How-To Install the PerTronix Ignitor II

Pertronix's "Smart" Electronic Ignition Adds Dimension to Vintage Mustangs


By Jim Smart
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When Jim Hairston from Pertronix sent us the Ignitor II drop-in electronic ignition for older, point-triggered Autolite and Motorcraft distributors, it was deja vu all over again. Ten years ago, we were gushing over the new Ignitor drop-in electronic-ignition module. It was easy as pie, requiring only 30 minutes to install, and when we turned the ignition key, combustion was instantaneous. The Ignitor II generates the same kind of rush because it's easy to install -- and it works!

Why Ignitor II when the Ignitor was a smash hit for more than a decade? Pertronix has never been a company to rest on its accomplishments. It remains committed to new developments throughout its product line. The continuing evolution of the drop-in Ignitor retrofit is a case in point.

The Ignitor II differs from the Ignitor in that it's a "smart" ignition system, able to sense current levels of power in the ignition coil and adjust the dwell as you drive. We're talking more than four times the available energy from the coil than in a point-triggered distributor! When you add the Pertronix Flame-Thrower II coil, ignition energy doubles. What's more, the Ignitor II adjusts spark timing as rpm changes. The Ignitor II also watches over your shoulder, automatically shutting off the ignition system if the ignition switch is accidentally left on. And check this out--the Ignitor II is California emissions certified, making it one of the greatest value mods in the business.
This is the Pertronix Ignitor II electronic ignition retrofit with the Flame-Thrower II coil. You can install both in one hour to make a world of difference in your ignition system. And you'll never have to replace or adjust points again.

This is the distributor for which the Pertronix Ignitor II was created--any Autolite or Motorcraft single- or dual-point distributor. With the Ignitor II, you don't need Ford's Dura-Spark ignition or the unsightly ignition amplifier. Once installed inside, the Ignitor II is invisible, and no one knows it's there but you.
To begin the installation, remove the distributor cap by popping off the hold-down clips with a common screwdriver.

Lift off the cap and carefully lay it aside.
How-To Install the Pertronix Ignitor II

Remove the distributor rotor. Now may be the time to replace it.

This is a typical point-triggered Autolite/Motorcraft distributor. Point-triggered ignition systems serve no real purpose anymore. Contact points burn and bounce at high rpm, causing rough performance. Also, they can leave you stranded. Dual-point ignitions cause the same problems—times two.
Remove the points and condenser by removing the attaching screws. There is no need to save these screws. Next, remove the ignition points and condenser, but put these screws away for safe keeping.

The points and condenser can come out as an assembly.
Remove this small nut to separate the points/condenser assembly from the primary ignition lead.

Remove the primary ignition lead from the distributor, as shown. Begin by disconnecting it from the ignition coil. Push the lead through the distributor housing.
The Pertronix Ignitor and Ignitor II arrive with eyelet connectors already installed. However, they don't fit through the opening of some Autolite/Motorcraft distributors. Since they needed to be trimmed to fit anyway, we snipped off these ends and fed them through. Then, we seated the rubber grommet. New eyelets may be installed after the ignition-coil location is established.
The Ignitor II is installed and retained with the screw provided in the kit. This screw is longer than the stock ignition-point screws because the Ignitor II mounting plate is thicker.

**NOTE: Don't forget to install the ground wire, or the engine will not start!**
Next, install the shutter wheel for the magnetic pickup. It slips on the distributor cam and shaft as shown.

The air gap between the shutter wheel and Ignitor II module is \textbf{.030 inch}. Lock it down and check the gap again.
Make sure the leads don't rub against any surfaces, including the ground strap. Chaffing through, possibly creating a short circuit, can leave you stranded.

Reinstall the distributor rotor and cap.

The **red lead** goes to the positive (+) post on the ignition coil, and the **black lead** goes to the negative (-) coil terminal.

**IMPORTANT:** Many vehicles came equipped with ballast resistors or resistance wires. To achieve optimum performance from the Ignitor II ignition system, we recommend removal of these components.