**LIMITED WARRANTY**

PerTronix, Inc. warrants to the original Purchaser of its solid-state ignition system (product) that the Ignitor 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 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 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.

**INSTALLATION INSTRUCTIONS FOR 9MR-183**

Read all instructions before attempting to install...

1. Turn the ignition switch off and disconnect the battery negative (-) cable.
2. Disconnect both point wires from the negative (-) terminal of the ignition coil.
3. Select the distributor that will be used to mount the Ignitor II conversion.
4. Remove the distributor cap without disconnecting the spark plug wires. Examine the spark plug wires to determine if they are solid core or suppression core wires. Ignitor II systems must use suppression core wires.
5. Remove the rotor and the screws that hold the bearing support to the distributor housing. Remove the bearing support, snap ring and bearing.
6. Remove the points, condenser, and wire grommets from the distributor. If present, remove the point lubricating felt and bracket. Care must be taken that the aluminum rivets holding the felt bracket do not drop into the distributor advance mechanism.
7. Clean the base of the distributor housing and distributor cam.
8. Remove the modules from the adapter plate. Place the Ignitor II adapter plate into the distributor housing. Align the notches in the plate with the distributor. The plate will line up with the two countersunk screw holes. Use the provided screws to fasten the plate in place.
9. Attach each module to the adapter plate with the provided screws.
10. Insert the wires from each module into the wire exit holes in the distributor housing. Pull the grommet into place and gently pull the excess wire out of the distributor.
11. Place the magnet sleeve onto the point cam and press it down fully.
12. Install snap ring, bearing and bearing support.
13. Install the rotor and distributor cap.
14. The other distributor will not function as a triggering unit. The points and condenser can be removed if desired.
WIRING INSTRUCTIONS

The Ignitor II ignition can be used in conjunction with most ignition coils rated at 0.6 ohms or greater. For optimum performance purchase and install the Flame-Thrower II high performance coil.

1. Use the provided ring terminals to attach each of the black Ignitor II wires to the negative terminal of each coil. Attach each of the red Ignitor II wires to the positive terminal of each coil.

2. Many vehicles came equipped with ballast resistors or resistance wires. To achieve optimum performance from the Ignitor II ignition system, we recommended removal of these components.
   A. 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 wires together at one point.
   B. 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.

3. Check to insure that the polarity is correct, and that all connections are tight.
4. Re-connect the battery.
5. Start the engine and allow it to reach normal operating temperature. Check the timing, and adjust to the desired setting. Timing the engine is now done entirely with the distributor that was converted.