



**IGNITOR**<sup>®</sup>  
ELECTRONIC IGNITION

## VW 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.



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### GENERAL INFORMATION

1. **IMPORTANT:** Read all instructions before starting installation.
2. For **12-volt negative ground** systems only.
3. **WARNING!!! DO NOT USE WITH SOLID IGNITION WIRES.**

### DISTRIBUTOR REMOVAL

1. Turn over the engine until it is positioned at top dead center on a compression stroke.
2. Remove the distributor cap, and make sure that the rotor is pointing towards the first cylinder in the firing order.
3. Disconnect the battery negative (-) cable.
4. Disconnect all wires and hoses attached to the distributor.
5. Remove the distributor hold down bolt.
6. Remove the distributor and driveshaft spring.
7. Verify that the distributor driveshaft slot is perpendicular to the engine case seam. See figure A.
8. Check the original distributor for excessive wear, or potential problems.
9. Remove the distributor hold-down clamp from the original distributor for use with the new distributor.

### DISTRIBUTOR INSTALLATION

1. Install the original distributor hold-down clamp onto the new distributor housing. The clamp should sit flat against the distributor collar.
2. Remove the Flame-Thrower distributor cap.
3. Turn the distributor drive tang so that it lines up with the distributor driveshaft slot.
4. Install the distributor driveshaft spring.
5. Set the distributor into the engine. The distributor hold-down should sit completely flat on engine block.
6. Place the distributor cap onto the housing.
7. Turn the housing so that the terminal, that represents the first cylinder in the firing order, lines up with the rotor contact terminal.
8. Tighten the hold down and slightly tighten the distributor clamp. Once the ignition timing is adjusted the distributor clamp should be tightened completely.
9. Hold down clamp must be free of paint and corrosion, this will insure that a proper ground is made to the engine block..
10. Clip down the distributor cap and install the spark plug wires in the proper firing order. Beginning with the number one cylinder move clockwise 1 - 4 - 3 - 2.

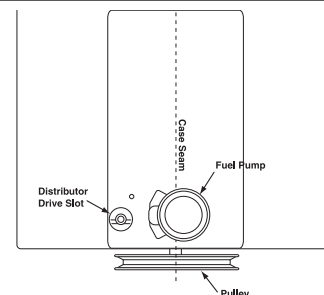


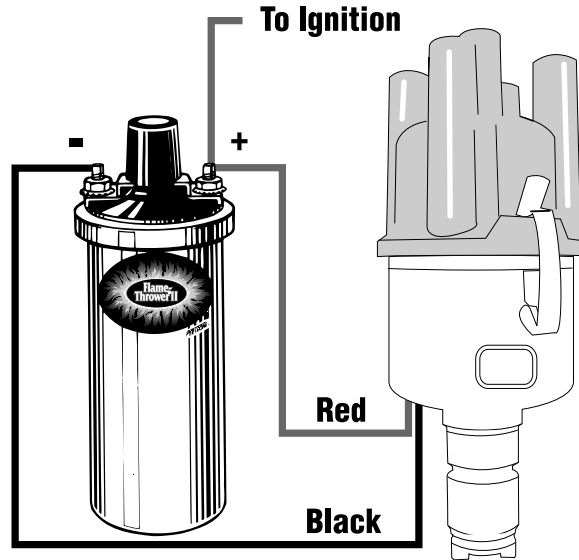
Figure A

11. Locate and remove the vacuum hose that was previously attached to the vacuum advance canister. Plug off the vacuum port.

## WIRING

*The Flame-Thrower distributor can be used in conjunction with most ignition coils rated at 3.0 ohms or greater. For optimum performance purchase and install a 3.0 ohm Flame-Thrower COIL or 3.0 ohm HV high performance coil.*

1. If your ignition system is equipped with a ballast resistor, do not remove it. Never use a "HEI" type coil with the Ignitor module. This type of coil will damage the module, cause it to fail and void the warranty.
2. Attach the **Red** wire to the coil positive terminal or a 12-volt ignition source.
3. Attach the **Black** wire to the coil negative terminal.
4. Check to insure correct polarity and that all connections are tight.
5. Reconnect the battery negative cable.



## FINAL ADJUSTMENTS

1. Start the engine and set the initial timing.
2. Tighten the distributor clamp.

## COMMON QUESTIONS AND ANSWERS

- Q. The engine will not start or runs rough. What is the problem?
- A. Check all connections to insure that they are tight, and in the proper location. Make sure that the red wire from the *Flame-Thrower* distributor is supplied with a full 12 volts. Check all wires for shorts, correct polarity and that the ignition coil's primary resistance level is acceptable.
- Q. The vehicle will start, but then die. After waiting it will start again. What is wrong?
- A. Check for a "Low Voltage Problem." If the voltage supplied to the *Flame-Thrower* distributor red wire is insufficient, the system may run for a period of time, and then shut down as the voltage drops due to engine heat. The period may vary from minutes to hours depending on available voltage and wiring condition.
- Q. How do I check for a "Low Voltage Problem" or determine if I am getting adequate voltage?
- A. To quickly test for a "Low Voltage Problem" or for adequate voltage, remove the Ignitor red wire from the coil positive terminal. Attach a jumper wire from the battery positive terminal to the Ignitor red wire. Try to start the vehicle. If the vehicle starts, low voltage is the problem.
- Q. How do I check my coil for primary resistance?
- A. Remove all wires from the coil. Set the ohmmeter to the lowest scale. Attach one lead of the meter to the positive coil terminal. Attach the other lead to the negative coil terminal. The *Flame-Thrower* distributor is compatible with coils having a resistance of 3.0 ohms or greater.
- Q. May I modify the length of the wires?
- A. Yes, you may cut the wires to any length your application requires. You may also add lengths of wire if needed (20-gauge). Make sure that all wire splices are clean and the connections are tight.
- Q. Will the *Flame-Thrower* distributor work with aftermarket capacitive discharge boxes?
- A. Yes, the *Flame-Thrower* distributor is compatible with most CD boxes in the same respect as points. Use the CD box wiring instructions for point systems and treat the Ignitor black wire as a point wire. The Ignitor red wire should be attached to the 12-volt power source. Do not connect Ignitor red wire to the coil.
- Q. How can I receive additional help?
- A. Check our web site for current trouble shooting tips and up to date technical information. Log on to [www.pertronix.com](http://www.pertronix.com). You may also contact our tech line at (909-547-9058)