

## Pertronix 1544

# PerTronix Ignitor Electronic Ignition Conversion Kit

Model: 1544  
Brand: Pertronix

## INTRODUCTION

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This manual provides comprehensive instructions for the installation, operation, and maintenance of your PerTronix Ignitor Electronic Ignition Conversion Kit. Designed to replace outdated mechanical points, this kit enhances your engine's efficiency and performance while preserving the classic appearance under the hood. Please read this manual thoroughly before installation and operation to ensure proper function and safety.

## SAFETY INFORMATION

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- Always disconnect the vehicle's battery before beginning any electrical work to prevent accidental short circuits or injury.
- Ensure the engine is cool before working on ignition components.
- Wear appropriate personal protective equipment, including safety glasses and gloves.
- If you are unsure about any step, consult a qualified automotive technician.
- This product is designed for specific applications. Verify compatibility with your vehicle's distributor before installation.

## WHAT'S IN THE BOX

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Your PerTronix Ignitor Electronic Ignition Conversion Kit includes the following components:

- Ignitor Module
- Magnet Sleeve/Collar
- Wiring Harness
- Installation Hardware (if applicable)



Image: The PerTronix Ignitor Electronic Ignition Conversion Kit, showing the main module with wiring, and the separate magnet sleeve. This kit is designed to replace traditional points in a distributor.

## SETUP AND INSTALLATION

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The PerTronix Ignitor is designed for straightforward installation into your existing distributor. Follow these steps carefully:

1. **Preparation:** Disconnect the vehicle's battery. Remove the distributor cap and rotor. Carefully remove the existing mechanical points and condenser from the distributor.
2. **Install Magnet Sleeve:** Slide the provided magnet sleeve onto the distributor shaft, ensuring it fits securely over the cam lobes. This sleeve contains the cobalt magnets that interact with the Hall Effect sensor.
3. **Mount Ignitor Module:** Install the Ignitor module in the position previously occupied by the points. Secure it using the provided hardware. Ensure the module is flat and stable.
4. **Wiring Connections:**
  - Connect the red wire from the Ignitor module to the positive (+) side of the ignition coil.
  - Connect the black wire from the Ignitor module to the negative (-) side of the ignition coil.
  - Ensure all connections are clean and secure. Avoid routing wires near hot or moving engine components.
5. **Reassembly:** Reinstall the distributor rotor and cap. Reconnect the vehicle's battery.

6. **Initial Start-up:** Start the engine. The Ignitor system is designed for stable, adjustment-free timing. No timing adjustments are typically necessary after installation, as the system provides precise timing.



Image: A closer view of the PerTronix Ignitor module and the magnet sleeve, highlighting the key components involved in the conversion from mechanical points to electronic ignition.

## OPERATION AND BENEFITS

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The PerTronix Ignitor system replaces the mechanical points and condenser with a reliable electronic switching device. This advanced technology utilizes rotating cobalt magnets paired with a Hall Effect integrated circuit, ensuring precise timing without the wear and tear of moving parts.

Key benefits of the Ignitor system include:

- **Enhanced Performance:** Doubles the voltage delivered to your spark plugs, leading to increased horsepower and improved fuel economy.
- **Extended Spark Plug Life:** More efficient spark delivery contributes to longer spark plug lifespan.
- **Maintenance-Free:** The robust, epoxy-molded design is impervious to dirt, oil, grease, and moisture, eliminating the need for routine maintenance associated with mechanical points.
- **Stable Timing:** Provides consistent and precise timing, which does not require adjustment once installed.
- **Clean Engine Bay:** Integrates seamlessly into your existing distributor, avoiding the need for an external ignition box and preserving the classic under-hood appearance.

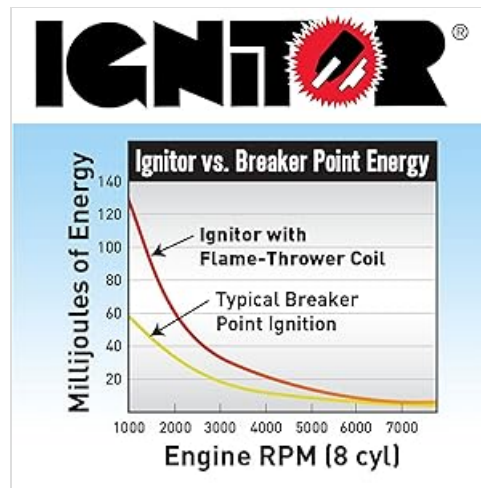


Image: A graph illustrating the energy output (in Millijoules) of the Ignitor system with a Flame-Thrower Coil compared to a typical breaker point ignition system across various engine RPMs. The Ignitor system consistently delivers higher energy.

