

## 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 coil. Connect a jumper wire from the positive side of the battery to the red Ignitor™ wire just removed from the coil. If the engine starts you have a low voltage problem (This is a very common problem). Remember this is just a test. Not intended for permanent installation.
- Q. How can I fix a low voltage problem?**  
**A.** First, if you have an external ballast resistor, connect the red Ignitor™ wire to the ignition wire prior to the ballast resistor. Second, if you do not have a ballast resistor you must connect the red Ignitor™ wire to a 12-volt source that is controlled by the ignition switch.
- Q. What type of coil do I need?**  
**A.** The Ignitor™ is compatible only with a "points style" coil. Six & eight cylinder engines require a minimum of 1.5 ohms of resistance. Four cylinder engines require a minimum of 3.0 ohms of resistance.
- Q. How do I check my coil for resistance?**  
**A.** First you need an ohmmeter. Remove all the wires from the coil. Attach the meter to both the positive and negative terminals. The reading must be 1.5 ohms or greater for six and eight cylinder engines, and 3.0 ohms or greater for four cylinder engines. (Your local auto parts store can do this for you if you not 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 *Flame-Thrower™* 40,000-volt coil, which provides resistance internally. Note: Many vehicles come with a resistor wire or a ballast resistor. These applications do not need an additional resistor.
- Q. What happens if I leave the ignition switch on when the engine is not running?**  
**A.** This can cause you coil to overheat, which may cause permanent damage to the coil and the Ignitor™.
- Q. May I modify the length of the Ignitor™ wires?**  
**A.** Yes, you may cut the wires to any length your application may require. You may also add lengths of wire if needed (20-gauge wire). Please make sure all wire splice are clean and connections are secure.
- Q. Will the shift interrupter on an OMC stern drive boat work with the Ignitor™?**  
**A.** The Ignitor is compatible with all OMC stern drive applications, when equipped with a "diode fix". If you purchased a kit that does not include the "diode fix" diagram, call our tech line.
- Q. How can I get additional help?**  
**A.** Call our tech line (800-827-3758) for any further instructions or questions.

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## INSTALLATION INSTRUCTIONS FOR PART NUMBER HO-161 A



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

1. The Ignitor is designed for 12-volt negative ground systems.
2. The Ignitor is compatible only with a "points style" coil. A minimum primary resistance of 1.5 ohms is required.
3. If your ignition system is equipped with a ballast resistor, do not remove it.
4. 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.
5. The red wire from the Ignitor should be connected to the positive (+) side of the coil, or a 12-volt switching power source (See Figure 2 & 3). The black wire must be connected to the negative (-) side of the coil.

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

1. Remove distributor cap and rotor from distributor. Do not disconnect spark plug wires from cap. Examine parts for excessive wear. Replace as needed
2. Remove the point wire from the negative coil terminal.
3. Remove and retain the point and condenser. Installing the Ignitor does not alter the internal configuration of your distributor. Therefore, the points, condenser, and hardware can be used as backup.

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