FIGURE 3
WIRING DIAGRAM
IGNITOR SYSTEM
WITH BALLAST RESISTOR

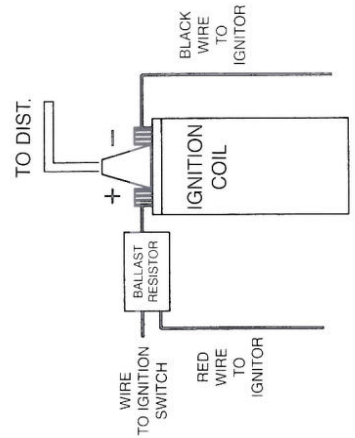


FIGURE 2
WIRING DIAGRAM
IGNITOR SYSTEM
WITHOUT BALLAST RESISTOR

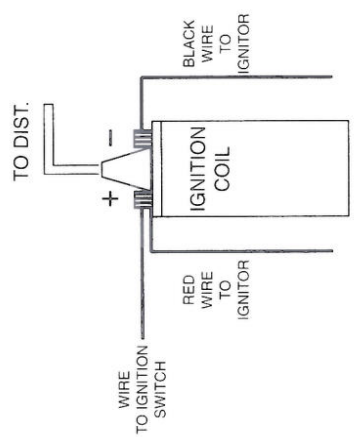
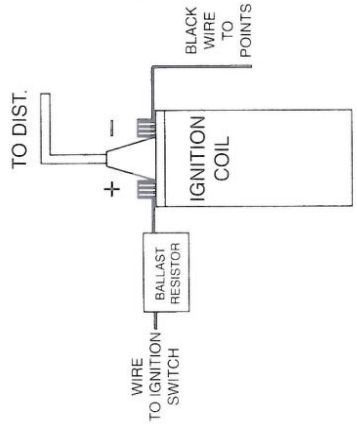


FIGURE 1
WIRING DIAGRAM
CONVENTIONAL POINTS
SYSTEM
WITH BALLAST RESISTOR



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.

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IGNITOR

INSTALLATION INSTRUCTIONS
FOR PART NUMBERS 1164, 1165 & 1181

STOP

Before installing, please read the following important information…

1. The *Ignitor* is designed to be used in **12-volt negative ground** systems.
2. The *Ignitor* is compatible only with a **"points style"** coil, with a minimum of **1.5 ohms of resistance.**
3. If your ignition system presently **has 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 switching source. The black wire must be connected to the negative (-) side of the coil. (See Figure 2 & 3).
6. **DO NOT REMOVE CLEAR TAPE FROM MAGNET RING.**

PRIOR TO INSTALLATION TURN THE IGNITION SWITCH OFF OR DISCONNECT THE BATTERY.

1. Disconnect point wire from negative (-) coil terminal.
2. Remove distributor cap.
3. Remove distributor. Note position of rotor before removing distributor.
4. Remove rotor (1).
5. Remove points wire and condenser wire (2) from distributor point assembly. Remove points wire from distributor.
6. Remove breaker point assembly (3). Retain screws and washers (4) to install *Ignitor* module.
7. Remove condenser (5).
8. Install magnet ring (7) by slipping over advance weight assembly and inserting the two threaded 6/32 studs (8) up through the two 10-32 threaded holes (9) where screws that held rotor were removed. (See figures B & C).

IMPORTANT - If you are installing part number 1165, you will find a notch cut in the magnet ring near one of the studs. This stud must be inserted in the hole near the square cut out in the advance weight mechanism.

9. Install rotor (1) (we recommend a new rotor) over the 6/32 studs (8) and secure with 6/32 kep nuts and flat washers (10). These flat washers are the two thick ones. The thinner spacer washers are furnished for adjusting air gap. Do not tighten these kep nuts (10) at this time.

10. Install *Ignitor* module (11) in the same holes where the points were. NOTE: Dual point distributors require the module to be mounted in the place of the leading point. Use the screws (4) that held the point assembly to the breaker plate. Screws should only be finger tight at this point.

    CAUTION - Be sure that magnet ring is seated against the advance mechanism plate and module is seated against breaker plate. The shaft must be seated in the lowest position when measuring gap.

11. You will be trying to get an air gap between approximately 0.010" at the low end and no more than 0.060" at the high end. With the distributor shaft pulled down, rotate the shaft and make sure the magnet ring does not rub against the *Ignitor* module. If it happens to rub against the *Ignitor* module, carefully bend the Ignitor module down until it does not rub. Bend with pliers at the bracket so as not to loosen the rivets. If there is a gap, rotate the distributor shaft and measure the largest air gap (12) between the face of the magnet ring and the face of the Ignitor module. If you have an Oldsmobile, and the largest gap is no more than 0.060", go to step #14. Otherwise, continue with the next step.

