



Installers Information Sheet

Some important information you should know before installing the Pertronix Ignitor.

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 RAE 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.

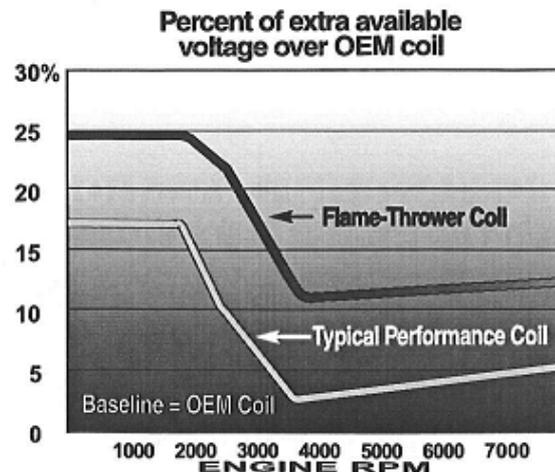
The Coil:

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 & 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 3.0 ohms resistance is recommended.

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

Flame-Thrower®

Pertronix manufacture a range of Flame - Thrower coils that are the perfect partner to an Ignitor installation. Choose from Chrome & Black oil filled, or the Black Epoxy Coil, all available in 1.5ohm & 3.0ohm versions



Eight cylinder engine with PerTronix Ignitor installed.



IGNITOR[®] SOLID-STATE ELECTRONIC IGNITION SYSTEM

The Module:

Always double check, even triple check that you have wired up the Ignitor correctly before starting your vehicle. RED wire to POSITIVE (+) and BLACK wire to NEGATIVE (-). 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 power source etc). A 'Key left on' situation is not covered by the warranty. Always be careful, as a replacement module will cost approximately 85% of the 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.