



LIMITED WARRANTY

PerTronix, Inc. warrants to the original Purchaser of its solid-state ignition system (product) that the Ignitor 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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INSTALLATION INSTRUCTIONS FOR 9LU-181A

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

1. The Ignitor is designed for 12-volt negative ground systems.
2. The Ignitor is compatible only with a "points style" coil. A minimum total primary resistance of 1.5 ohms is necessary.
3. Caution: never use a "HEI" type coil with the Ignitor. This type of coil will damage the module, cause it to fail, and void the warranty.
4. If your ignition system presently is equipped with a ballast resistor, do not remove it.
5. The red wire from the Ignitor should be connected to the positive (+) side of the coil, or a 12-volt switching power source. (See Figure 2 & 3). The black wire must be connected to the negative (-) side of the coil.

1. Turn the ignition switch off and disconnect the battery.
2. Remove the distributor cap, rotor and dust cover.
3. Remove the three screws that hold the breaker plate in place. Some distributors have an external point adjustment mechanism. This must be removed along with the point plate.
4. Clean the inside of the distributor housing and distributor shaft.
5. Set the new Ignitor module and adapter plate into the distributor housing. Make sure the vacuum pin on the plate, drops into the hole in the vacuum units arm.
6. Using the original hardware, attach the loose end of the ground wire to the nearest hold down screw. Tighten the plate in place with the remaining hardware.
7. Push the wire grommet into the hole in the distributor housing. Pull excess wire out of the distributor housing
8. Place the magnet sleeve onto of the point cam. Line the sleeve up with the cam profile and press down firmly to insure that the sleeve drops down completely.
9. Install the distributor rotor and cap.

WIRING INSTRUCTIONS

1. Connect the Ignitor black wire to the negative (-) side of the ignition coil.
2. For installations that do not use a primary ballast resistor, connect the Ignitor red wire to the positive (+) side of the ignition coil. (See Figure 1)
3. For installations that use a primary ballast resistor, connect the red wire to the ignition switch side of the resistor. (See Figure 2).
4. Reconnect battery and make sure all wires are connected properly.
5. The engine can now be started. Let the engine run for a few minutes and then set the timing in the conventional manner.

FIGURE 1
WIRING DIAGRAM
IGNITOR SYSTEM
WITHOUT BALLAST RESISTOR

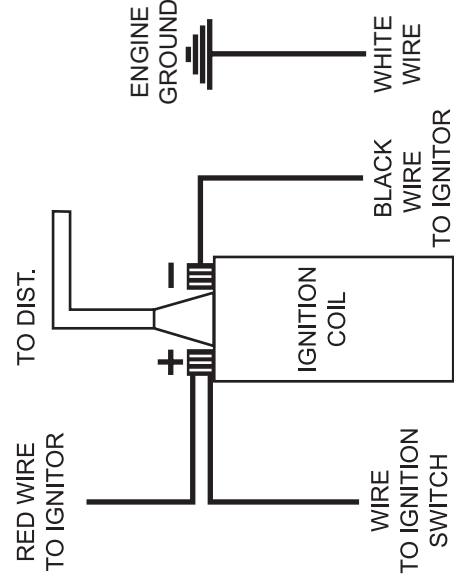
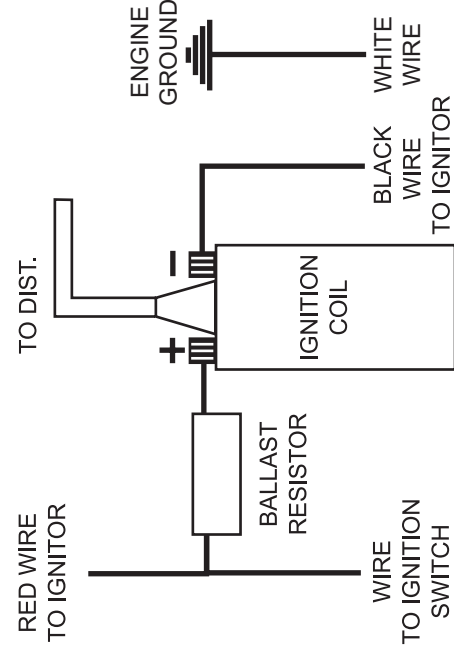


FIGURE 2
WIRING DIAGRAM
IGNITOR SYSTEM
WITH BALLAST RESISTOR



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