

6-Volt Positive Ground Installation Instructions

For Part Number: 1183P6

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

1. The Ignitor is designed for 6-Volt positive ground systems.
2. Leaving the ignition "ON" with the engine "OFF" for an extended period could result in permanent damage to the Ignitor.
3. **See Chart on back page for coil recommendations.**
4. Eight cylinder engines require a minimum of 0.6 ohms of primary resistance. Do not remove resistors if the coil primary resistance is less than 0.6 ohms.
5. If your Ignition coil has the recommended primary resistance, remove or bypass all external resistors.

DISASSEMBLY

1. **PRIOR TO INSTALLATION TURN IGNITION SWITCH OFF OR DISCONNECT THE BATTERY**
2. Remove distributor cap and rotor from distributor. Do not disconnect the spark plug wires from cap. Examine parts for excessive wear. Replace as needed
3. Disconnect the point wire from the negative (-) terminal of the coil.
4. Remove the point wire, points, and condenser from the distributor. The Ignitor does not require any modification to the distributor. Therefore the point, condenser and hardware can be used as backup.
5. Clean all dirt and excess oil from the breaker plate and point cam.

IGNITOR INSTALLATION

1. **Single Point Distributors only.** (Dual Point Distributors Go To Step 2)
 - Install the Ignitor adapter plate over the point pivot pin and over the eccentric screw (point adjustment screw), rotate eccentric screw if necessary to properly align adapter plate to screw hole on breaker plate.
 - For Clockwise distributors see figure A.
 - For Counter Clockwise distributors see figure B.
 - Use the provided screw to hold the plate in place.
 - Install the Ignitor module onto the adapter plate. Use the provided screws to hold the module in place. Do not over tighten.
 - Vacuum advance distributors only: If the distributor ground wire was removed during the installation process be sure it is re-attached securely. **NOTE: If the ground wire is missing, one needs to be installed and attached from the point breaker plate to the distributor housing.**
 - Go to step 3.

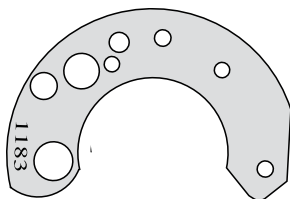


FIGURE A

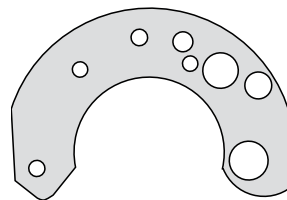


FIGURE B

2. Dual Point Distributors only:

- Install the Ignitor adapter plate over the point pivot pin and over the eccentric screw (point adjustment screw), rotate eccentric screw if necessary to properly align adapter plate to screw hole on breaker plate.
- Clockwise distributors see figure C.
- Counter Clockwise distributors see figure D.
- Use the provided screw to hold the plate in place.
- Install the Ignitor module onto the adapter plate. Use the provided screws to hold the module in place. Do not over tighten.
- Vacuum advance distributors only: If the distributor ground wire was removed during the installation process be sure it is re-attached securely. **NOTE: If the ground wire is missing, one needs to be installed and attached from the point breaker plate to the distributor housing.**

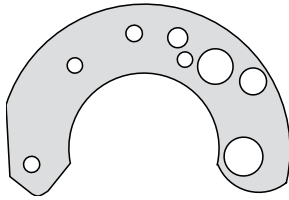


FIGURE C

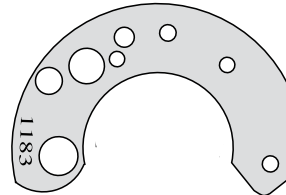


FIGURE D

3. Feed the two terminal ends of the wire through the hole in the distributor housing. Pull the grommet into place.
4. Adjust the wire length inside the distributor so that it does not interfere with moving parts.
5. Place the magnet sleeve over the distributor shaft, and onto point cam. Press down firmly to insure magnet sleeve is fully seated.
6. Air gap between module and magnet sleeve is not adjustable.
7. Look at figure E & F to determine the proper installation for the spacer ring.
8. Re-install the rotor and the distributor cap. Make sure all spark plug wires are securely attached.
9. See wiring instructions.

