



INSTALLATION INSTRUCTIONS FOR PART NUMBERS 1581 & 1582



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

1. The *Ignitor* is designed to be used in 12-volt negative ground systems. The *Ignitor* is compatible only with a "points style" coil with a minimum of 1.5 ohms of resistance.
2. If your ignition system presently has a ballast resistor, do not remove it. 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.
3. The red wire from the *Ignitor* must be connected to the positive (+) side of the coil and the black wire must be connected to the negative (-) side of the coil.
4. If the kit has green tape on the magnet sleeve, do not remove it.

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

1. Remove distributor cap from distributor. Leave high voltage wires connected in the distributor cap.
2. Remove rotor (1) and dust cap (2), if applicable. Examine rotor, distributor cap, etc. Replace any components that show excessive wear.
3. Remove point wire from negative coil terminal. Remove screws (3) and breaker plate assembly (4).
4. Make sure mechanical advance is in proper working order. Oil if needed. Clean all oil and dirt from point cam and inside of distributor housing.
5. Determine which direction your distributor turns. Place the Ignitor adapter plate (5) inside the distributor.

If your distributor turns counter clockwise, align the large cut out marked 'CC' with the slot, or hole, in the side of the distributor housing. The two small cut outs in the Ignitor adapter plate will then be over the threaded holes in the distributor. Use the two screws (3) to fasten the plate in place.

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.

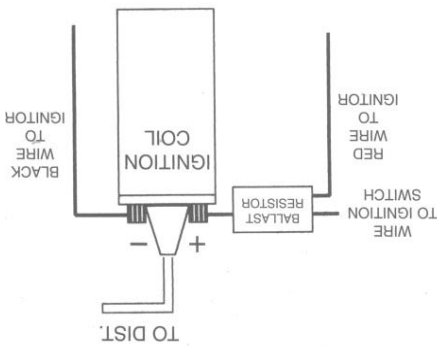


FIGURE 3
WIRING DIAGRAM
IGNITOR SYSTEM
WITH BALLAST RESISTOR

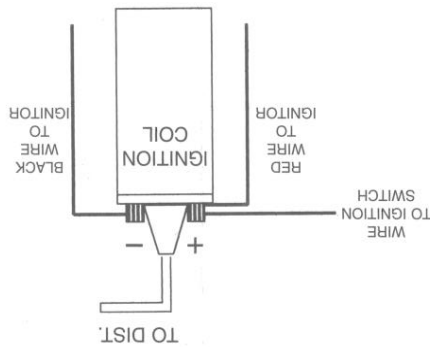


FIGURE 2
WIRING DIAGRAM
IGNITOR SYSTEM
WITHOUT BALLAST RESISTOR

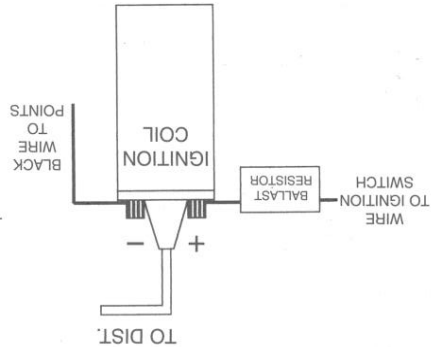


FIGURE 1
WIRING DIAGRAM
CONVENTIONAL POINTS
SYSTEM
WITH BALLAST RESISTOR

If your distributor turns clockwise, align the large cut out marked 'C' with the slot, or hole, in the side of the distributor. One of the holes in the Ignitor adapter plate will be over a threaded hole in the distributor. Use one of the screws (3) to fasten the plate in place.

6. Push the grommet into the slot in the distributor housing. If your distributor has a round hole, remove the square grommet from the Ignitor wires. Push the Ignitor wires through the round grommet (7). The tapered end of the grommet should point away from the Ignitor. Slide the grommet approximately half way up the wires. Push the Ignitor wires through the hole in the distributor housing and pull the grommet into place.

