



IGNITOR[®] SOLID-STATE ELECTRONIC IGNITION SYSTEM

INSTALLERS INFORMATION SHEET

WE RECOMMEND A PERTRONIX IGNITOR KIT SHOULD ALWAYS BE INSTALLED BY A QUALIFIED AUTOMOTIVE ELECTRICIAN.

PLEASE NOTE: THE IGNITOR IS NOT A GENERIC PRODUCT. EACH IGNITOR IS DESIGNED FOR A PARTICULAR DISTRIBUTOR BRAND AND TYPE THAT RUNS A PARTICULAR SET OF POINTS (CONTACT SETS). IF THE IGNITOR DOES NOT FIT, DO NOT MAKE ANY CHANGES TO THE MODULE, BASE PLATE OR MAGNET ASSEMBLY, AS THIS WILL VOID THE WARRANTY. CONTACT YOUR DEALER OR CHECK PERTRONIX AUSTRALIA'S WEBSITE TO CHECK YOUR APPLICATION IF YOU ARE EXPERIENCING INSTALLATION PROBLEMS.

THE DISTRIBUTOR

Always check for excessive play or movement of the distributor shaft to avoid contact between the Ignitor Module and Magnet Assembly. If damage should result from contact between these two components, this damage will not be covered by the warranty. If the Ignitor does not fit, do not make any adjustments. Please also ensure that the Distributor base plate is clean of grease and dirt so the Ignitor Base Plate can get a good earth.

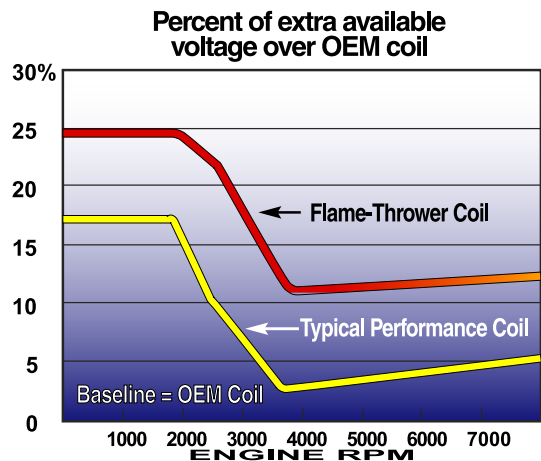
THE COIL

NOTE: WE RECOMMEND THAT YOU PURCHASE A FLAME-THROWER COIL WITH ANY IGNITOR
 It is most important that the Ignitor is used with a "POINTS TYPE" coil, with a minimum resistance as per the matrix below. The coil resistance MUST be checked prior to installation. DO NOT use an ELECTRONIC OR HEI type coil, as this will damage the Ignitor and void the warranty. Increased dwell in four and six cylinder vehicles (for city driving) can cause a coil to overheat, possibly damaging the coil and/or the Ignitor. For this reason, a minimum of 3.0ohms resistance is recommended.

Flame-Thrower[®]

Pertronix manufacture a range of Flame-Thrower™ Coils that are the perfect partner to an Ignitor installation. Choose from Chrome or Black Oil Filled, both available in 1.5ohm and 3.0ohm versions.

CYL.	USE	MINIMUM PRIMARY RESISTANCE
8	CITY	1.5 ohm
	RACING	1.5 ohm
6	CITY	3.0 ohm
	RACING	1.5 ohm
4	CITY	3.0 ohm
	RACING	1.5 ohm



Eight cylinder engine with PerTronix Ignitor installed.



THE MODULE

Always double-check, even triple-check that you have wired up the Ignitor correctly before starting your vehicle. **RED wire to POSITIVE (+ve), BLACK wire to NEGATIVE (-ve).** If the wires are reversed, the transistor will fail, the Ignitor will be inoperable, and the warranty will be void.

An incompatible coil (refer "The Coil") may also cause the transistor to fail, by allowing too much current to pass to the unit. This situation also voids the warranty.

Leaving the key in the "ON" position without having the engine running for extended periods can cause the coil to overheat, and 'cook' the Ignitor. Always ensure that the engine is running when the key is switched to "ON", otherwise use the "Accessories" position for use of other electrical components (e.g. Radio, CB, 12V source etc). A "key left on" situation is not covered by the warranty.

Always be careful, as replacement modules will cost approximately 85% of a complete kit.

Note: The **IGNITOR 2** senses incorrectly wired or "key left on" conditions and shuts down the system, preventing damage to your coil, the Ignitor 2 and other components.

THE MAGNET ASSEMBLY

The magnet assembly (or 'ring', 'reluctor', 'chopper') can come in many different configurations. The magnet assembly is ready to install as is. **NEVER REMOVE THE GREEN TAPE, CLEAR TAPE OR ANY OTHER REMOVABLE PIECE FROM THE MAGNET ASSEMBLY, AS THIS WILL VOID THE WARRANTY.**

Each cobalt magnet in the magnet assembly is polarised. The Hall Cell in the Ignitor Module will only function with the south pole of the magnet facing outwards (towards the module). The Ignitor will not function if the magnet is facing the wrong direction.

Should you have a situation where the magnets have come out of the assembly, return the unit (or magnet assembly only) for **REPAIR UNDER WARRANTY**. If you try to repair the assembly yourself, you may render it irreparable, which will void the warranty.

NOTE: IF YOUR PERTRONIX PART NO. INCLUDES 'LS', YOU DO NOT REQUIRE A MAGNET WITH THIS KIT AS IT IS A LOBE SENSING KIT. (For more information, see our website).

TROUBLESHOOTING

If you read these instructions as well as any other instructions which come with your Ignitor, **previous** to installation, you should not have any problems. If you get spark, or your vehicle starts, the Ignitor is **NOT** the problem. Something else is causing the problem.

You can also check our website's Troubleshooting page for further assistance.

OUR RETURNS POLICY

The returns policy of Pertronix Australia is as follows: In brief, all returns must be authorised prior to forwarding via prepaid freight, with your proof of purchase. All Ignitor's returned under warranty should be accompanied by an "Ignitor Returns Report" completed **IN FULL**. (This can be requested via email: pertronix@proquip.com.au.) The information contained on this report will aid us in our analysis of the returned Ignitor, and in identifying any possible faults during the testing process. Ignitor's will not be credited or exchanged until testing is complete. The Limited Warranty allows for the repair or replacement of faulty components only (purchased from Pertronix Australia or an authorised re-seller), and does not offer "money back".

**IMPORTANT INFORMATION
YOU SHOULD KNOW
ABOUT THE IGNITOR.
PLEASE READ PRIOR TO
INSTALLATION.**



www.pertronix.com.au