IGNITOR II TESTS

(DO NOT USE SOLID CORE SPARK PLUG WIRES)

- The Ignitor II can't be field tested. Make sure all grounds and voltages are good and remove or bypass all external ballast resistors or resistance wire.
- Ignitor II "MUST" be grounded properly to the distributor housing.
- Distributor Housing needs to be grounded PROPERLY to the engine or intake.
- Check contact surface area of distributor "Hold down Bracket" for proper ground.

It is imperative that the power and grounds be checked as part of the installation procedure. After installing the kit within the distributor and with the distributor in the engine, using a digital multi-meter measure the resistance from the aluminum plate holding the module to battery (-) terminal. The net resistance must be less than 0.2 ohms. The net resistance is the meter reading minus the resistance of the meter leads. If the net resistance is greater than 0.2 ohms the source of the faulty ground must be found and fixed. Usually the source of the bad ground is easily found by holding one probe on an original location and moving the second probe toward the static probe. Where the resistance drops identifies the source.

Maximum Resistance from Ignitor II plate to Battery (-) Terminal.	*0.2 ohms*
EXAMPLE:	
Resistance from Ignitor Plate to Battery (-) Terminal.	0.4 ohms
Resistance of meter leads.	**(-)** 0.2 ohms
After subtracting meter lead resistance, your total resistance is:	**(=)** 0.2 ohms

Voltage Test

1. Install your stock coil for this test.
2. Place ignition switch in the off position.
3. Do not disconnect wires from ignition coil.
4. Use jumper wire (With alligator clips on both ends)
5. Connect jumper wire from negative (-) terminal of coil to a good engine ground (**See Figure 2).**
6. Connect voltmeter red lead to positive (+) terminal of coil and black lead to engine ground (**See Figure 2).**
7. Turn "ON" the ignition switch and note voltage reading. Quickly read voltage and turn ignition "off". See chart below for specifications.
8. Remove jumper wire or engine will not start.

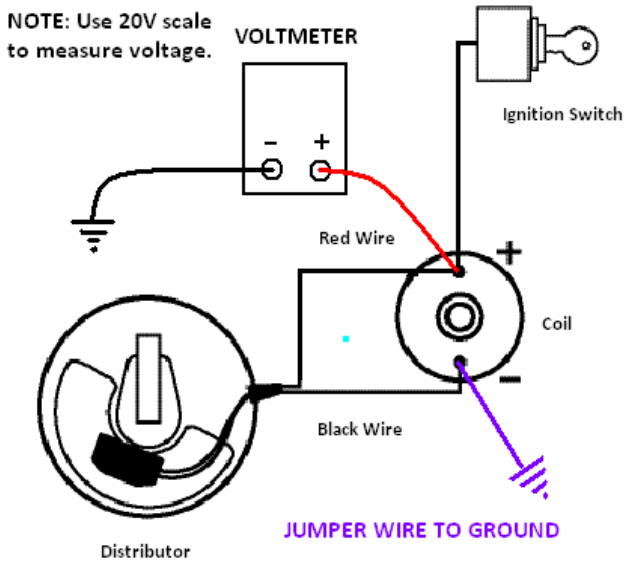
	Minimum	Normal	Maximum
Ignition Switch "ON", Engine "off"	8.0V	11.5V	N/A
Engine Cranking	8.0V	9.6V or Greater	N/A
Engine Running	N/A	14.2V	16.0V

Note: When resistors are NOT present, you should have a normal voltage reading or close to it. Low voltage can be caused by poor connections, poor contacts in the ignition switch, ballast resistor, and or a resistance wire in the wiring harness (Factory Installed).

IGNITOR II TESTS

(DO NOT USE SOLID CORE SPARK PLUG WIRES)

FIGURE 2



OTHER CHECKS

- Do not use solid core spark plug wires, including coil wire.
- Make sure the tach is not grounding the (-) negative terminal of the coil, remove tach wire if necessary for testing and see if engine starts.
- Install a known “good” coil to verify that new coil is “good”.