Flame-Thrower II Coil Installation Instructions

1. Make sure the ignition switch is off or disconnect the battery negative cable.
2. Remove the coil wire from the coil tower.
3. Remove all wires from the positive coil terminal.
4. Remove all wires from the negative coil terminal.
5. Loosen the coil clamp and remove the existing coil.
6. Install the Flame-Thrower II coil into the coil clamp and tighten into place.
   Note: If the Flame-Thrower II coil does not fit properly in the existing coil clamp, purchase our chrome or zinc clamp (product no. 8585).
7. Connect the wires that were removed from the negative coil terminal of the old coil to the negative terminal of the Flame-Thrower coil.
8. Connect the wires that were removed from the positive coil terminal of the old coil to the positive terminal of the Flame-Thrower coil.
9. Push the coil wire into the coil tower making sure that the boot is secure around the coil tower.

Many vehicles were originally equipped with either a ballast resistor or a resistance wire. For help on determining if your vehicle has a resistor follow the steps below. To insure optimum performance from your Flame-Thrower coil, use the chart on the back side of this instruction sheet to determine when to retain or eliminate a ballast resistor or resistance wire.

Determining if your vehicle has a resistor

1. Make sure the key is off. Connect a jumper wire from the negative terminal of the ignition coil to an engine ground.
2. Connect the black lead of a voltmeter to ground and the red lead to the positive coil terminal. Make sure that the voltmeter is set to a 12V scale.
3. Turn the ignition switch to the on position while watching the voltmeter.
   Caution ... Never leave the ignition on for extended periods of time while the engine is not running.
4. If the voltmeter reads approximately 12 volts, then there is no resistor in the system. If the voltmeter reads less than battery voltage, then there is a resistor in the system.
5. Turn the ignition switch off and remove the jumper wire from the negative coil terminal.
6. Review the chart on the back page to insure proper usage.

FLAME-THROWER II COIL APPLICATIONS		
Use with:	System Voltage	Cylinders
Ignitor II	12V	ALL
Ignitor III	12V	ALL
Ignitor	6V*	8
*NOTE: The Flame-Thrower II coil is a 12V coil and it's recommended on 8 cylinder applications with 6V systems.		
NOTE: The Flame-Thrower II coil can be used with the Ignitor III or Capacitive Discharge (CD) systems that control dwell or limit the current.		

NOTE: REMOVE OR BYPASS EXTERNAL BALLAST RESISTOR OR RESISTANCE WIRE WHEN INSTALLING THE RECOMMENDED FLAME-THROWER COIL.

Do NOT remove the ballast resistor or resistance wire if the primary resistance is lower than specified or if you are using the stock coil.

1. To remove a ballast resistor (normally white ceramic blocks 3 to 4" inches long), disconnect all wires on both ends of the ballast resistor. Remove the resistor from the vehicle and splice the wires together at a single point.
2. The resistance wire is located between the ignition switch and the firewall on most applications.
   - Locate the resistance wire, cut it out, and replace with a 12-gauge copper stranded wire or:
   - Bypass resistance wire, connect a 12-gauge copper stranded wire from a 12-volt switched ignition source to the positive (+) terminal of the coil.

Spark plug gap

In stock applications, the manufacturer's recommended spark plug, and spark plug gap will work best. For performance applications, the spark gap may be increased to take advantage of the extra energy, produced by the FlameThrower coil. Since PerTronix cannot test every configuration, the end user must determine what spark plug gap works best for their application.