LIMITED WARRANTY

Manufacturer 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 first day of use in the Purchaser's industrial truck, stationary, auto or truck engine distributor.

If within the period of the foregoing warranty manufacturer finds after inspection that the product or any component thereof is defective, manufacturer will, at its option, repair such product or component or replace them with identical or similar parts PROVIDED that within such period Purchaser

1. Promptly notifies manufacturer in writing of such defect;
2. Delivers the defective product or component to manufacturer with proof of purchase date; and
3. Has installed and used the product in a normal and proper manner consistent with manufacturer 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 OF REPLACEMENT COMPONENT OR COMPONENTS SHALL ALL CONSTITUTE THE SOLE REMEDY OF PURCHASER AND THE SOLE LIABILITY OF MANUFACTURER. WHETHER ON WARRANTY, CONTRACT OR FOR NEGLIGENCE, AND IN NO EVENT WILL MANUFACTURER BE LIABLE FOR MONEY DAMAGES WHETHER DIRECT OR CONSEQUENTIAL.

Installation Instructions
For Complete Distributors

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

1. The PerTronix electronic ignition distributor is designed for 12-volt negative ground applications.
2. The electronic ignition is compatible only with a points style coil, 2, 3, and 4 cylinder engines require a minimum of 3.0 ohms of resistance in the primary circuit. 6 cylinder engines may have a minimum of 1.5 ohms of resistance.
3. If your system presently is equipped with a ballast resistor, do not remove it.
4. The red wire from the distributor must be connected to the positive (+) side of the coil, or a 12-volt switching source. 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. The electronic ignition distributor is installed into the engine block in the same manner as the conventional point distributor.
2. For systems without a ballast resistor, connect the red wire to the positive (+) side of the coil. (See Figure 2)
3. If a ballast resistor is used, connect the red wire to the ignition switch side of the resistor. (See Figure 3)
4. In all cases the black wire should be connected to the negative (-) side of the coil.
5. If the distributor is equipped with a vacuum advance, disconnect the vacuum hose at the distributor and plug it.
6. Timing is performed in the standard manner. A conventional timing light is connected to the #1 cylinder spark plug wire, and the distributor body is rotated to achieve the proper timing.
7. Since the PerTronix electronic ignition distributor will fire down to zero RPM, the engine can be statically timed to a high degree of accuracy.
   a. Set a voltmeter to a 12-volt DC scale.
   b. Connect the voltmeter from the negative coil terminal to ground.
   c. With the key in the off position, as you turn the crankshaft the voltmeter will fluctuate between 1.2 volts and battery voltage.
   d. Fining occurs just as the voltmeter switches from 1.2 volts to battery voltage.
8. Tighten distributor hold down, and reconnect all vacuum hoses.
Notes For Distributor Interchange
In Continental Engines

The PerTronix 4 cylinder and 6 cylinder distributors should replace Prestolite
and/or Delco-Remy distributors in Continental engines. F4, F6 and Y4 series
engines manufactured since 1965 require no modifications. On engines prior to
1965 certain modifications may be necessary.

Arrangements No. 1 & 2 are presently being supplied on F4, F6 & Y4 series
engines. This arrangement has generally been used since 1965. No modifications
should be required for the replacement distributor.

Arrangements No. 3 & 4 were generally used on F4 & F6 engines prior to 1965,
and require some modifications in order to replace distributor.

On earlier engines (1935-40) the distributor drive shaft extensions were pinned on
one end. These will be extremely difficult to adapt.

To apply PerTronix distributor to arrangement No.3, remove shaft extension
F400M-2620. Replace with F400M-279 on F4 & F6 engines, and Y112M-255 on
Y4 engines. If the distributor does not appear to fit properly in the cylinder head,
use Continental distributor adapter bushing # X07704 for Y4 & Y6 engines. F4
engines use Continental adapter bushing # X07721.

To apply PerTronix distributor to arrangement No.4, remove lower, and shaft
extension F600M-2160. Replace with F400M-279 on F4 & F6 engines, and
Y112M-255 on Y4 engines. If the distributor does not appear to fit properly in the
cylinder head, use Continental distributor adapter bushing # X07704 for Y4 & Y6
engines. F4 engines use Continental adapter bushing # X07721.

TESTING
If the vehicle will not start after installation or vehicle quits after starting,
the following test may be done to check the system.

1. Connect the positive (+) lead of a voltmeter to the negative side of the coil.
   Connect the negative (-) lead of a voltmeter to an engine ground. Set the
   voltmeter to a 15-volt DC scale.
2. Disconnect the high voltage wire from the center of the distributor cap, and
   ground it to the engine block or chassis.
3. Crank the engine over a few turns while watching the voltmeter.
4. The voltmeter should fluctuate from 1 or 2 volts to battery voltage as the
   engine rotates.
5. If the voltmeter does not fluctuate, one of the following problems exist:
   a. If the voltmeter shows a constant 0 reading, there is an open circuit
      somewhere in the primary ignition. Check to make sure all connections are
      good, and correct.
   b. If the voltmeter shows a constant voltage either low or high, the power
      transistor or hall cell may be damaged. This could have been caused by a
      coil that requires a ballast resistor, the key being left on, or reversed polarity
      connection.
   c. If the voltmeter shows a fluctuation from 1 to 12 volts, and the engine does
      not run, check to insure all other parts and functions of the engine are
      proper.

For additional technical assistance please feel free to contact our technical
department at 909-599-5655.