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INSTALLATION INSTRUCTIONS FOR PART NUMBER 1847V

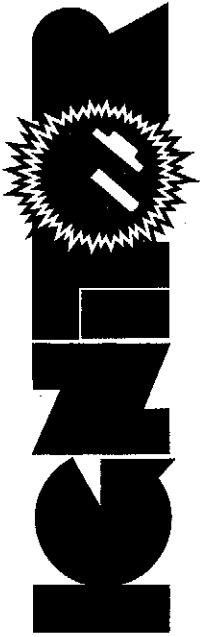


Before installing, please read the following important information...

1. The Ignitor is designed to be used in 12-volt negative ground systems.
2. The Ignitor is compatible only with a "points style" coil, with a minimum of 3.0 ohms of resistance.
3. If your ignition system presently has a ballast resistor, do not remove it. (See Figure 3).
4. **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.
5. The red wire from the Ignitor must be connected to the positive (+) side of the coil, or a 12-volt switching power source. (See Figure 2 & 3).
6. The black wire must be connected to the negative (-) side of the coil.

PRIOR TO INSTALLATION TURN THE IGNITION SWITCH OFF OR DISCONNECT THE BATTERY.

1. Remove distributor cap, rotor, and dust cap. Do not disconnect spark plug wires from cap. Examine cap and rotor for wear or damage. Replace as needed.
2. Disconnect the point wire from the negative (-) side of the coil. Remove the points and condenser.
3. The Ignitor does not require any modification to distributor. Therefore the points, condenser, dust cap, and hardware can be used as backup.
4. Install Ignitor adapter plate using the same screw holes the points used. Be sure Ignitor plate is lying flat. Secure the Ignitor plate using the flat head screw provided.
5. Place the module on the adapter plate. Secure module with lock washers and small pattern 8-32 nuts provided. Do not tighten nuts completely at this time.
6. Install magnet sleeve over distributor shaft, onto point cam. Rotate sleeve until a slight locating position is felt before applying pressure. With magnet sleeve lined up on point cam, press down firmly insuring sleeve is fully seated.



LIMITED WARRANTY

Manufacturer 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 first day of use in the Purchaser's industrial truck, stationary, auto or truck engine distributor.

If within the period of the foregoing warranty manufacturer finds after inspection that the product or any component thereof is defective, manufacturer will, at its option, repair such product or component or replace them with identical or similar parts PROVIDED that within such period Purchaser

1. Promptly notifies manufacturer in writing of such defect;
2. Delivers the defective product or component to manufacturer with proof of purchase date; and
3. Has installed and used the product in a normal and proper manner consistent with manufacturer 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 COMPONENT OR COMPONENTS SHALL CONSTITUTE THE SOLE REMEDY OF PURCHASER AND THE SOLE LIABILITY OF MANUFACTURER. WHETHER ON WARRANTY, CONTRACT OR FOR NEGLIGENCE, AND IN NO EVENT WILL MANUFACTURER BE LIABLE FOR MONEY DAMAGES WHETHER DIRECT OR CONSEQUENTIAL.

7. The bottom edge of the module should be level with the bottom of the magnet sleeve. If the module is not high enough, place the module spacer plate in between adapter and module.
8. Use the plastic feeler gauge (0.030) provided to set the air gap between the *Ignitor* module and the magnet sleeve.
9. Once the proper gap is achieved tighten module securely to adapter plate.
10. Insert the Ignitor black and red wires into opening in the side of the distributor housing. Verify the grommet is seated properly.
11. Adjust wire length in the distributor through the grommet to insure ample clearance. Make sure all wires are clear of moving parts.
12. Reinstall rotor, and distributor cap. Make sure all spark plug wires are securely attached.
13. Connect the *Ignitor* black wire to negative (-) side of the ignition coil.
14. 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).
15. For installations that use a primary ballast resistor, connect the *Ignitor* red wire to the ignition switch side of the resistor. (See Figure 3).
16. Reconnect the battery and make sure all wires are connected.
17. The engine can now be started. Let the engine run for a few minutes and then set the timing in the conventional manner.

