LIMITED WARRANTY

PerTronix, Inc. warrants to the original Purchaser of its Flame-Thrower HEI products that the product shall be free from defects in material and workmanship (normal wear and tear excluded) for a period of 12 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 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 OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.

THE FURNISHING OF A REPAIR OR REPLACEMENT COMPONENT OR 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 INDIRECT.

GENERAL INFORMATION

1. **Important:** Read all instructions before starting installation.
2. For Racing use only.
3. Flame-Thrower Race HEI distributors come with machined steel distributor gears which should not be used in applications with a billet camshaft. Consult camshaft manufacturer for distributor gear compatibility.
4. Check the Ignition base timing before removing original distributor to insure proper re-installation.
5. **Note:** If converting from a point style ignition, all primary Ignition resistance should be removed. New HEI style spark plug wires will be necessary.

DISTRIBUTOR REMOVAL

1. Turn the engine over until it is at top dead center on a compression stroke.
2. Disconnect the negative battery cable.
3. Disconnect the vehicle wiring harness, and distributor wiring harness from the distributor cap.
4. Remove the distributor cap, leaving the spark plug wires attached. Set the cap and wires out of the way.
5. The rotor should be pointing to where the number one terminal of the distributor cap would be. If not, then the engine is not at top dead center.
6. Once TDC is achieved, the vehicle should not be moved, nor the engine turned over until the installation is complete.
7. If converting from point type distributor, label the wires attached to the coil terminals and disconnect them. Remove the coil, and coil bracket from the engine.
8. Remove the vacuum hose attached to the vacuum canister. Trace the vacuum hose to where it begins. Remove the hose and cap the vacuum source.
9. Remove the distributor hold down bolt and hold down.
10. Remove the distributor by lifting up on the distributor housing while slightly turning the rotor.
11. Check the distributor gear for signs of excess wear, or potential problems.

FOR OFF ROAD USE ONLY

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TROUBLESHOOTING

If the vehicle fails to start after installing the Flame-Thrower distributor:

1. Check to insure that all directions have being followed correctly.
2. Make sure that all connections are correct, and tight.
3. If converting from a point type ignition, make sure that all primary resistance is removed from the circuit.
4. For additional assistance call the Pertronix Tech Line at 909-599-5955.