

## POWER & GROUND TESTS

It is imperative that the power and grounds be checked as part of the installation procedure. After installing the Ignitor module and the distributor and with the distributor in the engine, use a digital multi-meter to measure the resistance from the aluminum plate holding the module to battery (-), the net resistance must be less than 0.2 ohms. (Set meter to lowest ohms setting). The net resistance is the meter reading minus the resistance of the meter leads. If the net resistance is greater than 0.2 ohms, the source of the faulty ground must be found and fixed. Usually the source of the bad ground is easily found by holding one probe on an original location and moving the second probe toward the static probe. Where the resistance drops identifies the source.

**Maximum resistance from Ignitor plate to battery negative terminal: 0.2 ohms**

### EXAMPLE:

Resistance from Ignitor plate to battery negative (-) terminal:	0.4 ohms
Resistance of meter leads:	0.2 ohms

**After subtracting meter lead resistance, your net resistance is: 0.2 ohms**

## VOLTAGE TEST

**Note: Do not disconnect wires from Ignition coil.**

1. Place ignition switch in the "off" position.
2. Connect a jumper wire from negative (-) terminal of the coil to a good engine ground.
3. Connect the voltmeter red lead to the positive (+) terminal of the coil and the black lead to a good engine ground.
4. Turn the ignition switch to the "on" position and note voltage reading on the voltmeter. Quickly read the voltage and turn ignition "OFF". Leaving ignition "ON" for an extended period could result in permanent damage to the Ignitor.
5. SEE CHART BELOW FOR SPECIFICATIONS

**Note: Low voltage can be caused by the following:**

- Poor connections
- Poor contacts in the ignition switch
- Ballast resistor
- Resistance wire in the wiring harness (factory installed).

	Minimum	Maximum
Ignition Switch "ON"	8.0V	N/A
Cranking	8.0V	N/A
Engine Running	N/A	16.0V