

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 sterndrive 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.perttronix.com. You may also contact our tech line at (800-827-3758)

LIMITED WARRANTY

PerTronix, Inc. warrants to the original Purchaser of its solid-state ignition system that the product 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:

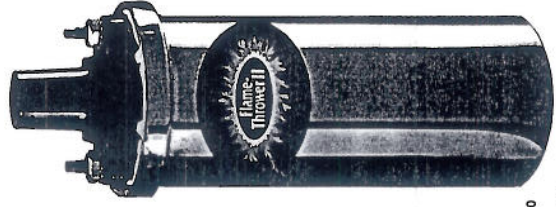
1. Promptly notifies PerTronix, in writing, of such defects.
2. Delivers the defective products product or component to PerTronix (Attn: Warranty) with proof of purchase date; and
3. Has installed and used the product in a normal and proper manner, consistent with PerTronix printed instructions

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 COMPONENT OR 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.

Complete your Ignition upgrade with a high performance coil!

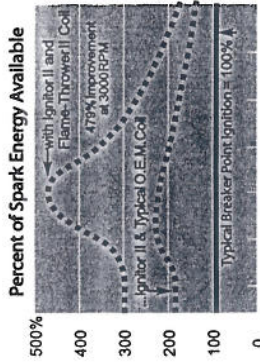
The 45,000 volt Flame-Thrower® II High Performance Coil. IT'S HOT!



Available in Oil filled chrome or stock black.

Epoxy version available for racing applications

- Maximizes energy and reliability over the full RPM range
- Enables larger plug gaps for greater fuel efficiency, more power
- Delivers more spark energy and voltage
- CARB E.O. #D-57-10, legal in all 50 states and Canada
- Fits existing brackets
- Made in U.S.A.



As illustration of the energy improvement, the Ignitor II coil is compared to points and how the Ignitor II improves performance with the OEM coil.

PerTronix® II ELECTRONIC IGNITION

INSTALLATION INSTRUCTIONS FOR
 PART NUMBER 91361A & 91381A

92648
 READ ALL INSTRUCTIONS
 BEFORE BEGINNING INSTALLATION

1. Turn the ignition switch off and disconnect the battery negative (-) cable.
2. Remove the distributor cap and rotor. Do not disconnect the spark plug wires from the cap.
3. Examine the distributor cap and rotor for excessive wear or damage. Replace as needed.
4. Disconnect the points wire from the negative (-) terminal of the ignition coil.
5. Remove the points, condenser, and grommet.
6. The Ignitor II does not require any modification to the distributor. Therefore, the points, condenser and hardware can be used as backup.
7. Clean any oil or dirt from the breaker plate and point cam.
8. Install the Ignitor II lower adapter plate, using the flat head screw provided. Tighten securely.
9. Feed the two terminal ends of the wire harness through the hole in the distributor housing. Pull the grommet into place.
10. Place the Ignitor II module on the lower adapter plate. Install the provided keep nut, but **DO NOT TIGHTEN AT THIS POINT.**
11. **DO NOT REMOVE THE GREEN TAPE FROM THE MAGNET SLEEVE.** Hold the magnet sleeve in hand. Press the rotor down into sleeve between the locating ears. The rotor is indexed to the sleeve by the locating ears.
12. Install rotor and sleeve assembly on the distributor shaft. Make sure rotor is completely seated.
13. Adjust the clearance between the module and magnet sleeve using the provided plastic feeler gauge (0.030) as a guide.
14. Once proper gap is achieved, tighten the 8-32 nut securely. Recheck the clearance after tightening.
15. Use the cable clamp supplied to prevent the wires from contacting any moving parts. Remove the excess wire from inside the distributor housing by gently pulling the wires through the grommet. Use the condenser screw hole to secure the clamp.
16. Install the distributor cap. Check to insure that all spark plug wires are seated securely in the distributor cap.

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 1)
- 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 2)
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.
- Start the engine and allow it to reach normal operating temperature. Check the timing, and adjust to the desired setting.

