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 ignition wire from the coil. Connect jumper wire from the positive side of the battery to the red ignition wire just removed from the coil. If the engine starts, then you have a low voltage 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 or resistance wire, connect the red ignition wire to the ignition wire prior to the ballast resistor or resistance wire. Second, if you do not have an external resistor you must connect the ignition red wire to a 12-volt source that is controlled by the ignition switch.

Q. Should I remove the starter bypass wire?
A. No, the starter bypass wire is needed to provide voltage while starting (cranking).

Q. What type of coil do I need?
A. The ignitor is compatible only with a "points type" coil. Eight cylinder engines require a minimum of 1.5 Ohms of resistance in the primary circuit. Four & six cylinder engines require a minimum of 3.0 Ohms of resistance (primary).

Q. How do I check my coil for resistance?
A. First you need an ohmmeter. Remove all the wires from the coil. Attach the ohmmeter to both the positive and negative terminals. The reading should be 1.5 Ohms or greater for eight cylinder engines and 3.0 Ohms or greater for six cylinder engines. (Your local auto parts store can do this for you if you don’t 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 Flamethrower 40,000-volt coil, which provides resistance internally. Note: Many vehicles come with ballast resistor or resistance wire. These applications do not need an additional resistor.

Q. What happens if you leave the ignition switch on when the engine is not running?
A. This can cause your coil to overheat, which may cause permanent damage to the coil and the ignitor.

Q. May I modify the length of the wires?
A. Yes, you can cut the wires to any length your application may require. You may also add length of wire if needed (20-gauge wire). Please make sure all wire splice are clean and connections are secure.

Q. Will the shift interupter 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 your 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 (909-599-5955) for any further instructions or questions.

CAUTION!!! Please read the following important information....

1. DO NOT USE SOLID CORE SPARK PLUG WIRES. Use carbon or suppression type spark plug wires.
2. Leaving the ignition “ON” with the engine “OFF” for an extended period could result in permanent damage to the Ignitor.
3. The Ignitor is compatible only with a “resisted style” coil. Eight cylinder engines require a minimum of 1.5 Ohms of resistance. Six & four cylinder engines require a minimum of 3.0 Ohms of resistance.
4. If your Ignition coil has the recommended primary resistance, remove or bypass all external resistors. Do not remove resistors if the coil primary resistance is lower than specified.
5. NOTE: 1957 to 1974 FORD and GM application may have a resistance wire in the harness from the factory.
6. The Ignitor is compatible as a trigger for most electronic boxes.

DISTRIBUTOR DISASSEMBLY
1. Remove the distributor cap, and rotor. Do not disconnect spark plug wires. Examine cap and rotor for wear or damage. Replace as needed.
2. Disconnect the point wire from the negative (-) terminal of the coil.
3. Remove the point wire, point, and condenser. Note: 2865 & 1884 kit, remove both set of points and adapter plate.
4. The Ignitor does not require any modification to the distributor. Therefore the point, condenser and hardware can be used as backup. Note: 1864A & 1864A require a minor modification. See Figure 1.
5. Clean all dirt and excess oil from the breaker plate and point cam.

IGNITOR INSTALLATION FOR
Part Numbers: 1149, 1169, 1544, 1566, 1844, 1866, 2844:
Position the Ignitor over point pivot pin, align Ignitor plate to breaker plate screw hole. Confirm that the Ignitor plate is flat and fits without modifications. Fasten the plate into place using the original point screw.
Part Numbers: LU-148 Position the Ignitor plate over point pivot pin, line up hole on module plate to condenser screw hole. Confirm that the Ignitor plate is flat and fits without modifications. Fasten the plate into place using the screw provided.

FLAMETHROWER COIL APPLICATIONS

<table>
<thead>
<tr>
<th>System Voltage</th>
<th>Cylinders</th>
<th>Primary Resistance</th>
<th>Recommended Flamethrower Coils</th>
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<tr>
<td>12V</td>
<td>8</td>
<td>1.5 ohms</td>
<td>Pertronix 1.5 ohms Coils</td>
</tr>
<tr>
<td>12V</td>
<td>4 &amp; 6</td>
<td>3.0 ohms</td>
<td>Pertronix 3.0 ohms Coils</td>
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<td>Agricultural &amp; Industrial</td>
<td>12V</td>
<td>1,2,3,4, &amp; 6</td>
<td>2.8 ohms</td>
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NOTE: REMOVE OR BYPASS EXTERNAL BALLAST RESISTOR OR RESISTANCE WIRE WHEN INSTALLING THE RECOMMENDED FLAME-thrower COIL.
WIRING INSTRUCTIONS

A BALLAST RESISTOR OR RESISTANCE WIRE MAY OR MAY NOT BE INCLUDED IN THE ORIGINAL EQUIPMENT.

