first thing I should check if the engine would not start?
lake certain all wires are connected securely to the proper terminals.

he engine will not start or runs rough. Are there any tests I can do?
es, remove the red *Ignitor*™ wire from the coil. Connect a jumper wire om the positive side of the battery to the red *Ignitor*™ wire just removed om the coil. If the engine starts you have a low voltage problem (This is a ery common problem). Remember this is just a test. Not intended for ermanent installation.

ow can I fix a low voltage problem?
irst, if you have an external ballast resistor, connect the red *Ignitor*™ wire the ignition wire prior to the ballast resistor. Second, if you do not have a allast resistor you must connect the red *Ignitor*™ wire to a 12-volt source iat is controlled by the ignition switch.

/hat type of coil do I need?
he *Ignitor*™ is compatible only with a "points style" coil. Six & eight /linder engines require a minimum of 1.5 ohms of resistance. Four /linder engines require a minimum of 3.0 ohms of resistance.

ow do I check my coil for resistance?
irst you need an ohmmeter. Remove all the wires from the coil. Attach the ieter to both the positive and negative terminals. The reading must be 1.5 ims or greater for six and eight cylinder engines, and 3.0 ohms or greater r four cylinder engines. (Your local auto parts store can do this for you if ou not have an ohmmeter)

/hat do I do if my coil does not have enough resistance?
ou may purchase and install a ballast resistor from your local auto parts ore. You may also choose to purchase a *Flame-Thrower*™ 40,000-volt oil, which provides resistance internally. Note: Many vehicles come with a sistor wire or a ballast resistor. These applications do not need an dditional resistor.

/hat happens if I leave the ignition switch on when the engine is not unning?
his can cause you coil to overheat, which may cause permanent damage the coil and the *Ignitor*™.

lay I modify the length of the *Ignitor*™ wires?
es, you may cut the wires to any length your application may require. You ay also add lengths of wire if needed (20-guage wire). Please make sure l wire splice are clean and connections are secure.

/ill the shift interrupter on an OMC stern drive boat work with the *nitor*™?
he *Ignitor* is compatible with all OMC stern drive applications, when quipped with a "diode fix". If you purchased a kit that does not include the liode fix" diagram, call our tech line.

ow can I get additional help?
all our tech line (800-827-3758) for any further instructions or uestions.

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IGNITOR

INSTALLATION INSTRUCTIONS FOR PART NUMBERS 1441A, 1483A & 1484A

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

1. The *Ignitor* is designed for 12-volt negative ground systems.
2. The *Ignitor* is compatible only with a "points style" coil. Six & eight cylinder engines require a minimum primary resistance of 1.5 ohms. Four cylinder engines require a minimum of 3.0 ohms of resistance.
3. If your ignition system is equipped with a ballast resistor, do not remove it.
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* should be connected to the positive (+) side of the coil, or a 12-volt switching power source (See Figure 2 & 3). The black wire should be connected to the negative (-) side of the coil.

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

1. Remove distributor cap, rotor and dust cover from distributor. Do not disconnect spark plug wires from cap.
2. Examine the cap and rotor for wear or damage. Replace as needed.
3. Remove the snap ring that retains the vacuum advance arm.
4. Remove the screws that mount the vacuum advance to the distributor housing, and remove the vacuum advance.
5. For breaker point distributors remove the point wire and complete breaker plate from the distributor housing.
6. For Electronic distributors disconnect the red and brown wires from the positive (+) and negative (-) side of the coil and remove the complete electronic assembly.

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Install the new *Ignitor* plate assembly using the original screws.

Install the vacuum advance canister. Make sure to place the vacuum advance arm over the pin on the *Ignitor* plate and secure it with the snap ring that was removed.

Place the *Ignitor* module over the studs on the *Ignitor* plate.

). Use the provided screw to secure one end of the small ground wire to the *Ignitor* plate. Place the other end of the ground wire over the closest mounting stud.

. Fasten the module and ground wire to the plate with the provided nuts.

. Place the wire grommet into the slot in the distributor housing. Make sure wires do not interfere with any moving part.

. Install magnet sleeve on to the distributor shaft.

. Install the dust cover over the magnet sleeve.

. Turn the magnet sleeve so that the rotor can engage with the shaft and sleeve at the same time.

. Install the rotor and make sure that it is fully seated.

. Install the distributor cap. Make sure all spark plug wires are securely attached.

. Connect the *Ignitor* black wire to the negative (-) side of the ignition coil.

). For installations that do not use a primary ballast resistor or resistance wire, connect the *Ignitor* red wire to the positive (+) side of the ignition coil. (See Figure 2)

). For installations that use a primary ballast resistor or resistance wire, connect the *Ignitor* red wire to the ignition switch side of the resistance. (See Figure 3).

. Reconnect battery and make sure all wires are connected.

. 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

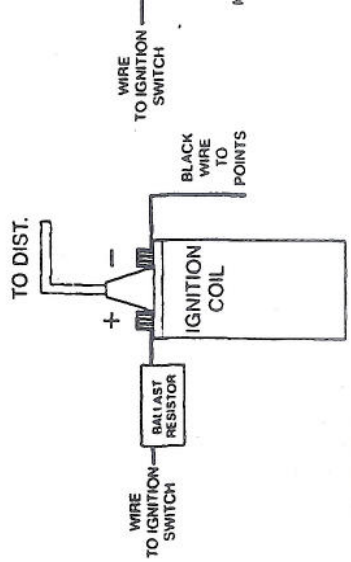


FIGURE 2
WIRING DIAGRAM
IGNITOR SYSTEM
WITHOUT BALLAST RESISTOR

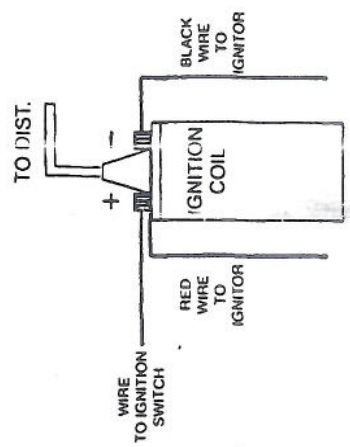
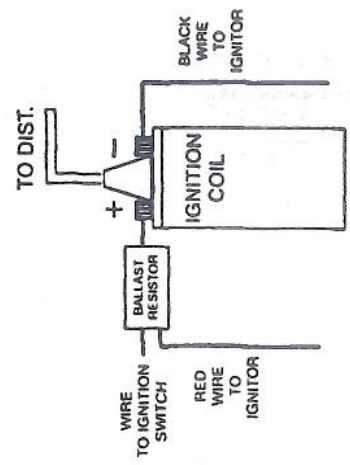


FIGURE 3
WIRING DIAGRAM
IGNITOR SYSTEM
WITH BALLAST RESISTOR



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