

REV LIMITER SETTING PROCEDURE

NOTE: The Module has an adjustable rev limit, that is set with the dial potentiometer. This will require a small phillips screwdriver. The potentiometer has a total range of approximately 3/4 of a turn.

1. Remove distributor cap and rotor.
2. In order to set the rev limiter, the module must have 12V power, but the car must not be running. This can be done with the module in the car, by turning the key "ON" (engine off). Or it can be done with the module out of the car, by providing 9V or 12V to the terminal labeled "B", and attaching a ground to the mounting hole on the side of the module. See Figure 3.

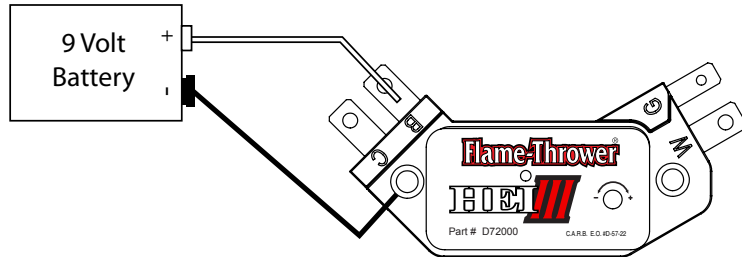


Figure 3

3. Once power is supplied to the module, you have to get it into programming mode. To do that, you have to turn the potentiometer completely clockwise, then turn it completely counterclockwise. Once you do this, the existing rev limit is cleared, and the module is in the rev limit programming mode. The LED will flash a pattern of 1 long flash, followed by a short flash, then "off" for two seconds. It will repeat the pattern continuously. This means the rev limiter is disabled. The rev limit range is 4000-9000 RPM. To set the limit higher turn the potentiometer clockwise. The LED will blink the RPM it is set at, followed by a 2 second pause, with the following pattern.

LED Blink Pattern	Rev Limit
1 long followed by 1 short	No Rev Limit
X long followed by Y short	X thousand, Y hundred
X long followed by a 2 second pulse	X thousand
Example: 5 Long (X) pulses followed by 2 short (Y) pulses will be 5200 RPM rev limit.	

4. Once you have selected the rev limit you want, and have verified that it blinks the right number of times, you must remove the power, or turn the ignition switch "off" and finish with the installation.

NOTE: Leaving the Rev-Limit dial in the full counterclockwise position disables the Rev-Limiter.

REV-LIMITER SPECIFICATIONS

Settings	RPM'S
Minimum	4000
Maximum	9000
Factory Setting	5500

LIMITED WARRANTY

PerTronix, LLC. warrants to the original Purchaser of its Flame-Thrower HEI-III Tune-up Kit 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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HEI-III TUNE UP KIT
INSTALLATION INSTRUCTIONS



GENERAL INFORMATION

1. See our website (www.pertronix.com) for latest product information.
2. **IMPORTANT:** Read all instructions before starting installation.
3. **WARNING!!! DO NOT USE WITH SOLID CORE IGNITION WIRES.**
4. The HEI-III is not compatible as a trigger for other electronic boxes.
5. The HEI-III Rev-Limiter is preset at 5500 RPM's. The rev limiter can be user set to a minimum 4000 and a maximum 9000 RPM's.
6. All external resistors must be removed to achieve optimum performance from the HEI-III ignition system.
7. The HEI-III is compatible with coils that have a minimum of 0.32 ohms of primary resistance.

INSTALLATION

1. Installation of the module can be done with the distributor on the car, or the distributor removed. It is easier to access components if you remove the distributor from the engine.
2. Check the base timing, and record that value.
3. Disconnect the battery negative terminal. Then disconnect power and tach from HEI distributor.
4. Disconnect the 3 wire plug between the distributor and cap.
5. Remove distributor cap and rotor.
6. Disconnect the pickup coil wiring harness from the module.
7. Remove mounting screws retaining HEI module and capacitor.
8. Remove HEI module, harness, and capacitor from distributor.
9. Clean the distributor housing, and module mounting position.
10. Apply a light layer of the included heat sink compound to the bottom of the HEI-III module.
11. Connect the new capacitor and wiring harness to the HEI-III module.

12. Install the HEI-III module and harness into the distributor housing. The 2 plastic pins on the bottom of the module should fit into the holes on the distributor. Re-install mounting screws on the HEI-III module and make sure they are tight. **NOTE:** The module is grounded through these, so these **MUST** be installed for the HEI -III to work correctly.
13. Using the original screw, install the capacitor & ground wire to the distributor housing. Note: The capacitor can be squeezed while tightening the retaining screw, it's normal, tighten the screw all the way (See Figure 1). Make sure that the wire is not crushed.

WARNING - Ensure that the noise filter capacitor & ground wire is correctly mounted. Make sure that the capacitor retaining screw is tight. FAILURE TO DO SO COULD RESULT IN DAMAGE TO THE HEI-III MODULE.