Figure F
Distributor shafts without a raised step above point cam require that spacer ring to be installed with the step portion of the spacer ring facing down.

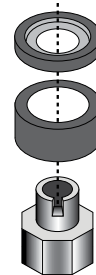
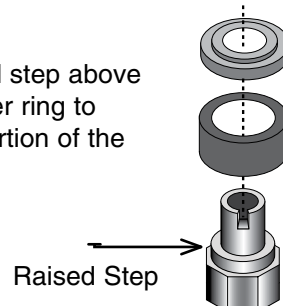


Figure E
Distributor shafts with raised step above point cam require that spacer ring to be installed with the step portion of the spacer ring facing up.

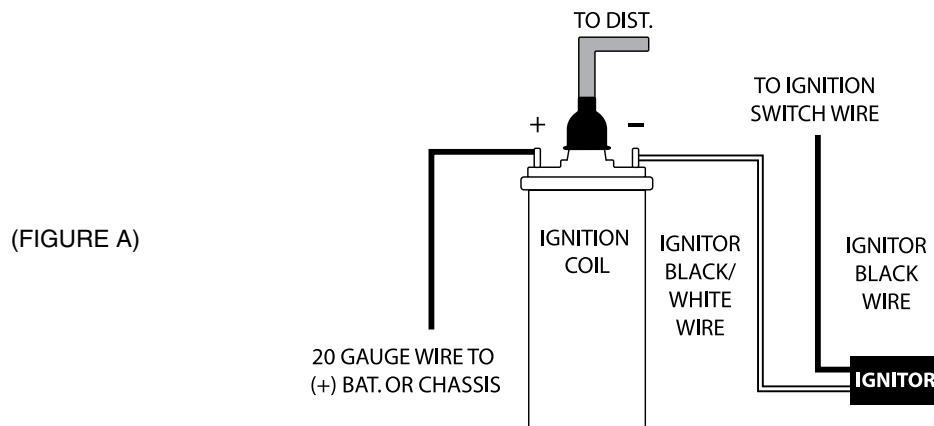


A. Recommended Wiring Installation:

The Ignitor ignition can be used in conjunction with most ignition coils rated at 0.6 ohms of primary resistance on eight cylinder engines and 1.5 ohms on four and six cylinder engines. For optimum performance purchase and install the recommended Flamethrower high performance coil.

Many vehicles came equipped with ballast resistor or resistance wire. To achieve optimum performance from the Ignitor ignition system, we recommend the removal of these components. See last page for coil recommendations.

1. See figure A for wiring diagram.
2. Remove the ignition switch wire from the negative coil terminal.
3. Connect the black Ignitor wire directly to the ignition switch wire.
4. Connect the Ignitor black/white wire to negative (-) side of the ignition coil.
5. Connect an insulated, AWG 20 copper stranded wire from the positive coil terminal to the positive battery or chassis. Note: This wire is not included in the kit.
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.
8. Start the engine and allow it to reach normal operating temperature. Check ignition timing, and adjust to the desired setting.

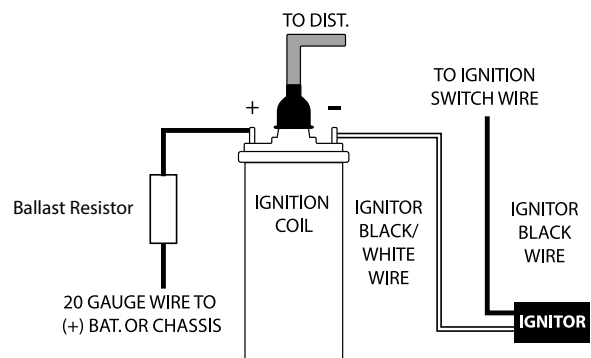


B. Alternative Wiring Installation:

The Ignitor can also be installed in applications retaining the ballast resistor. NOTE: Too much resistance in the circuit will cause poor engine performance or no start condition.

