

- 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. What type of coil can I use?
A. The Ignitor™ is compatible only with a "points style" coil.
- Q. What happens if I leave the ignition switch on when the engine is not running?
A. This can cause you coil to overheat, which may cause permanent damage to the coil and the Ignitor™.
- Q. May I modify the length of the Ignitor™ wires?
A. Yes, you may cut the wires to any length your application may require. You may also add lengths of wire if needed (20-gauge wire). Please make sure all wire splice are clean and connections are secure.
- Q. How can I get additional help?
A. Call our tech line (913) 808-2376 for any further instructions or questions. You may also logon to www.pertronix.com for the latest technical information.

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.



Installation Instructions for MV-141A



Read all instructions before attempting to install...

1. The Ignitor is designed for 24-volt negative ground systems.
2. The Ignitor is compatible only with a "resisted style" coil. A minimum primary resistance of 7 to 8 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. 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 the distributor cap and rotor from distributor. Do not disconnect the spark plug wires from cap. Examine parts for excessive wear. Replace as needed
2. Disconnect the points wire from the negative side of the coil. Loosen the two screws that attach the coil bracket.
3. Remove the two screws and springs that hold the points plate in the distributor. Lift the complete plate out of the distributor.
4. Clean all dirt and excess oil from the distributor housing and point cam.
5. Install the Ignitor adapter plate into the distributor. In some cases the new plate may need to be trimmed in the area shown in figure A to permit installation. If trimming is necessary, use a file to remove material. A snug fit is better than one that is too loose.
6. Use the original screws and spring clips to fasten the Ignitor plate into the distributor housing.
7. Install magnet sleeve over distributor shaft, and onto the point cam. Rotate the sleeve until a slight locating position is felt before applying pressure. Press down firmly insuring sleeve is fully seated.

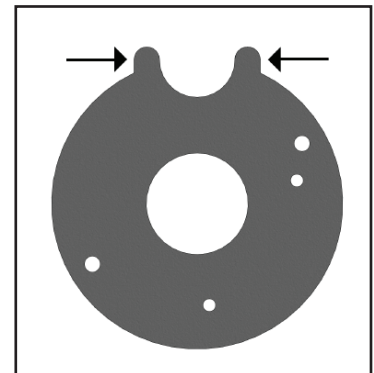


FIGURE A

8. Run the module wires between the coil bracket and to each coil terminal.
9. Connect the black Ignitor wire to the negative terminal of the coil.
11. Connect the red Ignitor wire to the positive terminal of the coil.
12. Tighten the wires down and the coil bracket back in place. Make sure the Ignitor wires are not contacting any moving parts.
12. Re-install the distributor rotor and cap. Make sure all spark plug wires are securely attached.
13. The engine can now be started. Let the engine run for a few minutes and then set the timing in the conventional manner.