

FLAME-THROWER COIL APPLICATIONS						
Use with:	System Voltage	Cylinders	Primary Resistance	Recommended Flamethrower Coils		
				Black	Chrome	Epoxy
Ignitor	6-Volt	8	0.6	45011	45001	45111
<b>Agricultural &amp; Industrial</b>						
Ignitor	6-Volt	8	0.6	45011, 45001, 45111		
<b>NOTES:</b>						
<ul style="list-style-type: none"> <li>• THESE ARE 12V COILS. THEY ARE RECOMMENDED WITH OUR 6V IGNITORS.</li> <li>• REMOVE OR BYPASS EXTERNAL BALLAST RESISTOR/RESISTANCE WIRE WHEN INSTALLING THE RECOMMENDED FLAME-THROWER COIL.</li> </ul>						

LIMITED WARRANTY	
<p>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.</p> <p>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:</p> <ol style="list-style-type: none"> <li>1. Promptly Notifies Pertronix, in writing, of such defects.</li> <li>2. Delivers the defective products product or component to Pertronix (ATTN: Warranty) with proof of purchase date; and</li> <li>3. Has installed and used the product in a normal and Proper manner, consistent with Pertronix printed instructions.</li> </ol> <p>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.</p> <p>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.</p>	



**6-Volt Positive Ground Instructions**

**For Part Number: 1385LSP6**

**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. Four & Six cylinder engines require a minimum of 0.6 ohms of primary resistance.  
**NOTE:** If your Ignition coil has the recommended primary resistance, remove or bypass all external resistors. Do not remove resistors if the coil primary resistance is **lower than** 0.6 ohms.
4. Go to [www.pertronix.com](http://www.pertronix.com) or call Technical Support @ 909-547-9058 for additional assistance.
5. **See back page for coil recommendations.**

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

**Note: A magnet sleeve is not required and the air gap between the face of the module and the cam is not adjustable.**

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 wire from the (-) terminal of the Ignition coil.
4. Remove vacuum advance screws and remove vacuum advance completely from distributor.
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**

1. Install Ignitor assembly onto distributor.
  - **NOTE: With vacuum advance opening facing towards you, the tab with (1) hole will mount towards the left side of the vacuum advance opening and the tab with (3) holes will mount towards the right side when installing onto the distributor.**
  - Line up base plate assembly screw holes to distributor housing and fasten the plate in place using provided screws. Check and make sure ground wire screw is secured properly.



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909-599-5955 [www.pertronix.com](http://www.pertronix.com)

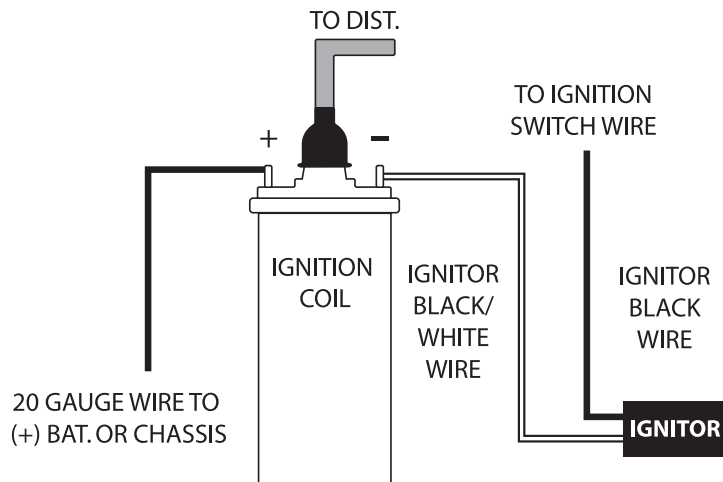
- Install vacuum advance onto distributor, line up vacuum advance arm to hole on module assembly and secure vacuum advance with original screws.
2. Insert Ignitor wires into hole in the distributor housing. Slide the grommet approximately half way up the wires. Push the Ignitor wires through the hole in the distributor housing and pull the grommet into place.
  3. Remove the excess wire from inside the distributor housing by gently pulling the wire through the grommet. Check to insure that the wire does not interfere with any moving parts.
  4. Install the distributor rotor and cap. Check to insure that all spark plug wires are seated securely in the distributor cap.
  5. See Wiring Instructions.

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## WIRING INSTRUCTIONS

**NOTE: A BALLAST RESISTOR OR RESISTOR WIRE MAY OR MAY NOT BE INCLUDED IN THE ORIGINAL EQUIPMENT.**

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




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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 black wire from the ignition switch wire. Connect jumper wire from the negative (-) side of battery to the Ignitor black wire. If the engine starts and runs well, you may have high resistance through 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 ignitor is compatible only with a "points type" coil. Eight cylinder engines require a minimum of 0.6 Ohms of resistance in the primary circuit. Four & six cylinder engines require a minimum of 1.5 Ohms of resistance (primary).

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 0.6 Ohms or greater for eight cylinder engines and 1.5 Ohms or greater for four & six 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 (909-547-9058) for any further instructions or questions.

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