



Ignitor® II
ELECTRONIC IGNITION

Billet Distributor Installation Instructions

LIMITED WARRANTY

PerTronix, LLC. warrants to the original Purchaser of its Flame-Thrower billet distributor that the product shall be free from defects in material and workmanship (normal wear and tear excluded) for a period of 12 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 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 OF 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.

GENERAL INFORMATION

1. **IMPORTANT:** Read all instructions before starting installation.
2. Solid core spark plug wires **MUST NOT** be used.
3. Engines that have been decked, had significant cylinder head milling or oil pump modification should be checked for oil pump bind and proper distributor alignment prior to running the engine.
4. Due to variances in cylinder head castings, it may be necessary to grind down the casting flashing to provide adequate distributor clearance.

DISTRIBUTOR REMOVAL

1. Remove the distributor cap and note the orientation of the rotor contact. This location should be marked for future reference.
2. Set the distributor cap back on the housing then note and mark which spark plug wire the rotor is pointing closest to. Determine which cylinder the wire represents.
3. Disconnect the battery negative (-) cable.
4. Disconnect all wires and hoses attached to the distributor.
5. Remove the distributor hold down.
6. Remove the distributor by lifting up on the distributor housing.

DISTRIBUTOR INSTALLATION

1. Remove the Flame-Thrower distributor cap.
2. Apply a small amount of lubricate to the distributor o-ring seal.
3. Place the distributor into the engine and turn the rotor until it lines up with the mark which was noted from the original distributor. The distributor should drop into place and sit flat on the block. The oil pump shaft may need to be rotated to allow rotor to be positioned properly.
4. Check to verify that the distributor sits completely flat in the block. Some cylinder heads have excessive casting flashing which will keep the distributor from fully seating. If the distributor is not sitting flat, see the cylinder head modification section on page 3. Failure to relieve the cylinder head can result in distributor failure.
5. Install the distributor hold down clamp and bolt.
6. Place the distributor cap onto the housing and turn the housing so that the cap contact terminal and rotor terminal closely resembles the original figuration.
7. Starting with the spark plug wire which was in line with the rotor contact and previously marked, transfer the wires from your original distributor cap to the flame-thrower distributor cap.



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- Lock the distributor cap into place and tighten the distributor hold down.
- Locate the vacuum hose that was previously attached to the vacuum advance canister. This hose should originate at a ported vacuum source.

For Vacuum Advance Distributors:

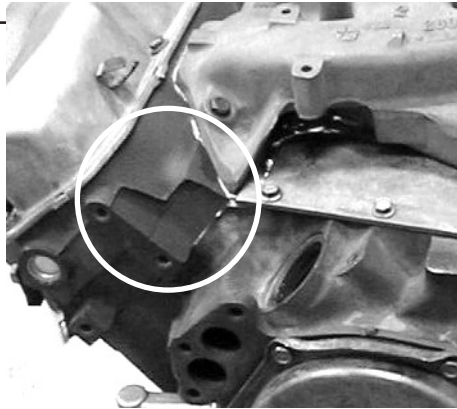
Temporarily plug the end of this hose to allow for adjustment of proper initial timing. After setting initial timing the hose will be unplugged and attached to the vacuum advance on the distributor.

For Non-Vacuum Advance Distributors:

Remove the vacuum hose and plug the vacuum port.

CYLINDER HEAD MODIFICATION

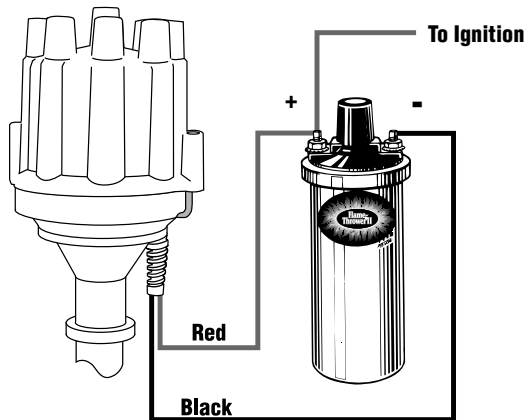
383-400, 426-440 and Hemi engine families may encounter cylinder head / distributor interference. The area of potential contact is circled in the illustration to the right. If during installation, the distributor comes into contact with the head, remove the casting flashing and cylinder head material in the area indicated until minimum clearance is achieved.



WIRING

The Flame-Thrower billet distributor can be used in conjunction with most ignition coils rated at 0.6 ohms or greater. For optimum performance purchase and install a Flame-Thrower high performance coil.

- Many vehicles came equipped with ballast resistors or resistance wires. To achieve optimum performance we recommended removal of these components.
- Determine the proper wire length, and attach the provided terminals. (Use a designated wire crimping tool to achieve an adequate connection)
- Attach the **Red** wire to the coil positive terminal or a 12-volt ignition source.
- Attach the **Black** wire to the coil negative terminal.
- Check to insure correct polarity and that all connections are tight.
- Reconnect the battery negative cable.



FINAL ADJUSTMENTS

- Start the engine and set the initial timing.
- Remember to tighten the distributor hold down.
- For vacuum advance distributors, connect the vacuum hose to the vacuum advance canister.

MECHANICAL ADVANCE ADJUSTMENTS

- To adjust the mechanical advance curve, select the appropriate springs from the chart below. The Flame-Thrower billet distributor is factory equipped with the silver springs.
- Remove the cap and rotor.
- Remove the existing springs and install the desired springs.
- Reinstall the rotor and cap.

		R.P.M.										
		500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500
Copper		0	5	16	24	24	24	24	24	24	24	24
Silver		0	0	3	10	16	22	24	24	24	24	24
Bronze		0	0	0	3	7	10	14	18	22	24	24

Crankshaft Degrees

The Flame-Thrower billet distributor comes with three different sets of advance limiters. These allow the mechanical advance to be limited by 12, 16 and 20 crank shaft degrees. The advance limiters can be mixed resulting in unique variations of the factory advance curve. When combined with mixed advance springs and limiters the mechanical advance can have a maximum of 78 different advance curves.

- Choose the desired advance limit from the chart below.
- Remove the distributor cap and rotor.
- Remove the advance springs.
- Install one advance limiter on each inner advance pin. (See Figure 1)
- Reinstall the advance springs.
- Reinstall the rotor and cap.

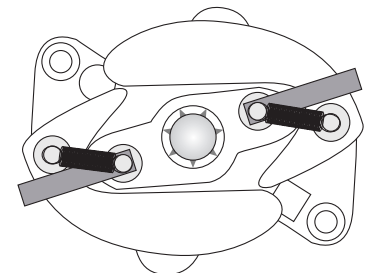


Figure 1

Limiter Number	Mechanical Advance (Crank Degrees)
6	12
8	16
10	20