COMMON QUESTIONS AND ANSWERS

Q. The engine will not start or runs rough. What is the problem? A. Perform Power and Ground Checks. 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. Perform Power and Ground Checks. 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. To remedy this condition refer to steps 2-4 of the wiring instructions.

Q. How do I check for a “Low Voltage Problem” or determine if I am getting adequate voltage? A. Perform Power and Ground Checks. Also, 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 refer to steps 2-4 of the wiring instructions for further information.

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.

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 electronic shift assist in an OMC boat work with the Ignitor II? A. Yes, the Ignitor II is compatible as a trigger for most electronic boxes.

Q. Will the electronic shift assist in an OMC boat work with the Ignitor II? A. Yes, the Ignitor II will work with all OMC stern-drive applications, when our “diode fix” is used. If you’ve purchased a kit that didn’t include the “diode fix” diagram, call our tech line.

Q. How can I receive additional help? A. Check our web site for current trouble shooting tips and up to date technical information. Log on to www.pertronix.com. You may also contact our tech line at (909-547-9058)

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2. Electronic style distributors only:
   - Disconnect the red and brown wires from the positive (+) terminal and the negative (-) terminal of the coil.
   - Vacuum advance distributors only: Remove the snap ring that retains the vacuum advance arm.
   - Install the new Ignitor II plate assembly into distributor. Fasten the ground wire and plate assembly into place using the original screws. **Note:** Ground wire is not included on Non vacuum advance distributors.
   - Vacuum advance distributors only: Install the vacuum advance canister. Make sure to place the vacuum advance arm over the pin on the Ignitor II plate and secure it with the snap ring that was removed. **Tip:** For easier vacuum advance installation remove Ignitor II module from the new plate assembly.
   - Make sure wires do not interfere with any moving part.
   - Go to magnet sleeve installation.

**MAGNET SLEEVE INSTALLATION**

1. There are two types of magnet sleeves. **Note:** Some magnet sleeves have green tape, do not remove it.
   - Figure 1, Install magnet sleeve over distributor shaft, onto point cam or reluctor. Rotate sleeve until a slight locating position is felt before applying pressure. With magnet sleeve lined up on point cam or reluctor, press down firmly insuring sleeve is fully seated.
   - Figure 2, Install magnet sleeve over distributor shaft, press rotor down into the magnet sleeve and onto distributor shaft. **Note:** Rotor is indexed to the sleeve by the locating ears, make sure rotor is completely seated on distributor shaft.

**WIRING INSTRUCTIONS**

1. The Ignitor II ignition can be used in conjunction with most ignition coils rated at 0.45 ohms or greater. For optimum performance purchase and install the Flamethrower II high performance coil.
2. Attach the black Ignitor II wire to the negative coil terminal. Attach the red Ignitor II wire to the positive coil terminal. (See Figure 3)
3. **A. Recommended Installation:** Many vehicles came equipped with ballast resistor or resistance wire. To achieve optimum performance from the Ignitor II ignition system, we recommend removal of these components.
   - To remove a ballast resistor, (normally white ceramic blocks 3 to 4 inches long), disconnect all wires on both ends of the ballast resistor. Remove the resistor from the vehicle and splice the disconnected wires together at a single point.
   - To remove a resistance wire, trace the coil power wire, which was previously connected to the positive coil terminal, back to the fuse block. Bypass this wire with a 12-gauge copper stranded wire.
4. B. Alternative installation: The Ignitor II can also be installed in applications retaining the ballast resistor or resistance wire.
   - Attach the Ignitor II black wire to the negative coil terminal. Attach the Ignitor II red wire to the ignition side of resistance, or any 12 volt ignition power source.
5. Check to insure that the polarity is correct, and that all connections are tight.
6. Re-connect the battery.
7. Perform the Power and Ground tests. Refer to the Power and Ground test procedure.
8. Start the engine and allow it to reach normal operating temperature. Check ignition timing, and adjust to the desired setting.