



Installation Instructions for  
Part Number 1181LS

Before installing, please read the following important information....

1. The lobe sensor Ignitor is designed specifically for the applications and distributor numbers that are listed in the application guide. Any modification to this component will void the warranty.
2. The Ignitor is compatible only with a "points style" coil. A total primary resistance of 1.5 ohms is necessary.
3. Caution: never use a "HEI" type coil with the Ignitor. This type of coil will damage the module, cause it to fail, and void the warranty.
4. If your ignition system presently is equipped with a ballast resistor, do not remove it. (See Figure 3).
5. The red wire from the Ignitor should be connected to the positive (+) side of the coil, or a 12-volt switching power source. (See Figure 2 & 3). The black wire must be connected to the negative (-) side of the coil.

**PRIOR TO INSTALLATION TURN THE IGNITION SWITCH OFF OR DISCONNECT THE BATTERY**

1. Remove distributor cap. Do not disconnect spark plug wires from cap. Examine cap and rotor for excessive wear or damage. Replace as needed.
2. Remove the point wire from the negative (-) side of the coil.
3. Remove the point, condenser and distributor grommet.
4. The Ignitor does not require any modification to distributor. Therefore the points and condenser can be used as backup.
5. Clean all oil and dirt from inside of distributor housing.
6. Position the three holes in the Ignitor plate over the index pins for the condenser. The center hole should line up with the condenser screw hole. (See Figure A)
7. Confirm that the Ignitor plate is flat and fits without any modification. Fasten the plate into place using both provided screws.
8. Insert the Ignitor black and red wires through the hole in the base of the distributor housing.
9. Install grommet over the Ignitor wires and into distributor housing. Make sure all wires are clear of moving parts.
10. Cut both wires to the desired length, and attach terminal ends.
11. Connect the Ignitor black wire to the negative (-) side of the ignition coil.
12. For installations that do not use a primary ballast resistor or resistance wire, connect the Ignitor red wire to the positive (+) side of the ignition coil. (See Figure 2).

13. For installations that use a primary ballast resistor or resistance wire, connect the Ignitor red wire to the ignition switch side of the resistance. (See Figure 3).
14. Reconnect battery and make sure all wires are connected.
15. The engine can now be started. Let the engine run for a few minutes and then set the timing in the conventional manner.
16. If slow or hard starting follow the Ignitor installation, the vehicle may have an inadequate ground or a low primary voltage. Follow the instructions below to remedy the condition;
  - Before starting hold the ignition switch in the on position for a few seconds prior to engaging the starter motor.
  - Connect the Ignitor red wire to a confirmed 12-volt power source that is controlled by the ignition switch.
  - Check all connections and engine grounds for corrosion or resistance.
  - Check the battery's state of charge.

Condenser screw hole

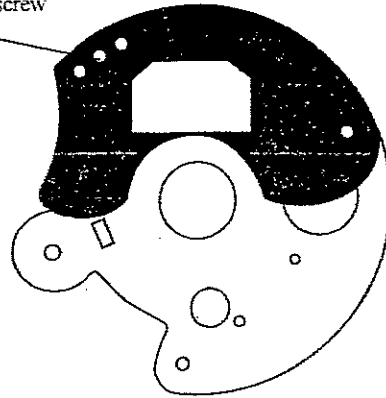


FIGURE 1  
WIRING DIAGRAM  
CONVENTIONAL POINTS SYSTEM  
WITH BALLAST RESISTOR

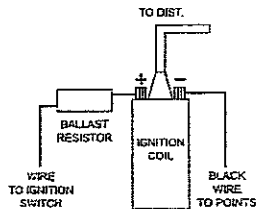


FIGURE 2  
WIRING DIAGRAM  
IGNITOR SYSTEM  
WITHOUT BALLAST RESISTOR

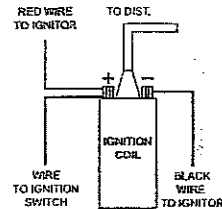
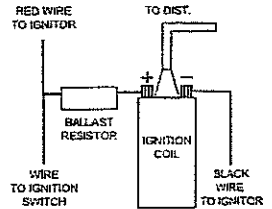


FIGURE 3  
WIRING DIAGRAM  
IGNITOR SYSTEM  
WITH BALLAST RESISTOR



NOTE: A RESISTOR WIRE OR BALLAST RESISTOR MAY OR  
MAY NOT BE INCLUDED IN THE ORIGINAL EQUIPMENT.

## Ignitor™ COMMON QUESTIONS AND ANSWERS

- Q. What is the first thing I should check if the engine would not start?  
A. Make certain all wires are connected securely to the proper terminals.
- Q. The engine will not start or runs rough. Are there any tests I can do?  
A. Yes, remove the red Ignitor™ wire from the coil. Connect a jumper wire from the positive side of the battery to the red Ignitor™ wire just removed from the coil. If the engine starts, then you have a low voltage problem (This is a very common problem). Remember this is just a test. Not intended for permanent installation.
- Q. How can I fix a low voltage problem?  
A. First, if you have an external ballast resistor, connect the red Ignitor™ wire to the ignition wire prior to the ballast resistor. Second, if you do not have a ballast resistor you must connect the red Ignitor™ wire to a 12-volt source that is controlled by the ignition switch.
- Q. What type of coil do I need?  
A. The Ignitor™ is compatible only with a "points style" coil. Six & eight cylinder engines require a minimum of 1.5 ohms of resistance in the primary circuit. Four cylinder engines require a minimum of 3.0 ohms of resistance.
- Q. How do I check my coil for resistance?  
A. First you need an ohmmeter. Remove all the wires from the coil. Attach the meter to both the positive and negative terminals. The reading should be 1.5 ohms or greater for six and eight cylinder engines, and 3.0 ohms or greater for four cylinder engines. (Your local auto parts store can do this for you if you do not have an ohmmeter)
- Q. What do I do if my coil does not have enough resistance?  
A. You may purchase and install a ballast resistor from your local auto parts store. You may also choose to purchase a Flame-Thrower™ 40,000-volt coil, which provides resistance internally. Note: Many vehicles come with a resistor wire or a ballast resistor. These applications do not need an additional resistor.
- Q. What happens if I leave the ignition switch on when the engine is not running?  
A. This can cause you coil to overheat, which may cause permanent damage to the coil and the Ignitor™.
- Q. May I modify the length of the Ignitor™ wires?  
A. Yes, you may cut the wires to any length your application may require. You may also add lengths of wire if needed (20-gauge wire). Please make sure all wire splice are clean and connections are secure.
- Q. Will the shift interrupter on an OMC stern drive boat work with the Ignitor™?  
A. The Ignitor is compatible with all OMC stern drive applications, when equipped with a "diode fix". If you purchased a kit that does not include the "diode fix" diagram, call our tech line.
- Q. How can I get additional help?  
A. Call our tech line (800-827-3758) for any further instructions or questions.