

## 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 PART NUMBER AC-182A



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 primary resistance of 1.5 ohms is required.
3. If your ignition system is equipped with a ballast resistor, do not remove it.
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 should be connected to the positive (+) side of the coil, or a 12-volt switching power source (See Figure 2 & 3). The black wire should 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 from distributor. Leave spark plug wires connected to the distributor cap.
2. Remove rotor and dust cap.
3. Examine cap, rotor and spark plug wires. Replace any components showing excessive wear.
4. Disconnect points wire from the negative coil terminal. Remove the points, condenser, point wire, and grommet.
5. Clean all dirt and excess oil from breaker plate and point cam.
6. Determine which direction your distributor rotates.
7. Install the ignitor module onto the the plate marked with the proper distributor rotation.
8. Install the second plate into the distributor. Rotate the plate until the cutout

- on the outer edge of the plate is near the grommet hole in the side of the distributor housing. This plate will drop down over the dimples on the breaker plate when properly aligned.
9. Install the Ignitor module and plate on top of the spacer plate. Secure both plates using the two screws provided. When installed properly the plate marked with the proper rotation will be on top and the mark visible.
  10. Place the magnet ring over the distributor shaft, and onto the point cam. Press down firmly to insure magnet sleeve is fully seated.
  11. Place spacer ring over distributor shaft, and on top of the magnet sleeve.
  12. Install the dust cap, rotor, and distributor cap. Make sure all spark plug wires are securely attached.
  13. Connect the black Ignitor wire to negative (-) side of the ignition coil.
  14. For installations that do not use a primary ballast resistor, connect the red Ignitor wire to the positive (+) side of the ignition coil (See Figure 2).
  15. For installations that use a primary ballast resistor, connect the red Ignitor wire to the ignition switch side of the resistor (See Figure 3).
  16. 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

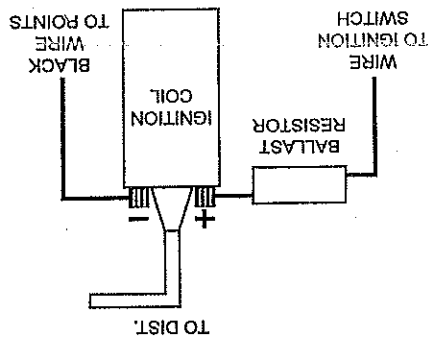


FIGURE 2  
WIRING DIAGRAM  
IGNITOR SYSTEM  
WITHOUT BALLAST RESISTOR

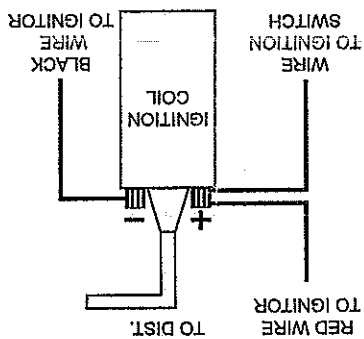
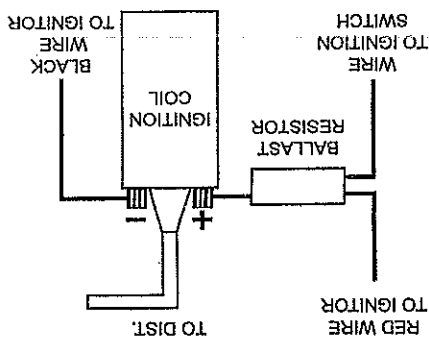


FIGURE 3  
WIRING DIAGRAM  
IGNITOR SYSTEM  
WITH BALLAST RESISTOR



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

NOTE: