



24-Volt Negative Ground Instructions

For Part Number: 2863N24

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

1. **NOTE: DO NOT REMOVE BALLAST RESISTOR, IT MUST BE USED WITH A 3.0 OHM COIL.**
2. The Ignitor is designed for 24-volt negative ground systems.
3. The Ignitor is compatible only with a 3.0 ohm "resisted style" coil. You can purchase our 3.0 ohm Flamethrower coil.
4. Connect the Ignitor black wire to the negative (-) side of the coil.
5. The red wire must be connected to the 12-volt side of the ballast resistor or a 24-volt switching power source.
6. Some magnet sleeves may have green tape, **DO NOT REMOVE IT.**

PRIOR TO INSTALLATION TURN IGNITION SWITCH OFF OR DISCONNECT THE BATTERY

1. Remove distributor cap and rotor from distributor. Do not disconnect spark plug wires from cap.
2. Examine cap and rotor for wear or damage. Replace as needed.
3. Remove the point wire, point and condenser.
4. The Ignitor does not require any modification to the distributor. Therefore the points, condenser and hardware can be used as backup.
5. Clean all dirt and excess oil from the breaker plate and point cam.
6. Install Ignitor adapter plate in the same holes the points were located using the flat head screw provided. The "dimple" in the adapter plate will locate in the recess the point set pivot was located.
7. Install Ignitor module on to adapter plate. Secure module with lock washers and small pattern 8-32 nuts provided.
8. Install the magnet sleeve. Slide the sleeve down the distributor shaft. Rotate the sleeve until you feel it line up with the cam lobes and then press down.
9. Push grommet in hole (or slot) in the side of the distributor housing. Gently pull the black and red wires through the grommet. Make sure the Ignitor wires do not interfere with any moving parts in the distributor. Adjust wire length if necessary to insure ample clearance.
10. Install the distributor cap and rotor. Make sure all spark plug wires are securely attached.
11. See Wiring Instructions.

LIMITED WARRANTY

Pertronix, Inc. Warrants to the original Purchaser of its solid-state ignition system (product) that the Ignitor, magnet assembly and wiring (components) 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 FORGOING LIMITED WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, WHETHER EXPRESSED OR IMPLIED, INCLUDING AND IMPLIED WARRANTY OR MERCHANTABILITY OR FITNESS FOR A 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.

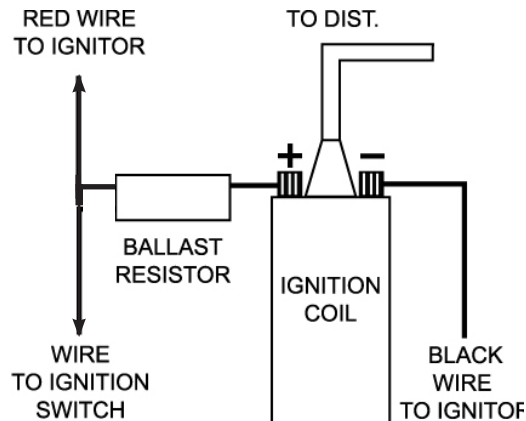


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WIRING INSTRUCTIONS

1. A minimum 3.0 Ohm coil and 3.0 Ohm ballast resistor must be used with all 24-volt applications.
2. Connect the ignitor black wire to the negative (-) side of the ignition coil.
3. The red wire must be connected to the 24-volt side of the ballast resistor or a 24-volt switching power source.
4. Reconnect battery and make sure all wires are connected.
5. The engine can now be started. Let the engine run for a few minutes and then set the timing in the conventional manner.



Ignitor COMMON QUESTIONS AND ANSWERS

Q. What is the first thing I should check if the engine would not start?

A. Make certain all wires are connected securely to the proper terminals.

Q. The engine will not start or runs rough. Are there any tests I can do?

A. Yes, remove the red ignitor wire from the ballast resistor. Connect jumper wire from the positive side of the battery to the red ignitor wire just removed from the ballast resistor. If the engine starts, then you have a low voltage problem. Remember this is just a test. Not intended for permanent installation.

Q. How can I fix a low voltage problem?

A. Insure that the red ignitor wire is connected to the ignition wire prior to the ballast resistor. Call our tech line (909-599-5955) for any instructions or questions.

Q. Should I remove the starter bypass wire?

A. No, the starter bypass wire is needed to provide voltage while starting (cranking).

Q. What type of coil do I need?

A. The ignitor is compatible only with a "points type" coil. A minimum 3.0 ohm coil and a 3.0 ohm ballast resistor must be used on all 24-volt applications.

Q. How do I check my coil for resistance?

A. First you need an ohmmeter. Remove all the wires from the coil. Attach the ohmmeter to both the positive and negative terminals. The reading should be 3.0 Ohms or greater (Your local auto parts store can do this for you if you don't have an ohmmeter)

Q. What do I do if my coil does not have enough resistance?

A. You may purchase and install a ballast resistor from your local auto parts store. You may also choose to purchase a 3.0 ohm Flamethrower 40,000-volt coil, which provides resistance internally.

Q. What happens if you leave the ignition switch on when the engine is not running?

A. This can cause your coil to overheat, which may cause permanent damage to the coil and the ignitor.

Q. May I modify the length of the wires?

A. Yes, you can cut the wires to any length your application may require. You may also add length of wire if needed (20-gauge wire). Please make sure all wire splice are clean and connections are secure.

Q. How can I get additional help?

A. Call our tech line (909-599-5955) for any further instructions or questions.
