

# **Ignitor<sup>®</sup> III**

## **ELECTRONIC IGNITION**

### **12-VOLT NEGATIVE GROUND INSTRUCTIONS**

**For Part Number: 71181**

#### **GENERAL INFORMATION**

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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**

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***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.

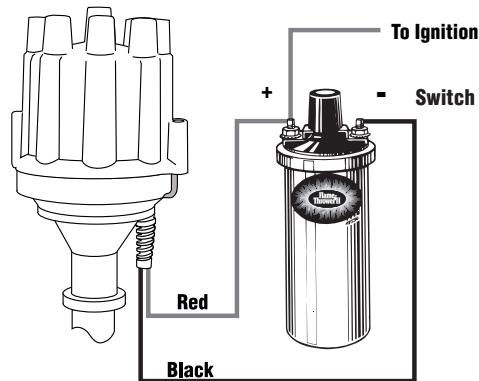


Figure 1

## 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.

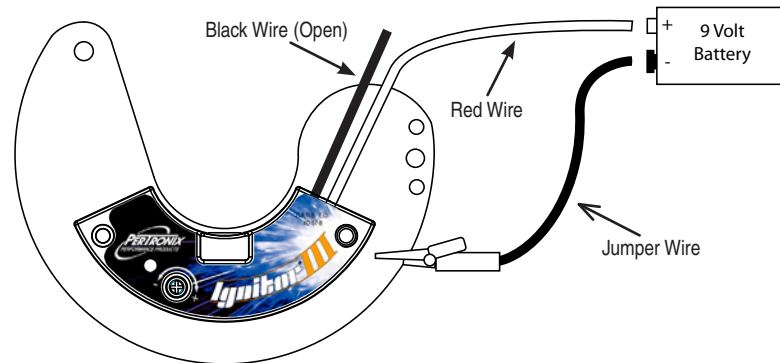


Figure 2

### REV-LIMITER SPECIFICATIONS

Settings	RPM'S
Minimum	4000
Maximum	9000
Factory Setting	5500

## COMMON QUESTIONS AND ANSWERS

Q. The engine will not start or runs rough. What is the problem?

A. Check all connections to insure that they are tight, and in the proper location. Visually check and measure all grounds. Remove paint and corrosion from around the distributor hold down bracket. Make sure that the Ignitor III red and black wires are connected properly. The Ignitor III will shut down if the wires are incorrectly attached. The Ignitor III is designed to sense high current levels. Check all wires for shorts, correct polarity and that the ignition coil's primary resistance level is acceptable.

Q. The vehicle will start, but then dies. After waiting, it starts. What is wrong?

A. The Ignitor III may have a "Low Voltage Problem." If the voltage supplied to the red distributor wire is insufficient, the system may run for a period of time, and then shut down as the voltage drops due to engine heat. The period may vary from minutes to hours depending on available voltage and wiring condition.

Q. How do I check for a "Low Voltage Problem" or determine if I am getting adequate voltage?

A. To quickly test for a "Low Voltage Problem" or for adequate voltage (**Note: This is only a test and is not intended as a permanent fix**) attach a jumper wire from the positive battery terminal to the positive terminal of the coil. Try to start the vehicle. If the vehicle starts, low voltage is present. **Note: If the engine starts. The engine will not turn off unless the jumper wire is removed from the positive battery terminal.** Check connections and insure all external resistors have been removed.

Q. How do I check my coil for primary resistance?

A. Remove all wires from the coil. Set the ohmmeter to the lowest scale. Attach one lead of the meter to the positive coil terminal. Attach the other lead to the negative coil terminal. The Ignitor III is compatible with coils having a resistance of 0.32 ohms or greater.

Q. May I modify the length of the wires?

A. Yes, you may cut the wires to any length your application requires. You may also add lengths of wire if needed (20-gauge). Make sure that all wire splices are clean and that the connections are tight and insulated.

Q. Will the Ignitor III work with aftermarket capacitive discharge boxes?

A. **We recommend the Ignitor or Ignitor II as a trigger source for a capacitive discharge box.**

Q. Will the electronic shift assist in an OMC boat work with the Ignitor III?

A. The Ignitor III will work with all OMC stern-drive applications, when our "diode fix" is used. If you've purchased a kit that didn't include the "diode fix" diagram, call our tech line.