# IGNITOR®

## ELECTRONIC IGNITION

***12-Volt Negative Ground Instructions***

***For Part Number: 1168LS***

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

1. The Ignitor is designed for 12-volt negative ground systems.
2. ***A magnet sleeve is not required with the Lobe Sensor Ignitor.***
3. The lobe sensor Ignitor is designed specifically for the applications and distributor numbers listed on the application guide. Any modifications to this component will void the warranty.
4. The Ignitor is compatible only with a “resisted style” coil. Six cylinder engines require a minimum of 3.0 ohms of resistance.
5. If your Ignition coil has the proper primary resistance, remove or bypass all external resistors. ***Do not remove resistors if the coil primary resistance is lower than specified.***
6. Connect the Ignitor black wire to the negative (-) side of the coil.
7. The red wire from the Ignitor should be connected to the positive (+) side of the coil, or a 12-volt switching power source, if a resistor is used.

PRIOR TO INSTALLATION TURN IGNITION SWITCH OFF OR DISCONNECT THE BATTERY

1 Remove distributor cap and rotor from distributor. Do not disconnect the spark plug wires from the cap. Examine parts for excessive wear. Replace as needed.
2 Remove the point wire from the negative coil terminal.
3 Remove and retain the point and condenser. Installing the Ignitor does not alter the internal configuration of your distributor. Therefore, the point, condenser and hardware can be used as backup.
4 Clean all dirt and excess oil from the breaker plate and point cam.
5 Position the two large holes in the Ignitor plate over the point pivot pin and eccentric adjustment screw, rotate eccentric screw as needed to line up screw hole to breaker plate.
6 Confirm that the Ignitor plate is flat and fits without modifications. Fasten the plate into place using the original point screw.
***7 Note: A magnet sleeve is not required with this lobe sensor kit.***
8 Insert the Ignitor red and black wires through the hole in the base of the distributor housing.
9 Install grommet over the Ignitor wires and into distributor housing. Make sure all wires are clear of moving parts.
10 Cut both wires to the desired length, and attach terminal ends.
11 See wiring Instructions.



LIMITED WARRANTY

Pertronix, Inc. Warrants to the original Purchaser of its solid-state ignition system (product) that the Ignitor, magnet assembly and wiring (components) 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 Pertonix, 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 FORGOING LIMITED WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, WHETHER EXPRESSED OR IMPLIED, INCLUDING AND IMPLIED WARRANTY OR MERCHANTABILITY OR FITNESS FOR A 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.

PERTRONIX PERFORMANCE PRODUCTS

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WIRING INSTRUCTIONS

1. ***NOTE: A BALLAST RESISTOR OR RESISTOR WIRE MAY OR MAY NOT BE INCLUDED IN THE ORIGINAL EQUIPMENT.***
2. Connect the Ignitor black wire to the negative (-) side of the ignition coil.
3. 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)
4. For installations that use a primary ballast resistor, connect the Ignitor red wire to the ignition switch side of the resistor. (See Figure 3).
5. Reconnect battery and make sure all wires are connected.
6. 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

**(CONVENTIONAL POINT SYSTEM)**
WIRING DIAGRAM
WITH RESISTOR WIRE OR
BALLAST RESISTOR

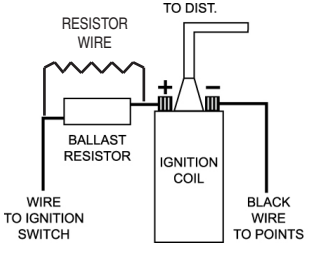



FIGURE 2

**(IGNITOR SYSTEM - WITHOUT BALLAST RESISTOR)**

- THE BLACK WIRE MUST BE CONNECTED TO THE NEGATIVE (-) SIDE OF THE COIL.
- THE RED WIRE MUST BE CONNECTED TO THE POSITIVE SIDE OF THE COIL.

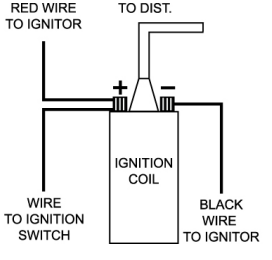
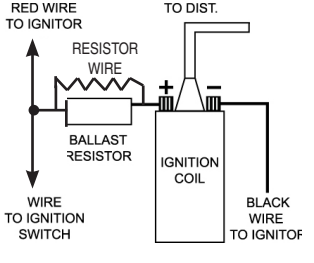



FIGURE 3

**(IGNITOR SYSTEM - WITH BALLAST RESISTOR)**

- THE BLACK WIRE MUST BE CONNECTED TO THE NEGATIVE (-) SIDE OF THE COIL.
- THE RED WIRE MUST BE CONNECTED TO THE 12-VOLT SIDE OF THE BALLAST RESISTOR OR RESISTANCE WIRE.




## 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 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 . 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 or resistance wire, connect the red ignitor wire to the ignition wire prior to the ballast resistor or resistance wire. Second, if you do not have a an external resistor you must connect the ignitor red wire to a 12-volt source that is controlled by the ignition switch.

Q. Should I remove the starter bypass wire?
A. No, the starter bypass wire is needed to provide voltage while starting (cranking).

Q. What type of coil do I need?
A. The ignitor is compatible only with a “points type” coil. Eight cylinder engines require a minimum of 1.5 Ohms of resistance in the primary circuit. Four & six cylinder engines require a minimum of 3.0 Ohms of primary 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 ohmmeter to both the positive and negative terminals. The reading should be 1.5 Ohms or greater for eight cylinder engines and 3.0 Ohms or greater for six cylinder engines. (Your local auto parts store can do this for you if you don’t 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 Flamethrower 40,000-volt coil, which provides resistance internally. Note: Many vehicles come with ballast resistor or resistance wire. These applications do not need an additional resistor.

Q. What happens if you leave the ignition switch on when the engine is not running?
A. This can cause your coil to overheat, which may cause permanent damage to the coil and the ignitor.

Q. May I modify the length of the wires?
A. Yes, you can cut the wires to any length your application may require. You may also add length of wire if needed (20-gauge wire). Please make sure all wire splice are clean and connections are secure.

Q. Will the shift interrupter on an OMC stern drive boat work with the ignitor?
A. The ignitor is compatible with all OMC stern drive applications, when equipped with a “diode fix”. If you purchased a kit that does not include the “diode fix” diagram, call our tech line.

Q. How can I get additional help?
A. Call our tech line (909-599-5955) for any further instructions or questions.