

Ignitor® II

ELECTRONIC IGNITION

12-VOLT NEGATIVE GROUND INSTRUCTIONS

FOR PART NUMBER: 91286LS

Ignitor COMMON QUESTIONS AND ANSWERS

Q. The engine will not start or runs rough. What is the problem?

A. Check all connections to insure that they are tight, and in the proper location. Check all grounds; if a distributor ground wire was removed make sure that it was reattached properly. Make sure that the red Ignitor II wire is supplied with a full 12 volts. The Ignitor II is designed to sense high current levels, and shut off before damage occurs. Check all wires for shorts, correct polarity and that the ignition coil's primary resistance level is acceptable.

Q. The vehicle will start, but then die. After waiting it will start again. What is wrong?

A. The Ignitor II may have a "Low Voltage Problem." If the voltage supplied to the red Ignitor II wire is insufficient, the system may run for a period of time, and then shut down as the voltage drops due to engine heat. The period may vary from minutes to hours depending on available voltage and wiring condition.

Q. How do I check for a "Low Voltage Problem" or determine if I am getting adequate voltage?

A. To quickly test for a "Low Voltage Problem" or for adequate voltage, remove the Ignitor II red wire from the coil positive terminal. Attach a jumper wire from the battery positive terminal to the Ignitor II red wire. Try to start the vehicle. If the vehicle starts with this test there is low voltage to the positive terminal of the coil.

Q. How do I check my coil for primary resistance?

A. Remove all wires from the coil. Set the ohmmeter to the lowest scale. Attach one lead of the meter to the positive coil terminal. Attach the other lead to the negative coil terminal. The Ignitor II is compatible with coils having a resistance of 0.45 ohms or greater.

Q. May I modify the length of the wires?

A. Yes, you may cut the wires to any length your application requires. You may also add lengths of wire if needed (20-gauge). Make sure that all wire splices are clean and the connections are tight.

Q. Will the Ignitor II work with aftermarket capacitive discharge boxes?

A. Yes, the Ignitor II is compatible with most CD boxes in the same respect as points. Use the CD box wiring instructions for point systems and treat the Ignitor II black wire as a point wire. The Ignitor II red wire should be attached to the 12-volt power source.

Q. How can I get additional help?

A. Call our tech line (909-547-9058) for any further instructions or questions.

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.



440 E. Arrow Highway, San Dimas, CA. 91773

909-599-5955 www.pertronix.com

GENERAL INFORMATION

1. **IMPORTANT:** Read all instructions before starting installation.
2. **DO NOT USE WITH SOLID CORE SPARK PLUG WIRES.**
3. The Ignitor II is designed specifically for the application and distributor numbers that are listed in the application guide. Any modification to this component will void the warranty.
4. The Ignitor II ignition can be used in conjunction with most ignition coils rated at 0.45 ohms or greater.
5. The Ignitor II is compatible as a trigger for most electronic boxes.

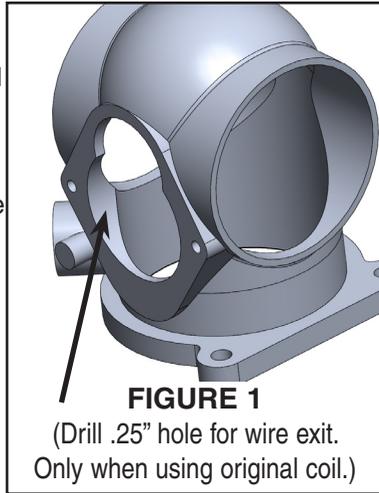
Distributor Disassembly

1. Disconnect the battery.
2. Disconnect the coil power wire.
3. Remove vacuum line from distributor.
4. Remove spark plug wire covers and caps.
5. Remove distributor from engine.
6. Remove coil mounting screws and set coil aside.
7. Remove vacuum break nut and extract the spring and plunger
8. Remove the distributor timing adjustment screw and slider.
9. Carefully pull the distributor center section and shaft free from the housing. Depending on the condition of the distributor, this process can be very difficult. Soaking the distributor in a penetrating oil, or applying heat to the distributor housing can help.
10. Remove the rotor from the shaft.
11. Remove the c-ring from the groove above the breaker plate.
12. Lift out the entire breaker plate and point set.

