



## INSTALLATION INSTRUCTIONS FOR PART NUMBERS 1361A & 1381A



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 and rotor from distributor. Do not disconnect the spark plug wires from cap. Examine parts for excessive wear. Replace as needed.
2. Remove the point wire from the negative coil terminal.
3. Remove and retain the point and condenser. Installing the Ignitor does not alter the internal configuration of your distributor. Therefore, the points, condenser and hardware can be used as backup.
4. Clean all dirt and excess oil from the breaker plate and point cam.

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

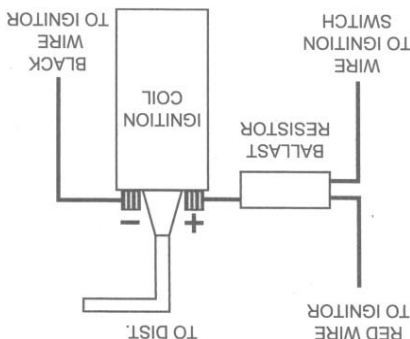


FIGURE 3  
WIRING DIAGRAM  
IGNITOR SYSTEM  
WITH BALLAST RESISTOR

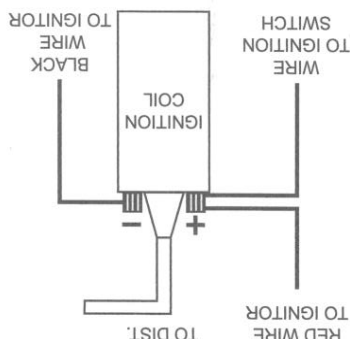


FIGURE 2  
WIRING DIAGRAM  
IGNITOR SYSTEM  
WITHOUT BALLAST RESISTOR

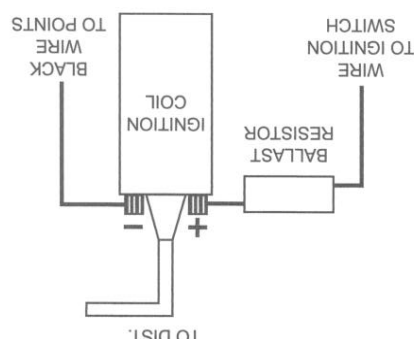


FIGURE 1  
WIRING DIAGRAM  
CONVENTIONAL POINTS SYSTEM  
WITH BALLAST RESISTOR

5. Install the Ignitor lower adapter plate over the stud and onto the breaker plate. Use the flat head screw supplied to tighten the plate down.
6. Feed the two terminal ends of the wire through the hole in the distributor housing. Pull the grommet into place.
7. Place the Ignitor module over the stud and onto the adapter plate.
8. Install the supplied 8-32 nut. Do not tighten it fully at this time.
9. Adjust the wire length inside the distributor so that it does not interfere with moving parts.
10. Use the supplied cable clamp to hold the wire out of the way. Mount the clamp where the condenser was located using the original screw.
11. Do not remove the green tape from the magnet sleeve.
12. Install the supplied rotor into the magnet sleeve. The rotor will only fit one way.
13. Place the rotor and magnet sleeve assembly onto the distributor shaft. Line the rotor key way up with the notch in the distributor shaft and press down firmly.
14. Using the plastic feeler gauge provided, adjust the air gap between the module and the magnet sleeve. The gap should be approximately 0.030".
15. Tighten the 8-32 nut and recheck the air gap.
16. Reinstall the distributor cap. Make sure all spark plug wires are securely attached.
17. Connect the Ignitor black wire to the negative (-) side of the ignition coil.
18. For installations that do not use a primary ballast resistor or resistance wire, connect the Ignitor red wire to the positive (+) side of the ignition coil. (See Figure 2)
19. For installations that use a primary ballast resistor or resistance wire, connect the Ignitor red wire to the ignition switch side of the resistance. (See Figure 3).
20. Reconnect battery and make sure all wires are connected.
21. The engine can now be started. Let the engine run for a few minutes and then set the timing in the conventional manner.