12. If the gap is greater than 0.060", record what it is. The gap is adjusted by installing thin washers (13) over the 6/32 studs (8) between the magnet ring and advance mechanism plate. It is necessary to remove module, rotor, and ring to do this. The washers are 0.032" thick. From the gap measurement recorded, calculate how many washers are needed to bring the lowest part of the magnet ring to approximately 0.010" from the *Ignitor* module. Install the required washers. Always be sure that there is the same number of washers on each side. If you have an Oldsmobile, go to step #14. Otherwise, go to the next step.

13. Now push the distributor shaft up and rotate. If the highest point between the *Ignitor* module and the magnet ring is greater than 0.060", you will need to place shims (15) between the gear and distributor housing to prevent the gap from going over 0.060".

14. Reinstall magnet ring, rotor and module. Secure in position. Double check gap. If readjustment is necessary, follow above procedure.

15. Install the rubber grommet from the kits hardware into the large hole on the bottom of the distributor housing.

16. Place both the red and black wires carefully through the grommet.

17. Attach terminals to the ends of both wires. You may cut the wires to your desired length if they are too long.

18. Reinstall distributor in vehicle, making sure rotor is in same position as when removed.

19. Place distributor cap on distributor. All spark plugs should be seated securely.

20. Connect the *Ignitor* black wire to the negative (-) side of the coil.

21. 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 2).

22. For installations that use a primary ballast resistor, connect the *Ignitor* red wire to the ignition switch side of the resistor. (See Figure 3).

23. Reconnect the battery and make sure all wires are connected.

24. The engine can now be started. Let the engine run for a few minutes and then set the timing in the conventional manner.

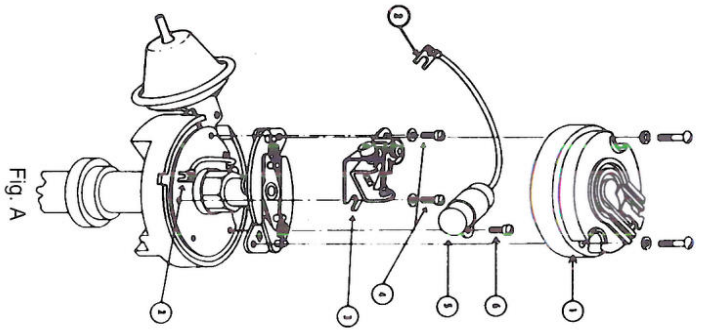

Fig. A

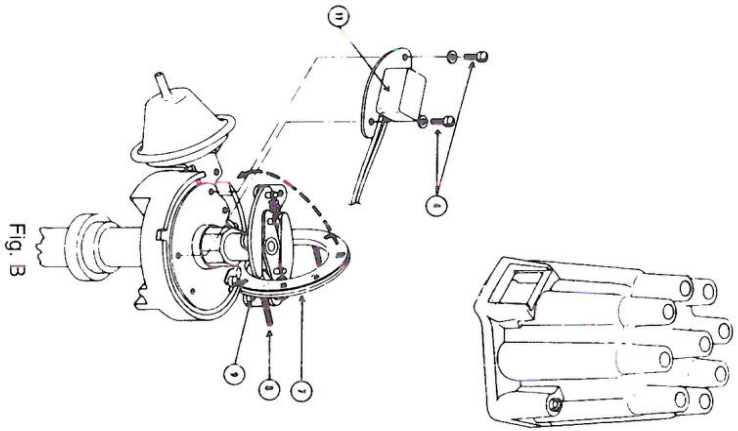

Fig. B

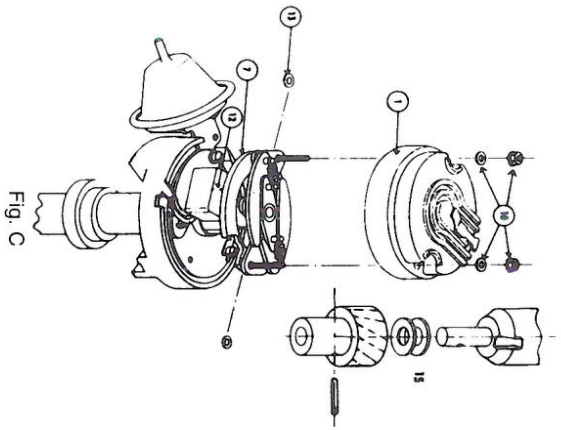

Fig. C