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 jumper wire from the positive side of the battery to the red ignitor 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 ignitor wire to the ignition wire prior to the ballast resistor or resistance wire. Second, if you do not have a an external resistor you must connect the ignitor 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 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 (909-599-5955) for any further instructions or questions.

FLAMETHROWER COIL APPLICATIONS					
System Voltage	Cylinders	Primary Resistance	Recommended Flamethrower Coils		
			Black	Chrome	Epoxy
12V	8	1.5 ohms	40011	40001	40111
12V	4 & 6	3.0 ohms	40511	40501	40611
Agricultural & Industrial					
12V	1,2,3,4, & 6	2.8 ohms	28010 or 40511, 40501, 40611		
12V	8	1.5 ohms	40011	40001	40111
NOTE: REMOVE OR BYPASS EXTERNAL BALLAST RESISTOR OR RESISTANCE WIRE WHEN INSTALLING THE RECOMMENDED FLAME-THROWER COIL.					

LIMITED WARRANTY

Pertronix, LLC. Warrants to the original Purchaser of its solid-state ignition system (product) that the Ignitor, magnet assembly and wiring (components) 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 FORGOING LIMITED WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, WHETHER EXPRESSED OR IMPLIED, INCLUDING AND IMPLIED WARRANTY OR MERCHANTABILITY OR FITNESS FOR A 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.

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IGNITOR®
ELECTRONIC IGNITION

12-Volt Negative Ground Instructions

FOR PART NUMBERS: ML-182 & ML-186B

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.

PRIOR TO INSTALLATION TURN IGNITION SWITCH OFF OR DISCONNECT THE BATTERY

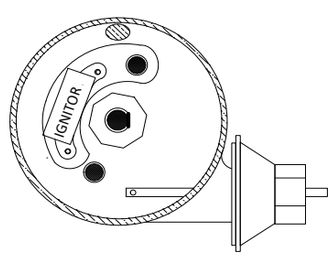
DISTRIBUTOR DISASSEMBLY FOR ML-186B

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, points, and condenser from the distributor.
4. The Ignitor does not require any modification to the distributor. Therefore the point, condenser and hardware can be used as backup.
5. Clean all dirt and excess oil from the breaker plate and point cam.

IGNITOR INSTALLATION

1. Remove the Ignitor module from the adapter plate, place the Ignitor adapter plate over the point pivot, align adapter plate to screw hole on breaker plate. See figure 1. Use the provided screw to hold the plate in place.

Figure 1



2. Install the Ignitor module onto the adapter plate. Use the provided screws to fasten the module in place. Do not overtighten.
3. Place the magnet sleeve over the distributor shaft, and onto point cam. Press down firmly to insure magnet sleeve is fully seated.
4. Air gap between module and magnet sleeve is not adjustable.
5. Place the grommet into the hole in the distributor housing. Pull the excess wire out and insure wires do not interfere with moving parts.
6. Re-install the rotor and cap. Make sure all spark plug wires are securely attached. Warning! DO NOT USE WITH SOLID CORE SPARK PLUG WIRES.
7. See wiring Instructions.

DISTRIBUTOR DISASSEMBLY FOR ML-182

1. PRIOR TO INSTALLATION TURN IGNITION SWITCH OFF OR DISCONNECT THE BATTERY
2. Remove distributor cap and rotor from distributor. Note: Comp 9000 distributors require the removal of cap adapter. Do not disconnect spark plug wires from cap. Examine parts for excessive wear. Replace as needed.
3. Disconnect the UNILITE® wire harness from the coil.
4. Remove the two screws holding the UNILITE module in place, and remove module.
5. Clean all grease and dirt from the breaker plate.

IGNITOR INSTALLATION

Note: Shutter wheel must be removed from rotor.

The magnet sleeve needs to be installed onto the rotor, replacing the shutter wheel.

A. The shutter wheel is glued to the rotor, flex shutter wheel to loosen the rotor from the shutter wheel, do not twist.

B. Tip: Install Rotor and shutter wheel assembly onto the distributor shaft, once the rotor is installed onto the distributor shaft, push down on shutter wheel until it slides off the rotor.

1. Once the shutter wheel is removed from the rotor, Comp 9000 Distributors Only: Install provided spacer before installing magnet sleeve onto rotor, align groove in rotor to the magnet sleeve, slide the magnet sleeve onto the rotor, make sure the number ML-182 is facing up. Some magnet sleeves may fit loose, glue may be applied if necessary.

1. Note: Do not install magnet sleeve-rotor assembly until after the ignitor is installed into distributor.
2. Comp 9000 Distributors Only: Modify cap adapter to clear Ignitor (See Figure 2).
3. The Ignitor can be installed in clockwise or counter clockwise positions. Determine the rotation of your distributor rotor and use figure “A” or “B” to install Ignitor.

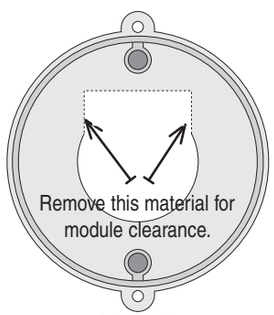


Figure 2

- **FOR CLOCKWISE DISTRIBUTOR ROTATION USE FIGURE “3”.**
- **FOR CLOCKWISE DISTRIBUTOR ROTATION USE FIGURE “4”.**

4. Fasten the Ignitor plate to the distributor beginning with the correctly stamped screw hole. Line up the two screw holes in the mounting plate with the UNILITE module screw holes. Use the provided screws to hold the mounting plate in place, tighten mounting plate screws.
5. Install the rotor-magnet sleeve assembly onto the distributor shaft.
6. Insert wires through the hole in the distributor housing, and pull the wire grommet into place. Make sure that the wires do not interfere with any moving part.
7. Install the distributor cap, and make sure all plug wires are attached securely.
8. See Wiring Instructions.

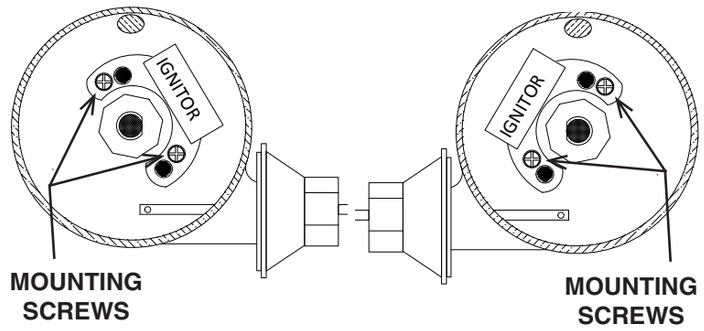


Figure 3 (CW)

Figure 4 (CCW)

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. Reconnect battery and make sure all wires are connected.
5. The engine can now be started. Let the engine run for a few minutes and then set the timing in the conventional manner.

FIGURE “A”

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

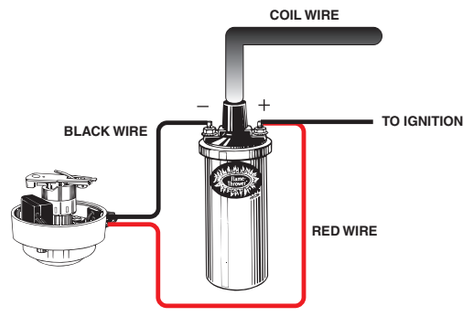


FIGURE “B”

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