

Ignitor® II

ELECTRONIC IGNITION

12-VOLT NEGATIVE GROUND INSTRUCTIONS

For Part Number: 9HO-143

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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GENERAL INFORMATION

1. See our website (www.pertronix.com) for the latest product information.
2. **IMPORTANT:** Read all instructions before starting installation.
3. **WARNING!!! DO NOT USE WITH SOLID CORE IGNITION WIRES.**
4. The Ignitor II ignition can be used in conjunction with most ignition coils rated at 0.45 ohms or greater.
5. All external resistors must be removed to achieve optimum performance from the Ignitor II ignition system.
6. The Ignitor II is compatible as a trigger for most electronic boxes.

IGNITOR INSTALLATION

1. **WARNING!!! DO NOT USE WITH SOLID CORE SPARK PLUG WIRES.**
2. Remove distributor cap and rotor. Do not disconnect spark plug wires from cap. Examine cap and rotor for wear or damage. Replace as needed.
3. Disconnect and remove the original sensor and external ignition module.
4. The Ignitor does not require any modification to distributor. Therefore the points, condenser, and hardware can be used as backup.
5. Clean all oil and dirt from inside of distributor housing.
6. Install Ignitor adapter plate onto distributor, use the supplied screw to secure the adapter plate in place.
7. Determine the rotation of your distributor rotor and install Ignitor module onto adapter plate (See Figure 1 & 2). Secure the module with the provided screws and lock washers.
8. **Note: Air Gap is not adjustable.**

Note: Diagram may be slightly different than your actual adapter plate.

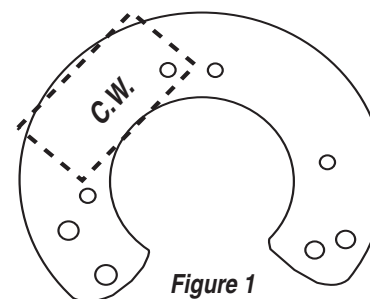


Figure 1
Clockwise Distributors

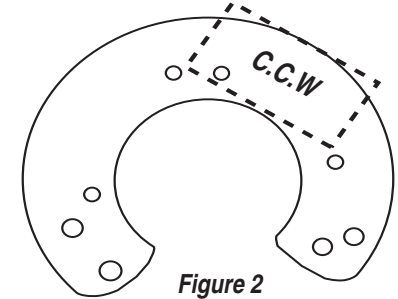


Figure 2
Counter Clockwise Distributors

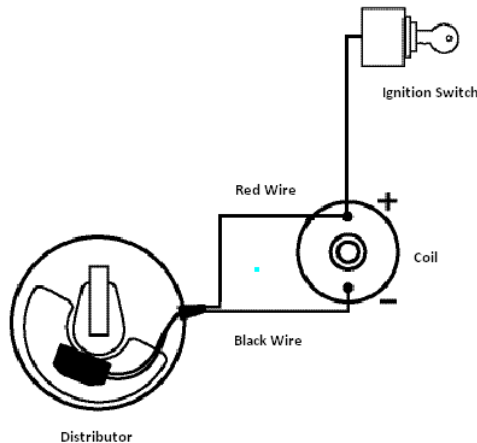
9. Push the wire grommet into the distributor housing.
10. Install magnet sleeve over distributor shaft, onto the reluctor.
11. Rotate sleeve until a slight locating position is felt before applying pressure. With sleeve lined up on reluctor, press down firmly insuring sleeve is fully seated.
12. The wire length inside the distributor can be adjusted through grommet to insure ample clearance. Make sure all wires are clear of moving parts.
13. Install rotor. **Note: Two spacer rings are included in the hardware kit. Install one spacer ring between magnet sleeve and rotor and discard the unused spacer ring.**
14. Install the distributor cap and make sure all plug wires are attached securely.
15. See Wiring Instructions.

WIRING INSTRUCTIONS

1. The Ignitor II ignition can be used in conjunction with most ignition coils rated at 0.45 ohms or greater. For optimum performance purchase and install the Flamethrower 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 Diagram).

A. **Recommended Installation:** Many vehicles came equipped with ballast resistor or resistance wire. To achieve optimum performance from the Ignitor II ignition system, we recommend removal of these components.

- 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.
- 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 Installation:** The Ignitor II can also be installed in applications retaining the ballast resistor or resistance wire.

- Attach the Ignitor II black wire to the negative coil terminal. Attach the Ignitor II red wire to the ignition side of resistance, or any 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 ignition timing, and adjust to the desired setting.
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COMMON QUESTIONS AND ANSWERS

Q. The engine will not start or runs rough. What is the problem?

A. Check all connections to insure that they are tight, and in the proper location. Check all grounds; if a distributor ground wire was removed make sure that it was reattached properly. Make sure that the red Ignitor II wire is supplied with a full 12 volts. The Ignitor II is designed to sense high current levels, and shut off before damage occurs. Check all wires for shorts, correct polarity and that the ignition coil's primary resistance level is acceptable.

Q. The vehicle will start, but then die. After waiting it will start again. What is wrong?

A. The Ignitor II may have a "Low Voltage Problem." If the voltage supplied to the red Ignitor II wire is insufficient, the system may run for a period of time, and then shut down as the voltage drops due to engine heat. The period may vary from minutes to hours depending on available voltage and wiring condition. To remedy this condition refer to steps 2-4 of the wiring instructions.

Q. How do I check for a "Low Voltage Problem" or determine if I am getting adequate voltage?

A. To quickly test for a "Low Voltage Problem" or for adequate voltage, remove the Ignitor II red wire from the coil positive terminal. Attach a jumper wire from the battery positive terminal to the Ignitor II red wire. Try to start the vehicle. If the vehicle starts with this test refer to steps 2-4 of the wiring instructions for further information.

Q. How do I check my coil for primary resistance?

A. Remove all wires from the coil. Set the ohmmeter to the lowest scale. Attach one lead of the meter to the positive coil terminal. Attach the other lead to the negative coil terminal. The Ignitor II is compatible with coils having a resistance of 0.6 ohms or greater.

Q. May I modify the length of the wires?

A. Yes, you may cut the wires to any length your application requires. You may also add lengths of wire if needed (20-gauge). Make sure that all wire splices are clean and the connections are tight.

Q. Will the Ignitor II work with aftermarket capacitive discharge boxes?

A. Yes, the Ignitor II is compatible with most CD boxes in the same respect as points. Use the CD box wiring instructions for point systems and treat the Ignitor II black wire as a point wire. The Ignitor II red wire should be attached to the 12-volt power source.

Q. Will the electronic shift assist in an OMC boat work with the Ignitor II?

A. The Ignitor II will work with all OMC stern-drive applications, when our "diode fix" is used. If you've purchased a kit that didn't include the "diode fix" diagram, call our tech line.

Q. How can I receive additional help?

A. Check our web site for current trouble shooting tips and up to date technical information. Log on to www.pertronix.com. You may also contact our tech line at (909-599-5955)
