Q. The engine will not start or runs rough. What is the problem?
A. Check all connections to ensure 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 fail 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. 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 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. The Ignitor II is compatible with coils having a resistance of 0.6 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. Will the electronic shift assist in an OMC boat work with the Ignitor II?
A. The Ignitor II will work with all OMC stethoscope drive, 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 (800-827-3758)
**WARNING INSTRUCTIONS**

1. **NOTE:** For part number 949AG4, install the rubber stopper on the inner click head or screw as required.

2. **CAUTION:** Use a thin-gauge copper stranded wire with a 15-gauge copper stranded wire for the resistance wire.

3. **CAUTION:** Use a thin-gauge copper stranded wire with a 15-gauge copper stranded wire for the resistance wire.

4. **CAUTION:** Use a thin-gauge copper stranded wire with a 15-gauge copper stranded wire for the resistance wire.

5. **CAUTION:** Use a thin-gauge copper stranded wire with a 15-gauge copper stranded wire for the resistance wire.

6. **CAUTION:** Use a thin-gauge copper stranded wire with a 15-gauge copper stranded wire for the resistance wire.

7. **CAUTION:** Use a thin-gauge copper stranded wire with a 15-gauge copper stranded wire for the resistance wire.

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**FIGURE 1**

**FIGURE 2**