



Ignitor[®] III SOLID-STATE ELECTRONIC IGNITION SYSTEM

INSTALLERS INFORMATION SHEET

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

PLEASE NOTE: THE IGNITOR 3 IS NOT A GENERIC PRODUCT. EACH IGNITOR 3 IS DESIGNED FOR A PARTICULAR DISTRIBUTOR BRAND AND TYPE THAT RUNS A PARTICULAR SET OF POINTS (CONTACT SETS). IF THE IGNITOR 3 DOES NOT FIT, DO NOT MAKE ANY CHANGES TO THE MODULE'S BASE PLATE AS THIS WILL VOID THE WARRANTY. CONTACT YOUR DEALER OR 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 3 Module and Cam Lobes. If damage should result from contact between these two components, this damage will not be covered by the Warranty. If the Ignitor 3 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 3 Base Plate can get a good earth.

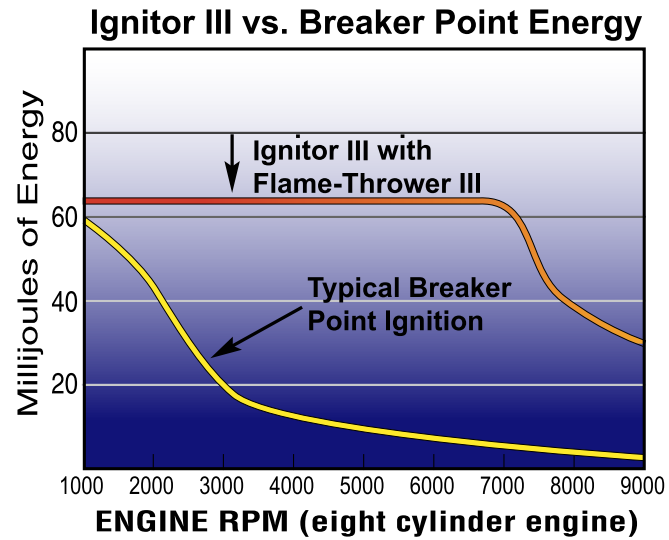
THE COIL

NOTE: WE RECOMMEND THAT YOU PURCHASE A FLAME-THROWER COIL WITH ANY IGNITOR

The Ignitor 3 Electronic Ignition system allows the use of low resistance coils, right down to the super low resistance of 0.32 ohms found in the Flame-Thrower III 45,000 volt Coil. This minimum resistance is common across all styles of driving as indicated in the matrix below. This lower resistance allows for better performance at higher RPM's.

CYL.	USE	MINIMUM PRIMARY RESISTANCE
8	CITY	0.32 ohm
	RACING	0.32 ohm

Pertronix manufacture a range of Flame-Thrower 3™ Coils that are the perfect partner to an Ignitor 3 installation. Choose from Chrome or Black Oil Filled, both available with the super low resistance of 0.32ohms (45,000 volt rated).



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THE MODULE

Whilst it is always preferable to get the wiring right when installing an Ignitor 3, (RED wire to POSITIVE (+ve), BLACK wire to NEGATIVE (-ve)), the unit will sense if it is incorrectly wired, and shut itself down to protect not only the Ignitor 3, but also your coil and other components.

Leaving the key in the "ON" position without having the engine running for extended periods is no longer a problem with the new Ignitor 3 technology. The unit will shut itself down in such a situation to prevent any damage. Whilst this safety feature will prevent damage to the unit, it is still recommended to avoid such situations where possible.

Note: The **IGNITOR 3** senses incorrectly wired or "key left on" conditions and shuts down the system, preventing damage to your coil, the Ignitor 3 and other components.

NOTE: PERTRONIX IGNITOR 3 KITS DO NOT REQUIRE A MAGNET AS THEY ARE LOBE SENSING KITS. (For more information, see our website).

TROUBLESHOOTING

If you read these instructions as well as any other instructions which come with your Ignitor 3, **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 2's returned under warranty **MUST** 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 2, and in identifying any possible faults during the testing process. Ignitor 2'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 3.
PLEASE READ PRIOR TO
INSTALLATION.**



www.pertronix.com.au