

LIMITED WARRANTY

PerTronix, Inc. warrants to the original Purchaser of its solid-state ignition system (product) that the Ignitor II 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 FOREGOING LIMITED WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, WHETHER EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OR MERCHANTABILITY OR FITNESS FOR A PARTICULAR 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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Ignitor[®] II

ELECTRONIC IGNITION

INSTALLATION INSTRUCTIONS FOR PART NUMBER 91665A



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

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

1. Remove distributor cap and rotor from distributor. Leave spark plug wires connected to the distributor cap.
2. Examine cap, rotor and spark plug wires. Replace any components showing excessive wear.
3. Disconnect point's wire from the negative coil terminal. Remove the points, condenser, point wire and grommet.
4. Clean all dirt and excess oil from breaker plate and point cam.
5. Install the Ignitor adapter plate into the distributor. The adapter plate has two counter sunk screw holes only one of these should line up with the threaded screw hole in the breaker-plate. Use the provide screw to hold the plate in place.
6. Install the Ignitor module down over the mounting studs. Use the provided nuts to hold the module in place.
7. Insert both wires through the wire exit hole, and pull the grommet into place. Check to insure that the wire does not contact any moving parts.
8. Attach the provided wire terminal to the wire ends.
9. Place the magnet ring over the distributor shaft, and onto the point cam. Press down firmly to insure magnet sleeve is fully seated.
10. Install the rotor and distributor cap. Make sure all spark plug wires are securely attached.

WIRING INSTRUCTIONS

1. The Ignitor II ignition can be used in conjunction with most ignition coils rated at 0.6 ohms or greater. For optimum performance purchase and install the Flame-Thrower II high performance coil.
2. Attach the black Ignitor II wire to the negative coil terminal. Attach the red Ignitor II wire to the positive coil terminal. (See Figure 2)
 - A. Recommended: Many vehicles came equipped with ballast resistors or resistance wires. To achieve optimum Performance from the Ignitor II ignition system, we recommended removal of these components.
 1. To remove a ballast resistor, (normally white ceramic blocks 3 to 4" inches long), disconnect all wires on both ends of the ballast resistor. Remove the resistor from the vehicle and splice the disconnected wires together at a single point.
 2. To remove a resistance wire, trace the coil power wire, which was previously connected to the positive coil terminal, back to the fuse block. Bypass this wire with a 12-gauge copper stranded wire.
 - B. Alternative: The Ignitor II can also be installed in applications retaining the ballast resistor or resistance wire. (See Figure 3)
 1. Attach the Ignitor II black wire to the negative coil terminal. Attach the Ignitor II red wire to the ignition side of the resistance, or any other 12 volt ignition power source.
3. Check to insure that the polarity is correct, and that all connections are tight.
4. Re-connect the battery.
5. Start the engine and allow it to reach normal operating temperature. Check the timing, and adjust to the desired setting.

FIGURE 1
WIRING DIAGRAM
CONVENTIONAL POINTS SYSTEM
WITH BALLAST RESISTOR

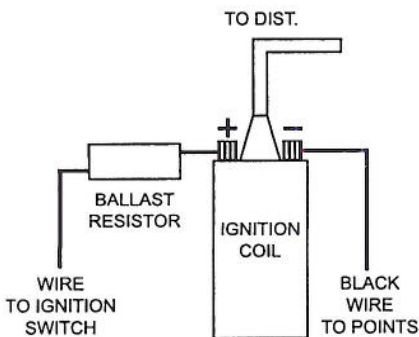


FIGURE 2
WIRING DIAGRAM
IGNITOR II SYSTEM
WITHOUT BALLAST RESISTOR

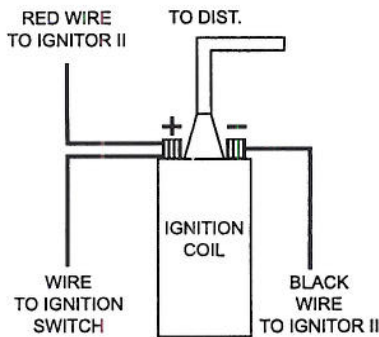
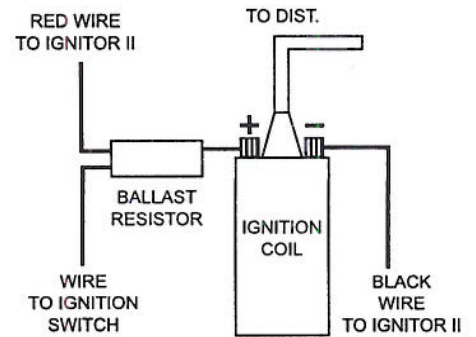


FIGURE 3
WIRING DIAGRAM
IGNITOR II SYSTEM
WITH BALLAST RESISTOR



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