



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 product 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 OR 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.



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INSTALLATION INSTRUCTIONS FOR MV-121

Before installing, please read the following important information...

1. The Ignitor is designed for 12-volt negative ground systems.
2. The Ignitor is compatible only with a "points style" coil. A minimum total primary resistance of 3.0 ohms is necessary.
3. Caution: never use a "HEI" type coil with the Ignitor. This type of coil will damage the module, cause it to fail, and void the warranty.
4. If your ignition system presently is equipped with a ballast resistor, do not remove it. (See Figure 3).
5. The red wire from the Ignitor should be connected to the positive (+) side of the coil, or a 12-volt switching power source. (See Figure 2 & 3). The black wire must be connected to the negative (-) side of the coil.

1. Remove distributor cap but leave the spark plug wires connected to the cap.
2. Remove the rotor and screws that hold the breaker plate in the distributor housing.
3. Lift the complete breaker plate and point set out of the distributor housing.
4. Install the new plate into the distributor. Note: Later model aluminum body distributor use only two mounting tabs. Earlier model iron distributor bodies use all three mounting tabs. Align the tabs with the screw holes in the distributor body. Use the original hardware to fasten the plate in place.
5. Refer to Illustration A for the proper module mounting location.
6. Install the module in the correct location and use the provided lock washers and nuts to secure the module in place.
7. Insert wires through the hole in the distributor housing. Carefully pull the Ignitor wires through the hole, leaving enough wire inside the distributor so the wires do not interfere with moving parts.
8. Place the magnet sleeve onto the distributor shaft and turn it until you feel the cam align with the sleeve. Press down firmly to insure the magnet sleeve is fully seated.
9. Reinstall the rotor and distributor cap making sure all high voltage plug wires are securely attached
10. Connect the Ignitor black wire to the negative (-) side of the ignition coil.
11. For installations that do not use a primary ballast resistor, connect the Ignitor red wire to the positive (+) side of the ignition coil. (See Figure 2)
12. For installations that use a primary ballast resistor, connect the red wire to the ignition switch side of the resistor. (See Figure 3).
13. Reconnect battery and make sure all wires are connected.
14. The engine can now be started. Let the engine run for a few minutes and then set the timing in the conventional manner.

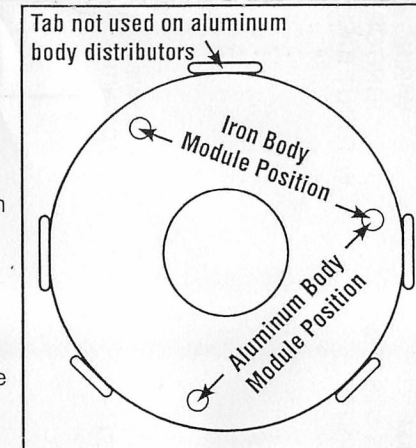


FIGURE 1
WIRING DIAGRAM
CONVENTIONAL POINTS SYSTEM
WITH BALLAST RESISTOR

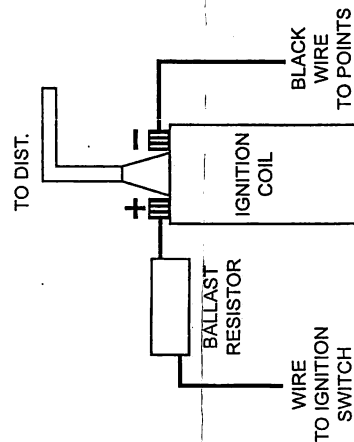


FIGURE 2
WIRING DIAGRAM
IGNITOR SYSTEM
WITHOUT BALLAST RESISTOR

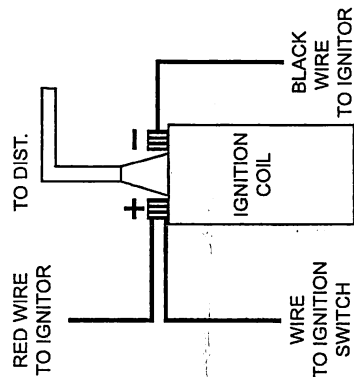
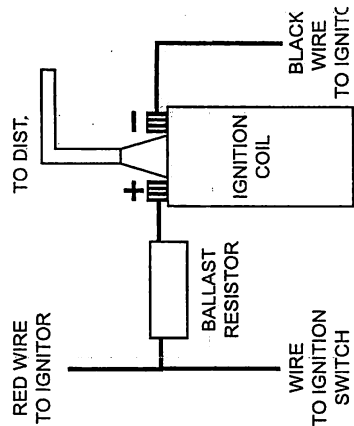


FIGURE 3
WIRING DIAGRAM
IGNITOR SYSTEM
WITH BALLAST RESISTOR



NOTE: A RESISTOR WIRE OR BALLAST RESISTOR MAY OR MAY NOT BE INCLUDED IN THE ORIGINAL EQUIPMENT.

Ignitor™ COMMON QUESTIONS AND ANSWERS

- Q. What is the first thing I should check if the engine would not start?
- A. Make certain all wires are connected securely to the proper terminals.
- Q. The engine will not start or runs rough. Are there any tests I can do?
- A. Yes, remove the red Ignitor™ wire from the coil. Connect a jumper wire from the positive side of the battery to the red Ignitor™ wire just removed from the coil. If the engine starts, then you have a low voltage problem (This is a very common problem). Remember this is just a test. Not intended for permanent installation.
- Q. How can I fix a low voltage problem?
- A. First, if you have an external ballast resistor, connect the red Ignitor™ wire to the ignition wire prior to the ballast resistor. Second, if you do not have a ballast resistor you must connect the red Ignitor™ wire to a 12-volt source that is controlled by the ignition switch.
- Q. What type of coil do I need?
- A. The Ignitor™ is compatible only with a "points style" coil. Six & eight cylinder engines require a minimum of 1.5 ohms of resistance in the primary circuit. Four cylinder engines require a minimum of 3.0 ohms of resistance.
- Q. How do I check my coil for resistance?
- A. First you need an ohmmeter. Remove all the wires from the coil. Attach the meter to both the positive and negative terminals. The reading should be 1.5 ohms or greater for six and eight cylinder engines, and 3.0 ohms or greater for four cylinder engines. (Your local auto parts store can do this for you if you not have an ohmmeter)
- Q. What do I do if my coil does not have enough resistance?
- A. You may purchase and install a ballast resistor from your local auto parts store. You may also choose to purchase a Flame-Thrower™ 40,000-volt coil, which provides resistance internally. Note: Many vehicles come with a resistor wire or a ballast resistor. These applications do not need an additional resistor.
- Q. What happens if I leave the ignition switch on when the engine is not running?
- A. This can cause you coil to overheat, which may cause permanent damage to the coil and the Ignitor™.
- Q. May I modify the length of the Ignitor™ wires?
- A. Yes, you may cut the wires to any length your application may require. You may also add lengths of wire if needed (20-gauge wire). Please make sure all wire splice are clean and connections are secure.
- Q. How can I get additional help?
- A. Call our tech line (909-599-5955) for any further instructions or questions.