



Additional *Pertronix* Fitment Notes

- You **MUST** leave the earth wire connected between the body of the distributor and the base plate where the *Pertronix* mounts
- If you are fitting a Hall Effect type kit, do not remove the green tape from the magnet assembly
- You can successfully use the factory Nissan coil and Ballast resistor – in fact, most conversions we fit are done this way
- **DO NOT** use transformer style coils; the *Pertronix* must have a total resistance (coil and ballast combined) of 3 ohms or more
- The **BLACK** negative wire from the *Pertronix* unit connects to coil – (Negative)
- The **RED** wire from the *Pertronix* connects to the **WHITE** wires on the Ballast resistor (Ignition 12V source). **DO NOT** connect to the + Positive on the coil or the red wire on the Ballast resistor
- Do not disconnect the ballast resistor or alter its wiring as this is not necessary and may damage the *Pertronix ignitor*
- The Collar on the distributor shaft needs to be ground so that the Magnet will fit over it. (Ref Image 1)
This is not a precision Dimension and can be done by hand
- The separator plate needs to have a slot cut in it to allow the *Pertronix* unit to Move (Ref Image 2)
- Do not exceed 10 degrees advance when resetting ignition timing
- The use of a modified rotor button assembly is encouraged as this reduces the rotor air gap, further improving the spark

Pertronix 2 kits are recommended for performance or turbo charged applications

Image 1

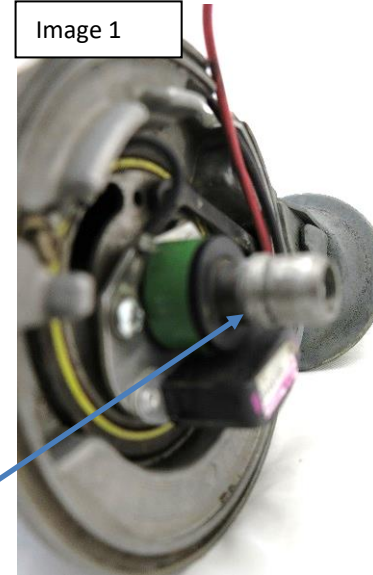


Image 2

