



12-Volt Negative Ground Instructions

For Part Number: 2184

CAUTION!!! Please read the following important information....

1. **DO NOT USE SOLID CORE SPARK PLUG WIRE.** Use suppression or carbon type spark plug wires.
2. **Warning!!!** Leaving the ignition switch "ON" with the engine "OFF" for an extended period could result in permanent damage to the Ignitor.
3. Each coil requires a minimum of 3.0 ohms of primary resistance.
4. Go to www.pertronix.com for additional information or call Technical Support @ 909-547-9058 for additional assistance.

PRIOR TO INSTALLATION TURN IGNITION SWITCH OFF OR DISCONNECT THE BATTERY

1. Remove cap and rotor from distributor. Do not disconnect spark plug wires from cap.
2. Examine cap and rotor for wear or damage. Replace as needed.
3. Disconnect the points wires from the (-) terminal of the Ignition coils.
4. Remove the pass through terminals from the distributor housing.
5. Remove breaker plate screws and lift out entire breaker plate assembly.
6. The Ignitor does not require any modification to the distributor. Therefore the breaker plate, breaker points, condenser and hardware can be used as backup.
7. Clean all dirt and excess oil from the point cam.

IGNITOR INSTALLATION

8. Install new plate with Ignitor modules attached. Align the cutout on the adapter plate to the guide pin on the distributor housing. See Figure 1. Use original screws to secure adapter plate in place.
9. Insert module wires through hole in the distributor housing and pull wire grommet into place. **CAUTION:** Care must be taken to insure wires do not interfere with moving parts
10. Install magnet sleeve over distributor shaft, onto point 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.
11. Note: AIR GAP IS NOT ADJUSTABLE.
12. Wire the primary module to the primary coil. See Figure 2.
13. Wire the secondary module to the secondary coil. See Figure 2.
14. Install distributor rotor and cap. Make sure all spark plug wires are securely attached.
15. **DO NOT USE SOLID CORE SPARK PLUG WIRES.** Use suppression or carbon type spark plug wires.
16. See Wiring Instructions.



FIGURE "1"

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.



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WIRING INSTRUCTIONS

1. Connect the Ignitor black wire to the negative (-) terminal of the ignition coil.
2. Connect the Ignitor red wire to the positive (+) terminal of the ignition coil.
3. Reconnect battery and make sure all wires are connected.
4. The engine can now be started. Let the engine run for a few minutes and then set the timing using the primary module.

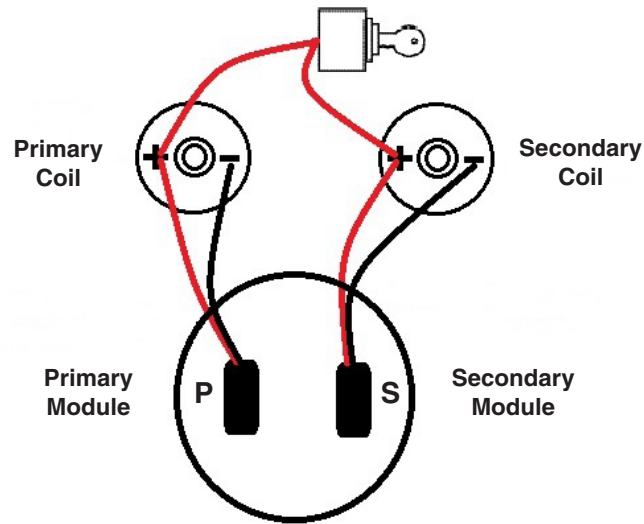


FIGURE "2"

Procedure for Synchronization of Modules

Some of our Ignitor and Ignitor II kits are built with two ignition modules on a single adapter plate. These kits are for systems that have multiple coils which are controlled by a single distributor. Unlike the points system, there is no provision for independent module adjustment in our kits. Placement of the modules should be within a few degrees of their target. For example in an 8 cylinder dual module application, each independent module would fire every 90 degrees. The collective modules should fire every 45 degrees. It is likely that, given the manufacturing tolerances, the separation between modules could yield the following results.

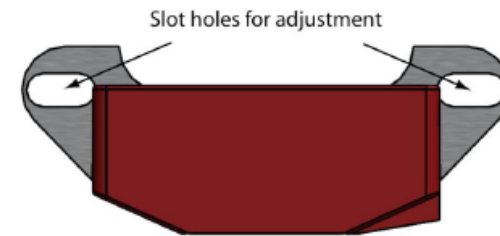
(Illustration of module out 2°)

Module 1 = 0° 90° 180° 270°

Module 2 = 47° 137° 227° 317°

In many cases this imbalance will not create any loss of performance and will go unnoticed. In the event that additional adjustment is required, the following modifications can be done to the module chassis to "fine tune" the kit. See Figure 3.

FIGURE "3"



- Using a small round file or drill bit, elongate the two mounting holes on one module.
- Reinstall the module and move it in the desired direction.

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 red ignitor wire from the coil. Connect jumper wire from the positive side of the battery to the red ignitor wires just removed from the coil. If the engine starts, then you have a low voltage problem. Remember this is just a test. Not intended for permanent installation.

Q. How can I fix a low voltage problem?

A. You must connect the ignitor red wire to a 12-volt source that is controlled by the ignition switch.

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 ignitor is compatible only with a "points type" coil. Each coil must have 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 ohmmeter to both the positive and negative terminals. The reading should be 3.0 Ohms or more. (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 choose to purchase a Flamethrower 3.0 Ohm 40,000-volt coil, which provides resistance internally.

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 (909-547-9058) for any further instructions or questions.