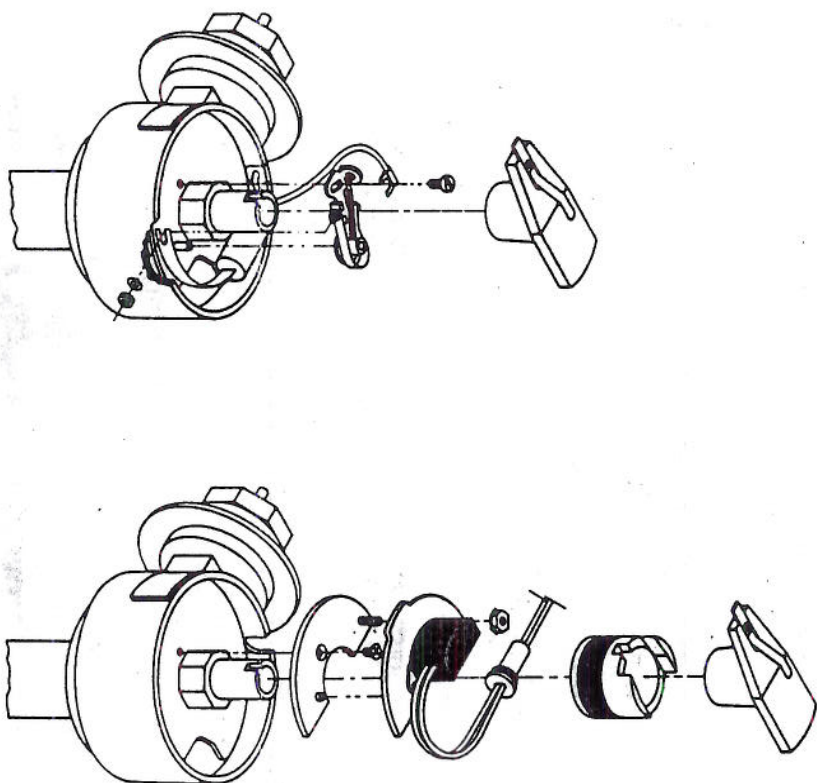


FIGURE 1

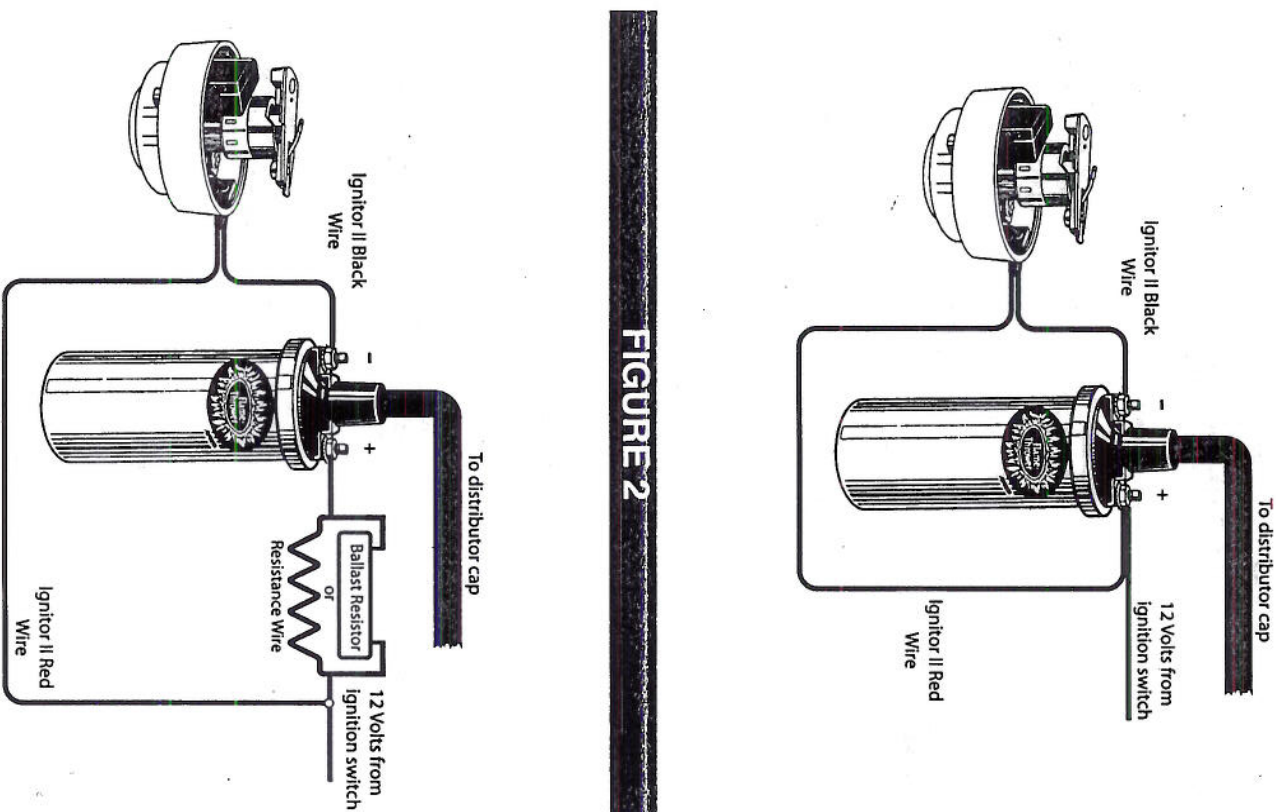


FIGURE 2