IGNITOR II TESTS

(DO NOT USE SOLID CORE SPARK PLUG WIRES)

Grounds:

- Ignitor "MUST" be grounded properly.
- Make sure that your breaker plate is grounded to the distributor housing
- Re-attach original ground strap from breaker plate to distributor housing, if equipped.
- Distributor Housing needs to be grounded to engine or intake.
- Check contact surface area of distributor "Hold Down Bracket" for proper ground.

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

1. Do not disconnect wires from ignition coil.
2. Use jumper wire (With alligator clips on both ends)
3. Connect jumper wire from negative (-) side of coil to a good engine ground.
4. Connect voltmeter red lead to positive (+) side of coil and black lead to engine ground. (See chart above for specifications).

Note: Low voltage can be caused by poor connections, poor contacts in the ignition switch, and or a ballast resistor or resistor wire in the wiring harness (Factory Installed)

IGNITION COIL TEST & SPECIFICATIONS		
	Minimum	Maximum
1, 2 & 3 CYL	0.45 ohms	4.5 ohms
4 & 6 CYL	0.45 ohms	4.5 ohms
8 & 12 CYL	0.45 ohms	4.5 ohms

1. Remove all electrical wiring from ignition coil (coil must be tested by itself).
2. Connect the red ohm meter lead to the positive (+) side of the coil.
3. Connect the black ohm meter lead to the negative side of the coil.
4. Check ohm meter readings for proper coil resistance; make sure that that it meets our minimum or maximum specifications

Note: Remove or bypass all external resistors when using the Ignitor II.

OTHER CHECKS

- Check sticker on the backside of module "Ignitor by PerTronix" If the Sticker is shriveled up, wrinkled, cracked, or if you see any burn marks on that side of module the unit over heated and failed for various reasons.
- DO NOT USE SOLID CORE SPARK PLUG WIRES.
- If you're using Part #1281 or 91281 (only), make sure that module and magnet sleeve are level with each other on top.