

Ignitor[®] III

ELECTRONIC IGNITION

12-VOLT NEGATIVE GROUND INSTRUCTIONS

For Part Number: 71181

GENERAL INFORMATION

1. **IMPORTANT:** Read all instructions before starting installation.
2. **WARNING!!! DO NOT USE WITH SOLID CORE IGNITION WIRES.**
3. The Ignitor III may not be compatible as a trigger for other electronic boxes.
4. The Ignitor III Rev-Limiter is preset at 5500 RPM's. The Rev-Limiter can be user set to a minimum 4000 and a maximum 9000 RPM's.
5. All external resistors must be removed to achieve optimum performance from the Ignitor III ignition system.

**PRIOR TO INSTALLATION TURN IGNITION SWITCH OFF
OR DISCONNECT THE BATTERY**

IGNITOR III INSTALLATION

Note: A magnet sleeve is not required and the air gap between the face of the module and the cam is not adjustable.

1. Remove cap and rotor from distributor. Do not disconnect spark plug wires from cap.
2. Examine cap and rotor for wear or damage. Replace as needed.
3. Remove the point wire, points, and condenser.
4. The Ignitor III does not require any modification to the distributor. Therefore the points, condenser and hardware can be used as backup.
5. Clean all dirt and excess oil from the breaker plate and point cam.
6. Insert the Ignitor III black and red wires through the distributor housing verifying the grommet is seated properly.
7. Install Ignitor III adapter plate onto breaker plate, using the same holes as the points were, make sure it sits flat without any modifications and secure in place using the provided 8/32 flathead screws.
8. Mount Ignitor III module onto spacer plate and secure with the provided 6/32 fillister screws.
9. Check to insure that the module wires do not contact any moving parts. Cut both wires to the desired length, and attach terminal ends.
10. Insure that original ground wire is connected. Remove paint and corrosion from around the distributor hold down bracket to insure a good ground.
11. Replace distributor cap and rotor. Make sure all spark plug wires are securely attached.
12. See Wiring Instructions.



WIRING INSTRUCTIONS

The Ignitor III can be used in conjunction with most ignition coils rated at 0.32 ohms or greater. For optimum performance we recommend our Flame-Thrower III canister style or HC e-core coil.

Many vehicles came equipped with ballast resistors or resistance wires. To achieve optimum performance we recommend removal of these components. Determine the proper wire length, and attach the provided terminals. (Use a wire crimping tool to achieve an adequate connection).

- To remove a ballast resistor, (normally white ceramic blocks 3 to 4 inches long), disconnect all wires on both ends of the ballast resistor. Remove the resistor from the vehicle and splice the disconnected wires together at a single point.
- To remove a resistance wire, trace the coil power wire, which was previously connected to the positive coil terminal, back to the fuse block. Bypass this wire with a 12-gauge copper stranded wire.

1. Attach the black Ignitor III wire to the negative coil terminal. (See Figure 1)
2. Attach the red Ignitor III wire to the positive coil terminal. (See Figure 1)
3. Reconnect battery and make sure all wires are connected.
4. The engine can now be started. Let the engine run for a few minutes and then set the timing in the conventional manner.

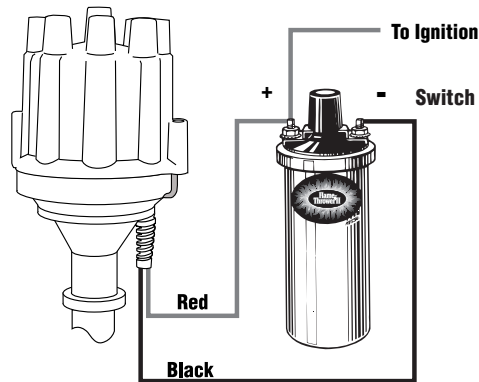


Figure 1

REV-LIMITER SETTING PROCEDURE

1. Remove distributor cap and rotor.
2. Turn the ignition key to the 'ON' position. Do not try starting the engine.
3. Turn the Rev-Limit dial clockwise until it stops. Turn the dial counterclockwise until it stops. A slow blinking of the LED indicates that the setting procedure has been initialized and that the Rev-Limit can be set.
4. Turning the dial clockwise sets the Rev-Limit. After turning the dial, pause and watch the LED for verification of the Rev-Limit setting. Long flashes indicate 1000 RPM's and short flashes indicate 100 RPM's. For example, 6 long flashes followed by 2 short flashes means the Rev-Limit is 6200 RPM's. Continue turning the Rev-Limit dial until the desired Rev-Limit is reached.
NOTE: Leaving the Rev-Limit dial in the full counterclockwise position disables the Rev-Limiter.
5. Let the LED sequence thru at least three complete cycles. This verifies the correct setting and prepares the unit for permanent storage of the Rev-Limit.
6. Turn the ignition key off, this signifies to the Ignitor III that the Rev-Limit procedure is complete. **Note: The Ignition key MUST be turned off or the engine will not start.**
7. Your rev limit is now set and will not change until you go through this procedure again.
8. Re-install cap and rotor.

NOTE: Setting the rev limit may be done effectively and easily on a bench or table. Connect the module to a 9-volt battery as shown in figure 2. Then follow the setting procedure outlined above.

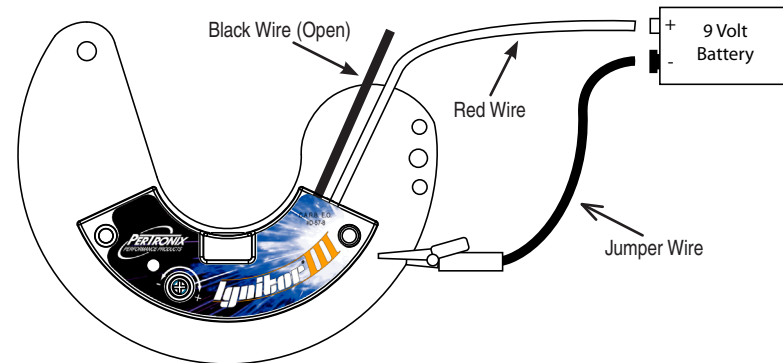


Figure 2

REV-LIMITER SPECIFICATIONS	
Settings	RPM'S
Minimum	4000
Maximum	9000
Factory Setting	5500