

PERTINENT FACTS ABOUT THE IGNITOR

- With the IGNITOR, there are 30 to 35,000 volts available. Normal range on original equipment (OE) standard systems range from 26 to 27,000 volts.
- SAE recommends a maximum of about 35,000 volts. Voltages above this can cause breakdown to distributor cap, wiring, rotor and plugs. Some C.D. systems claim 50,000 volts. We consider this too high.
- The IGNITOR can be converted to a high energy system by the installation of a high energy coil, silicone wire and an alkyd distributor cap. This will result in about 35,000 volts and 120 millijoules of energy. Motorcraft coil #DG313A has proven to be very compatible with Ignitors to convert to a high energy system.
- The IGNITOR has an effective RPM range of 0 to 6,000 RPM with a standard coil and 0 to 15,000 RPM with a heavy-duty coil such as the Motorcraft #DG313A.
- The IGNITOR has an energy output to the spark plugs of 60 millijoules with a standard coil and 120 millijoules with a heavy-duty coil.
- The IGNITOR is protected against reverse polarity. However, it is very important during installation that the wiring be attached according to direction. The red wire must go to the positive (+) side of the coil, and the black wire to the minus (-) side of the coil.
- The IGNITOR has a rise time of 25 microseconds over the entire operating temperature range.
- The IGNITOR uses epoxy encapsulation for protection against moisture (up to 100% humidity), dirt, dust, oil, etc.
- With the IGNITOR, the timing of the vehicle remains constant. There is no alteration to the advance curve as in the "reluctor" systems.
- The air gap of the IGNITOR is not critical. May be set from 0.10 to .075.
- The IGNITOR will materially increase the life of the plugs. It will normally extend most plug life two or three times.
- The IGNITOR eliminates the external condenser. The function of the condenser is a part of the electronics of the IGNITOR.
- The IGNITOR was developed over five years ago. It was tested under severe fleet conditions for two years before introduction to the market. The IGNITOR enjoys great acceptance in the fleet and industrial market.



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