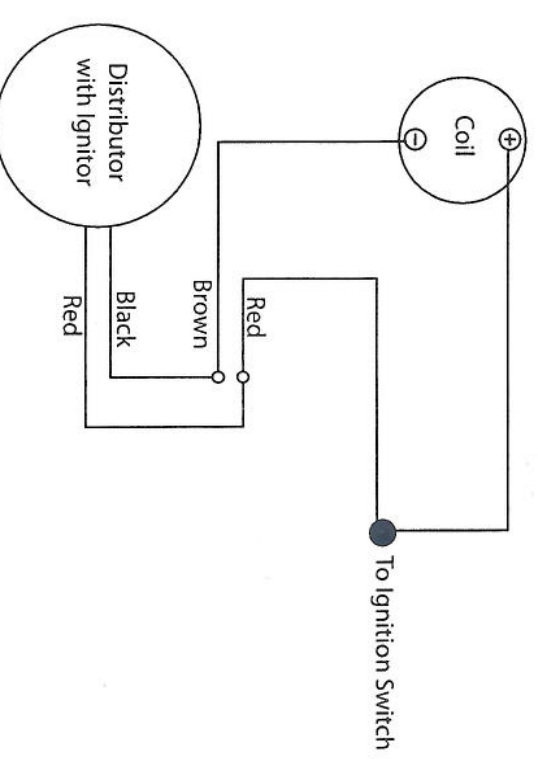
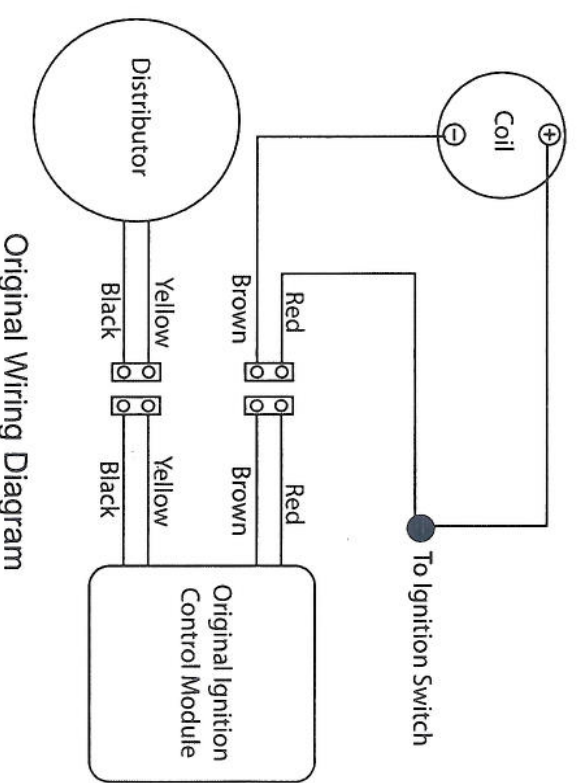


10. Connect the black Ignitor wire to the brown wire previously connected to the external ignition control module. The brown wire should then connect to the negative terminal of the coil.
11. Connect the red Ignitor wire to the original red wire previously connected to the external ignition module. This original red wire should provide a full 12 volts when the key is turned on
12. 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 that I can do?**
A. Yes, remove the red Ignitor™ wire from the coil positive terminal. Connect a jumper wire from the positive side of the battery directly to the red Ignitor™ wire. If the engine starts and runs well, you may have a low voltage problem. Remember this is just a test and not intended for permanent installation. Read "How to correct a low voltage problem".
- Q. How to correct 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 locate a 12-volt source that is controlled by the ignition switch to connect the red Ignitor™ wire to.
- Q. What type of coil can I use?**
A. The Ignitor™ is compatible only with a "points style" coil.
- 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 interruper 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. You may also logon to www.pertronix.com for the latest technical information.

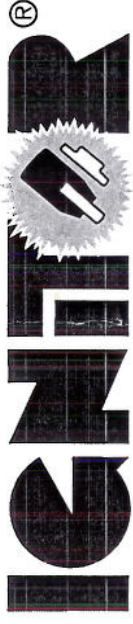
LIMITED WARRANTY

PerTronix, Inc. warrants to the original Purchaser of its solid-state ignition system (product) that the Ignitor 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 FOREGOING LIMITED WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, WHETHER EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OR MERCHANTABILITY OR FITNESS FOR A PARTICULAR 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.



INSTALLATION INSTRUCTIONS FOR HO-181



Read all instructions before attempting to install...

1. The Ignitor is designed for 12-volt negative ground systems.
2. The Ignitor is compatible only with a "resisted 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. The black wire should 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 the spark plug wires from cap. Examine parts for excessive wear. Replace as needed
2. Disconnect and remove the original sensor and external ignition module.
3. Clean all dirt and excess oil from the plate and reluctor.
4. Install the Ignitor adapter plate into the distributor.
5. Use the supplied screw to secure the plate in place.
6. Install the Ignitor module onto the adapter plate. Tighten with the supplied lock nuts.
7. Install magnet sleeve over distributor shaft, and onto the reluctor. Rotate the sleeve until a slight locating position is felt before applying pressure. Press down firmly insuring sleeve is fully seated.
8. Insert both module wires through the hole in the side of the distributor housing. Pull the rubber grommet into place. Check to insure that the wires do not contact any moving parts.
9. Replace distributor cap and rotor. Make sure all spark plug wires are securely attached.