

INSTALLATION INSTRUCTIONS FOR PART NUMBERS 1144A & 1162A

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. Six & eight cylinder engines require a minimum of **1.5 ohms of resistance**. Four cylinder engines require a minimum of **3.0 ohms of resistance**.
3. If your ignition system presently is equipped with a **ballast resistor**, **do not remove it** (See Figure 3).
4. 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.
5. The **red** wire from the Ignitor must be connected to the **positive** side of the coil, or a 12-volt (+) switched 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 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 coil.
5. Remove the screws retaining the breaker plate, and lift out the entire breaker plate. The Ignitor does not require any modification to distributor. Therefore retain all parts and hardware for backup.
6. Clean all dirt and excess oil from the distributor and point cam.
7. Set the Ignitor adapter plate into the distributor housing.
8. Place the provided ground wire on one of the adapter plate screws.
9. Confirm that the Ignitor plate is flat and fits without any modification.
10. Fasten the plate into place using the original screws.
11. Install the module over the studs and down onto the adapter plate.
12. Place the loose end of the ground wire over one of the studs.
13. Use the provided lock nuts to hold module, and ground wire in place. Do not tighten the nuts all the way at this time.
14. Install magnet sleeve over distributor shaft, onto point cam. Rotate the sleeve until a slight locating position is felt before applying pressure. With sleeve lined up on point cam, press down firmly insuring sleeve is fully seated.
15. Using the plastic feeler gauge provided, adjust the air gap between the module and the magnet sleeve. The gap should be approximately 0.030".

FIGURE 1
WIRING DIAGRAM
CONVENTIONAL POINTS
SYSTEM
WITH BALLAST RESISTOR

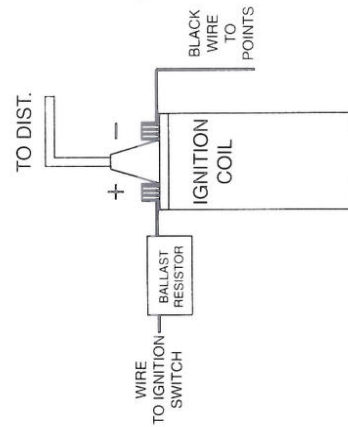


FIGURE 2
WIRING DIAGRAM
IGNITOR SYSTEM
WITHOUT BALLAST RESISTOR

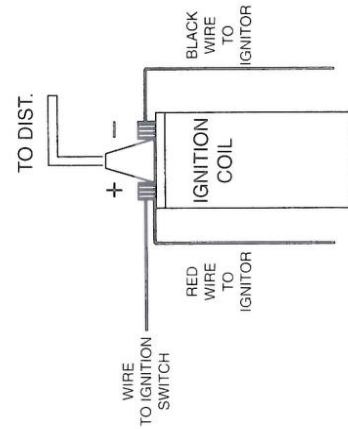
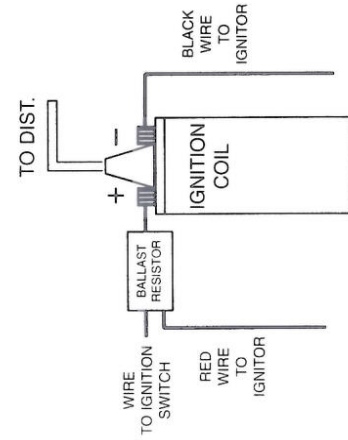


FIGURE 3
WIRING DIAGRAM
IGNITOR SYSTEM
WITH BALLAST RESISTOR



NOTE: A RESISTOR WIRE OR BALLAST RESISTOR MAY OR MAY NOT BE INCLUDED IN THE ORIGINAL EQUIPMENT. THEY ARE NOT TO BE CHANGED IN ANY WAY WITH THE INSTALLATION OF AN IGNITOR SYSTEM.

16. Secure the module by tightening the two lock nuts.
17. Rotate the distributor shaft through a complete revolution. Verify that the magnet sleeve does not rub the module.
18. It is necessary to file a slot in the distributor cap to allow for the larger grommet.
19. Using the indentation on the rim of the cap as a guide, file away enough material so that the grommet will not be pinched when the cap is installed. A 3/16" deep by 1/4" wide slot is sufficient. (See Figure A)
IT IS IMPERATIVE THAT THIS SLOT BE FILED INTO THE CAP. FAILURE TO DO SO COULD RESULT IN AN ELECTRICAL SHORT.
20. Insert the Ignitor black and red wires into the opening in the distributor housing. Verify the grommet is seated properly.
21. Remove the excess wire from inside the distributor housing by gently pulling the wire through the grommet. Check to insure that the wire does not interfere with any moving parts.
22. Install the distributor cap. Check to insure that all spark plug wires are seated securely in the distributor cap.
23. Attach the black Ignitor wire to the negative coil terminal
24. For installations that do not use a primary ballast resistor, connect the red Ignitor wire to the positive coil terminal.
25. For installations that use a primary ballast resistor, connect the red Ignitor wire to the ignition switch side of the resistance. (See Figure 3.)
26. Re-connect the battery.
27. Start the engine and allow it to reach normal operating temperature. Check the timing, and adjust to the desired setting.

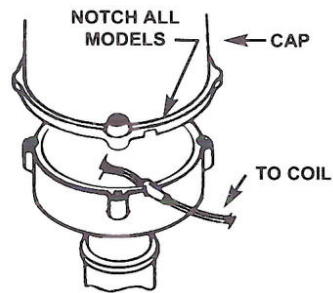
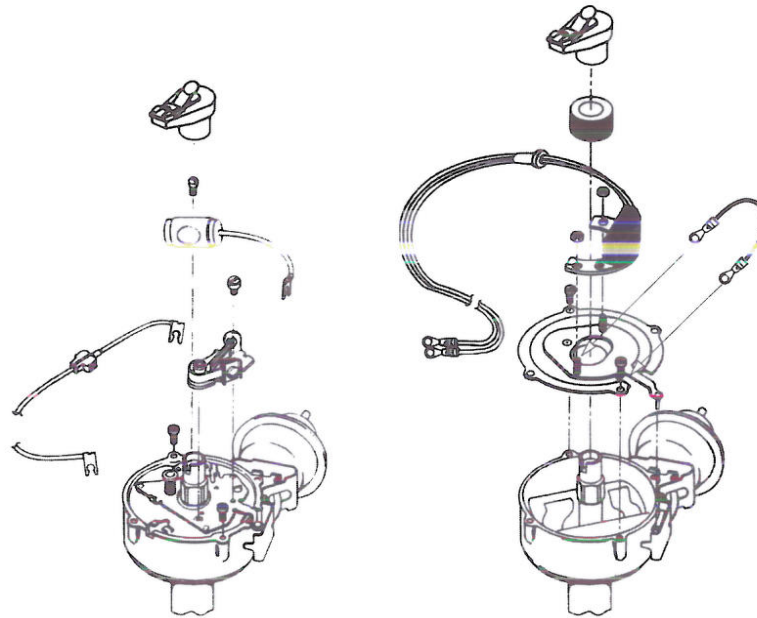


FIGURE A