7. Install the magnet sleeve. Push your rotor into the magnet sleeve and then push the rotor on the shaft as usual.

NOTE: Part number 1581 includes a rotor. This rotor will fit the magnet sleeve better than some aftermarket rotors. However, this rotor can only be used with distributor caps that have a spring loaded center contact.

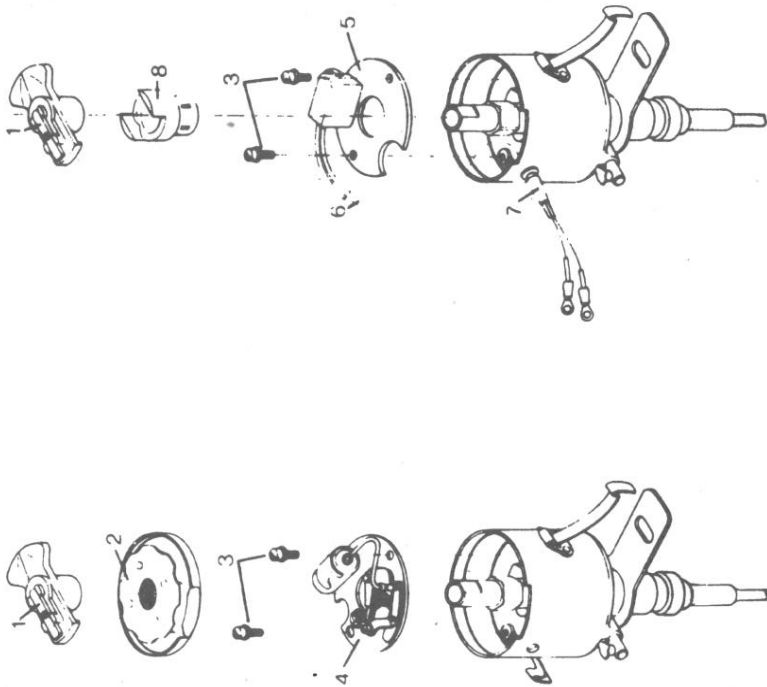
8. Gently pull the Ignitor wires through the grommet. Make sure wires are not touching the magnet sleeve. Adjust wire length inside the distributor to insure ample clearance.

9. Replace distributor cap. Make sure all high voltage wires are securely seated.

10. Crimp terminals onto the Ignitor wires.

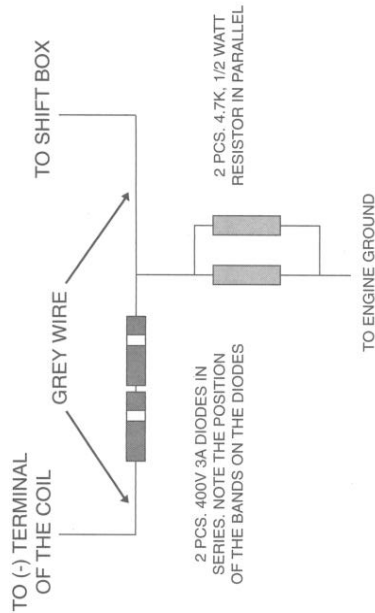
11. Connect the red wire from the Ignitor module to the positive (+) side of the coil and the black wire to the negative (-) side of the coil. **Caution:** Do not reverse the wires. This will destroy the Ignitor module.

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



ATTENTION O.M.C. BOAT OWNERS...IF YOUR BOAT IS EQUIPPED WITH A SHIFT INTERRUPTER YOU WILL NEED TO INSTALL THE FOLLOWING "FIX" TO INSURE PROPER OPERATION OF THE UNIT.

O.M.C. SHIFT INTERRUPTER FIX:



NOTE: ALL WIRES SHOULD BE SOLDERED AND RE-INSULATED AT THESE POINTS. ALL PARTS ARE AVAILABLE AT RADIO SHACK.