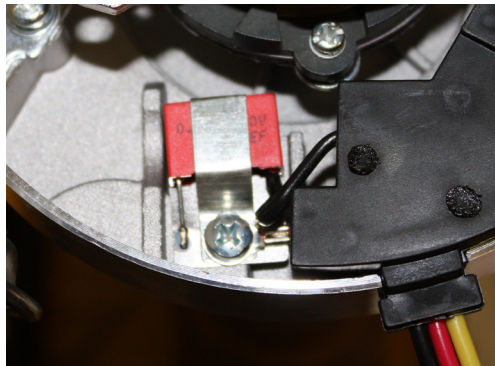


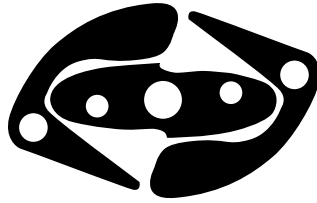
Figure 1
Noise Capacitor
(The capacitor may come in different colors.)

14. Re-install the pickup coil wiring harness to the HEI-III module.
15. The rev limiter is preset to 5500 rpm's from the factory, to verify this, OR to change/disable the rev limiter, go to the "REV-LIMITER SETTING PROCEDURE" section.
16. Reinstall distributor rotor and cap.
17. Connect the distributor harness, power, and optional tach wires to the distributor cap.
18. Reconnect the negative battery cable.
19. Using timing light, recheck your initial timing.

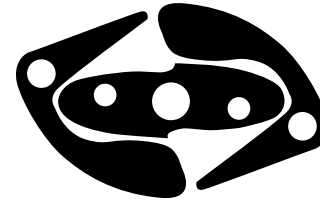
ADVANCE SPRING AND WEIGHT INSTALLATION

1. Remove the advance springs from the mechanical advance assembly.
2. Notice the positioning of the mechanical advance weights.
3. Remove the E-clips center plate and weights from the advance plate.
4. Install the appropriate Teflon bushing onto the mechanical advance pins.

5. Install the new advance weight and center plate in the same configuration as the original (See Illustration).



Clockwise



Counter Clockwise

6. Re-install the E-clips on to the advance pins.
7. Choose the advance springs that best suits the application from the chart (See Figure 2).
8. Install the appropriate springs onto the advance pins.

Spring	R.P.M.						
	500	1000	2000	3000	4000	5000	6000
Copper	4°	12°	19°	24°	24°	24°	24°
Silver	0°	8°	12°	16°	19°	21°	24°
Natural	0°	6°	10°	14°	17°	20°	21°

Crankshaft Degrees

Figure 2

ADJUSTABLE VACUUM ADVANCE INSTALLATION

1. Disconnect the vacuum hose at the vacuum advance canister.
2. Remove the screws retaining the vacuum advance and remove it from the distributor.
3. Install the adjustable vacuum advance canister, secure in place using the original mounting screws.
4. Install the new rotor. **NOTE:** If the vehicle is used for high R.P.M. operation, replace the metallic screws with the provided Teflon screws and washers. **DO NOT OVER TIGHTEN THE TEFLON SCREWS.**
5. Install the new distributor cap on distributor housing.
6. Use the provided screws to fasten the new coil dust cover to the distributor cap.

7. Move the spark plug wires off the old distributor cap to the new cap, one at a time. Make sure that the wires stay in the proper order.
8. Plug the distributor wire harness and the vehicle harness into the distributor cap.
9. Verify that all connections are correct and tight.

PERFORMANCE ADJUSTMENTS

1. Adjustments to the vacuum advance are made through the port on the front of the vacuum advance.
2. The vacuum advance is preset to 16 degrees. Each additional turn in the clockwise direction will add 2 degrees of vacuum advance.
3. Turning the adjustment in the counter clockwise direction will subtract 2 degrees of vacuum advance.
4. Turning the vacuum advance in the counter clockwise direction until it stops will lockout the vacuum advance entirely.
5. Re-connect the vacuum hose to the vacuum advance, and bring the engine up to normal operating temperature.
6. Test the vacuum advance setting by load testing the engine. If pinging is detected, than turn the vacuum advance setting counter clockwise until the pinging stops.
7. If poor acceleration or throttle response is noticed, turn the vacuum advance setting clockwise until pinging is detected, and then counter clockwise one turn.
8. The Flame-Thrower adjustable vacuum advance is capable of adjustments between 22 degrees and full lockout.

TROUBLESHOOTING

1. Make sure the distributor is getting 12 volts, and that it is grounded properly through the hold down bracket to the engine block.
2. Double check that both HEI module screws are securely fastened to the distributor. **NOTE:** For proper operation the HEI-III module must be grounded properly to the housing.
3. Verify that the HEI-III module is getting power by trying to set the rev limit (See Rev-Limiter Setting Procedure). If the LED's are blinking, the module is getting power.
4. You can try swapping out the Race HEI Coil and HEI-III module for a standard HEI coil and standard HEI module. If the problem persists with the standard module, the problem is likely not related to the module, but to something else in the system.