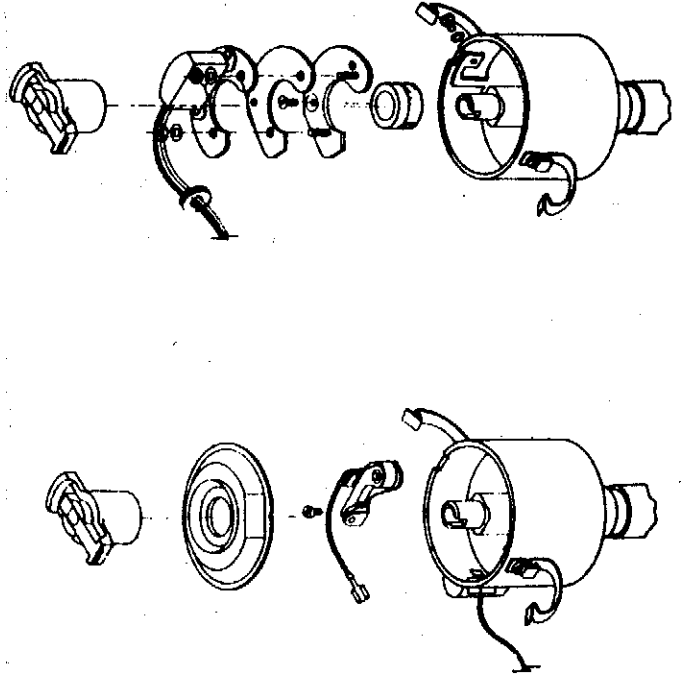


FIGURE 1
WIRING DIAGRAM
CONVENTIONAL POINTS
SYSTEM
WITH BALLAST RESISTOR

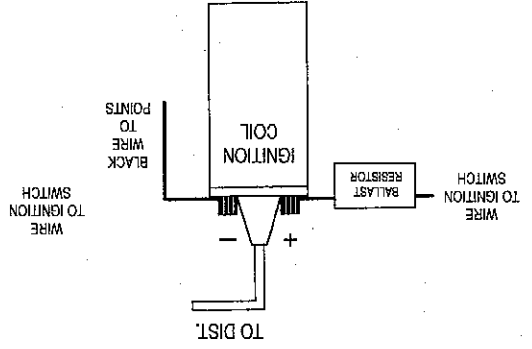


FIGURE 2
WIRING DIAGRAM
IGNITOR SYSTEM
WITHOUT BALLAST RESISTOR

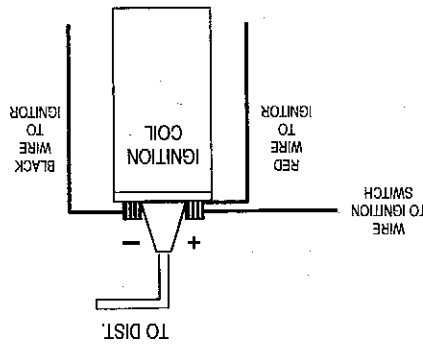
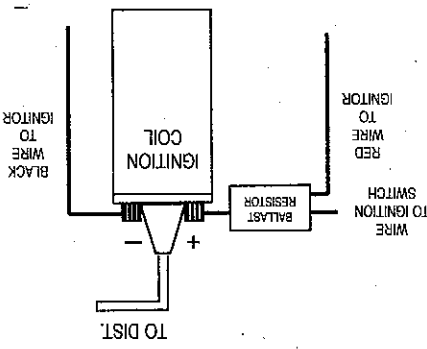


FIGURE 3
WIRING DIAGRAM
IGNITOR SYSTEM
WITH BALLAST RESISTOR



NOTE: A RESISTOR WIRE OR BALLAST RESISTOR MAY OR MAY NOT BE INCLUDED IN THE ORIGINAL EQUIPMENT. THEY ARE NOT TO BE CHANGED IN ANY WAY WITH THE INSTALLATION OF AN IGNITOR SYSTEM.