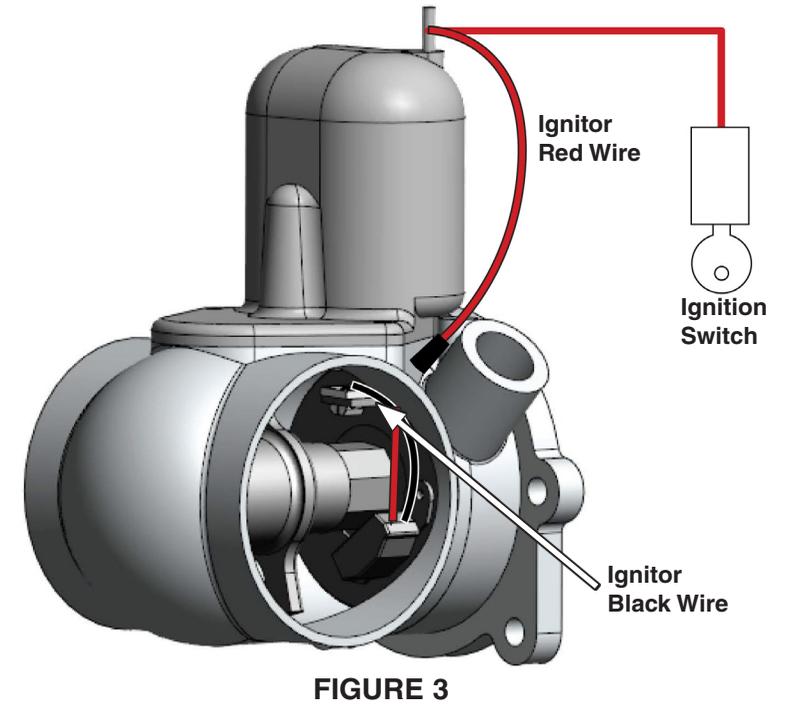
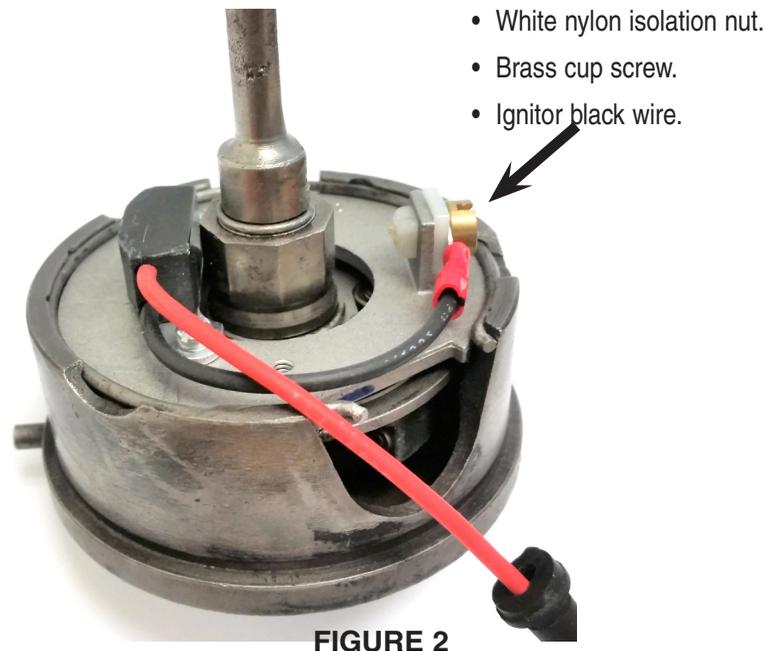
IGNITOR INSTALLATION

For this system to perform optimally, the distributor should be in good working order. Inspect the shaft, advance mechanism, vacuum break spring and plunger and distributor bushings. If any part of the distributor appears excessively worn or in need of repair, service the distributor before proceeding.

1. Typical installations using the original distributor mounted coil require a small hole to be drilled into the distributor housing for the wire exit, See Figure 1. Use a .25" drill bit to make a hole at the location indicated in the illustration below. If a remote coil adapter will be used, the wire exit hole can be drilled in the adapter instead, see Figure 4.
2. Install the white nylon isolation nut into the square coil contact bracket on the Ignitor adapter plate. SEE FIGURE 2.
3. Set the Ignitor adapter plate into the distributor lower assembly. Make sure that the plate sits down completely. It can only be installed one way.
4. Install the C-Clip on top of the adapter plate. The opening in the C-clip should be positioned over the notch in the adapter plate.
5. Install the module onto the adapter plate using the two 6-32 screws provided. **Note:** There are two module positions depending on the size of the point cam. Choose the position that locates the module closest to the point cam without contacting it. Tighten the module mounting screws.
6. Route the black module wire towards the square isolation nut to determine the proper wire length. Cut the wire to length and attach the provided ring terminal. Attach the black wire to the isolation nut using the brass cup screw. **Note:** If using a remote coil adapter, the black wire length can be left long.
7. Install the rotor onto the distributor shaft
8. Place the lower distributor assembly into the distributor housing. The brass coil contact screw should be facing the coil opening. Make sure the wire(s) are kept out of the way as the assembly goes together.
9. Install the provided grommet onto the red wire and pull it through the hole that was drilled in the distributor housing. Pull the excess wire out of the housings. Verify the wires do not interfere with the rotor, vacuum break, or movement of the timing adjustment.



10. Install the timing adjustment screw and slider and position the plate in the center of the timing marks. Tighten the timing screw.
11. Install the vacuum plunger, spring and nuts.
12. Install the coil and tighten it in place with the original screws. The original condenser can be removed.
13. Route the red wire to the power terminal of the coil. Determine the proper length, cut the wire and attached the provided ring terminal. Attach the original power wire and the red Ignitor wire to the coil power terminal. SEE FIGURE 3.
14. For installations with remote coil adapters, install the provided grommet to both the red and black wire and pull the wires through the hole in the adapter plate. Attach the red wire to the coil positive terminal and the black wire to the negative coil terminal. SEE FIGURE 4
15. Re-Install the distributor into the engine. Make sure the tang drive lines up with the engine before tightening the distributor down.
16. Re-Install the vacuum line to the distributor
17. Install the spark plug wire caps and covers
18. Reconnect the battery.



Remote Coil Wiring