1. Connect the Ignitor black wire to the negative (-) terminal of the ignition coil.
2. For installations that do not use a primary ballast resistor or resistance wire, connect the Ignitor red wire to the positive (+) terminal of the ignition coil. (See Figure A)
3. For installations that use a primary ballast resistor or resistance wire, connect the Ignitor red wire to the ignition switch side of the ballast resistor or resistance wire. (See Figure B).
4. Reinstall rotor and distributor cap. Make sure all spark plug wires are securely attached. **Warning! DO NOT USE WITH SOLID CORE SPARK PLUG WIRES & COIL WIRE.**
5. See Wiring Instructions.

**FIGURE “A”**

USE FIGURE “A” ONLY WHEN INSTALLING THE RECOMMENDED COIL.

**FIGURE “B”**

USE FIGURE “B” WHEN USING THE STOCK COIL WITH THE BALLAST RESISTOR OR RESISTANCE WIRE.

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MAGNET SLEEVE INSTALLATION

1. Note: Some magnet sleeves have green tape, **DO NOT REMOVE IT.** Install magnet sleeve over distributor shaft, onto point cam. Rotate sleeve until a slight locating position is felt before applying pressure. With sleeve lined up on point cam, press down firmly insuring sleeve is fully seated. **Note:** Some Ignitor hardware kits include a spacer ring. Use spacer ring only if there’s a gap between the magnet sleeve and the rotor.

2. Insert wires through hole in distributor housing, and pull wire grommet into place. Make sure wires do not interfere with any moving part.
3. **NOTE:** For applications that use a dust shield. The dust shield does not have to be installed if it’s not needed to install distributor cap. If the dust shield is needed to install distributor cap the center hole of the shield must be enlarged to clear the magnet sleeve.
4. Reinstall rotor and distributor cap. Make sure all spark plug wires are securely attached. **Warning! DO NOT USE WITH SOLID CORE SPARK PLUG WIRES & COIL WIRE.**
5. See Wiring Instructions.

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**WIRING INSTRUCTIONS**

**Part Numbers:** 1142, 1143, 1161, 1884, 2865:
Position the Ignitor over point pivot pin and eccentric adjustment screw, rotate eccentric screw as needed to line up screw hole to breaker plate screw hole. Confirm that the Ignitor plate is flat and fits without modifications. Fasten the plate into place using the original point screw.

**Part numbers:** 1845, 1848, 1849, 1864A, 1864LA, 2843, 92846:
Note: Part numbers 1864A & 1864LA modification required. (See Figure 1).

**Part numbers:** 1862, 1865, 1868, 1869, 1885, 1886, 2861, 2862, 2863:
Remove module from adapter plate before proceeding to next step. Place adapter plate over point pivot pin, line up adapter plate to screw hole on breaker plate. Confirm that the adapter plate is flat and fits without modifications and fasten the plate into place using the screw provided.
Place the Ignitor module on the adapter plate studs. Secure module to adapter plate with the nuts and lock washers provided.

**Applicable Ignitor Part Numbers:**

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**Part Numbers:** 1142, 1143, 1161, 1884, 2865:
Position the Ignitor over point pivot pin and eccentric adjustment screw, rotate eccentric screw as needed to line up screw hole to breaker plate screw hole. Confirm that the Ignitor plate is flat and fits without modifications. Fasten the plate into place using the screw provided.

**Part Numbers:** 1862, 1865, 1868, 1869, 1885, 1886, 2861, 2862, 2863:
Remove module from adapter plate before proceeding to next step. Place adapter plate onto breaker plate, line up locating pin to breaker plate, confirm that the adapter plate is flat and fits without modifications and fasten the plate into place using the screw provided.
Place the Ignitor module on the adapter plate studs. Secure module to adapter plate with the nuts and lock washers provided.
No air gap adjustment required.

**Part Numbers:** 1845, 1848, 1849, 1864A, 1864LA, 2843, 92846:
Note: Part numbers 1864A & 1864LA modification required. (See Figure 1).