(FIGURE B)

1. See figure B for wiring diagram.
2. Remove the ignition switch wire from the negative coil terminal.
3. Connect the black Ignitor wire directly to the ignition switch wire.
4. Connect the Ignitor black/white wire to negative (-) side of the ignition coil.
5. **Connect an insulated, AWG 20 copper stranded wire from the positive coil terminal to one side of the ballast resistor. Connect an insulated, AWG 20 copper stranded wire from the ballast resistor to the positive battery terminal or chassis. Note: This wire is not included in the kit.**
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.
8. Start the engine and allow it to reach normal operating temperature. Check ignition timing, and adjust to the desired setting.



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 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 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.

POWER & GROUND TESTS

VOLTAGE TESTS (ENGINE DOES NOT START):

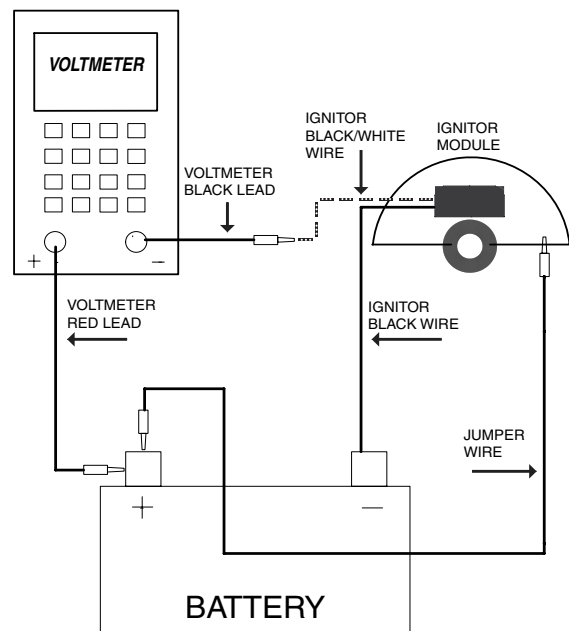
1. Connect Voltmeter red lead to positive (+) and black lead to negative (-) terminal of the battery.
2. Crank engine and note voltmeter reading. Make sure that the voltage does not drop under 5.2 volts while the engine is cranking. Check your battery, cables, connections, and starter draw if the voltage drops under 5.2 volts.
3. Attach the voltmeter red lead to the Ignitor mounting plate and the voltmeter black lead to the negative terminal of the battery.
4. Crank engine and note voltmeter reading. The voltage should not drop under 5.2 volts.

ENGINE STARTS AND STALLS (For testing only):

1. Remove Ignitor black wire from the ignition switch wire.
2. Connect Ignitor black wire to (-) negative terminal of battery. Make sure you make a good connection at the battery.
3. Crank Engine and see if engine starts. If engine starts, check your Ignition circuit for bad connections, poor contacts in the Ignition switch, or some form of resistor in the circuit.

IGNITOR BENCH TEST:

1. Remove the Ignitor from the distributor, this is a bench test.
2. Connect a jumper wire from the Ignitor plate to the battery positive (+) terminal.
3. Attach the black/white Ignitor wire to the voltmeter black lead.
4. Attach the Ignitor black wire to the negative terminal of the battery.
5. Attach the red lead from the voltmeter to the battery positive terminal.
6. The voltmeter should read battery voltage once all the connections are made.
7. The magnet sleeve uses one magnet per cylinder. Using a paper clip, locate and mark one magnet.
8. Rotate the magnet in front of the module; the meter should drop from battery voltage to 2-3 volts every time the magnet passes the module. Note: The voltage may drop to 0 volts, this is normal.
9. If the voltage doesn't drop and you read constant battery voltage, the Ignitor has failed.



(FIGURE C)

FLAME-THROWER COIL APPLICATIONS						
Use with:	System Voltage	Cylinders	Primary Resistance	Recommended Flamethrower Coils		
				Black	Chrome	Epoxy
Ignitor Only	6V	8	0.6 ohms	45011	45001	45111
Ignitor Only	6V	4 & 6	1.5 ohms	40011	40001	40111
	Agricultural & Industrial					
Ignitor Only	6V	1,2,3,4, & 6	1.5 ohms	40011	40001	40111
Ignitor Only	6V	8	0.6 ohms	45011	45001	45111
NOTE: REMOVE OR BYPASS EXTERNAL BALLAST RESISTOR OR RESISTANCE WIRE WHEN INSTALLING THE RECOMMENDED FLAME-THROWER COIL.						

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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