## MAINTENANCE

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The PerTronix Ignitor Electronic Ignition Conversion Kit is designed to be virtually maintenance-free. Its epoxy-molded construction protects internal components from environmental factors such as dirt, oil, grease, and moisture. No periodic adjustments or lubrication are required, unlike traditional mechanical points.

Regularly inspect the wiring connections for any signs of wear or corrosion to ensure optimal performance and longevity of the system.

## TROUBLESHOOTING

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If you encounter issues with your PerTronix Ignitor system, consider the following troubleshooting steps:

- **No Spark/Engine Not Starting:**

- Verify all wiring connections are secure and correctly routed (red to coil positive, black to coil negative).
- Check for proper voltage at the ignition coil. Ensure the coil is compatible with the Ignitor system (most point type ignition coils are compatible).
- Inspect the magnet sleeve on the distributor shaft to ensure it is properly seated and intact. A dislodged or damaged magnet can prevent proper operation.
- Ensure the Ignitor module is securely mounted and not loose.

- **Rough Idling/Misfires:**

- While the Ignitor provides stable timing, ensure other ignition components (spark plugs, plug wires, rotor, distributor cap) are in good condition.
- Check for proper grounding of the distributor and engine.

- **Intermittent Operation:**

- This could indicate a loose connection or a failing component. Re-check all wiring.
- Ensure the module is not overheating due to poor mounting or external heat sources.

If problems persist after following these steps, it is recommended to consult a professional automotive technician or contact PerTronix customer support.

SPECIFICATIONS

Feature	Detail
Model Number	1544
Compatibility	Prestolite 4 Cylinder Distributors
Ignition Type	Electronic (Hall Effect)
Construction	Epoxy Molded
Dimensions	Approximately 6.1 x 4.8 x 1.6 inches
Item Weight	Approximately 2.4 ounces
Country of Origin	USA
CARB Legal	Yes (in all 50 states and Canada, E.O. #D-57-22)

Electronic Ignition Conversions			
FEATURE COMPARISON	<i>Ignitor</i>	<i>Ignitor II</i>	<i>Ignitor III</i>
Fits entirely inside the distributor. No "Black Box" to clutter the engine compartment	✓	✓	✓
Stable timing... No need for adjustment	✓	✓	✓
Epoxy molded module makes module impervious to dirt, oil, grease and moisture	✓	✓	
Hall Effect integrated circuit.. No points to burn no moving parts to break	✓	✓	✓
Surface Mount Technology	✓	✓	✓
Legal in all 50 states and Canada (C.A.R.B. E.O. #D-57-22)	✓	✓	✓
Compatible with most point type ignition coils	✓	✓	
Adaptive dwell control maintains peak energy throughout the entire RPM		✓	✓
High RPM timing correction		✓	✓
Engine Start-up energy boost		✓	✓
Reverse polarity and over current protection		✓	✓
Compatible with low resistance ignition coils		✓	✓
Thermal Clad construction			✓
Integrated adjustable REV Limiter with LED feedback			✓
Multi-spark ignition system eliminates the need for CD boxes			✓

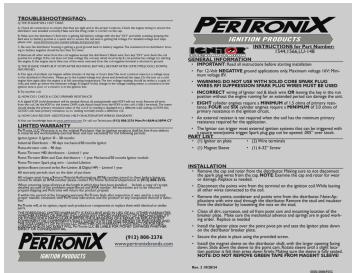
Image: A detailed comparison table outlining features of the PerTronix Ignitor, Ignitor II, and Ignitor III electronic ignition systems, showing which features are present in each model, such as stable timing, epoxy molding, Hall Effect circuit, and CARB legality.

WARRANTY AND SUPPORT

Specific warranty details for the PerTronix Ignitor Electronic Ignition Conversion Kit are typically provided with the product packaging or can be found on the official PerTronix website. Please refer to these resources for the most accurate and up-to-date warranty information.

For technical support, installation assistance, or warranty claims, please contact PerTronix customer service directly. Contact information can usually be found on their official website or in the product documentation.

## Documents - Pertronix – 1544



### [\[pdf\]](#) Frequently Asked Questions Troubleshooting Guide

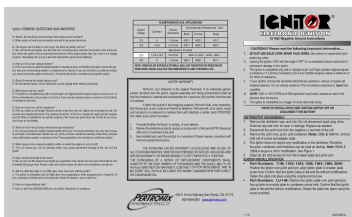
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**1544**,1566,LU-148 GENERAL INFORMATION IMPORTANT: Read all instructions before starting installation...

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Ignitor COMMON QUESTIONS AND ANSWERS Q. What is the first thing I should check if the engine would n ... xcess oil from the breaker plate and point cam.

IGNITOR INSTALLATION FOR Part Numbers: 1149, 1169, **1544**, 1566, 1844, 1866, 2844: Position the Ignitor over point pivot pin, align Ignitor plate to breaa...

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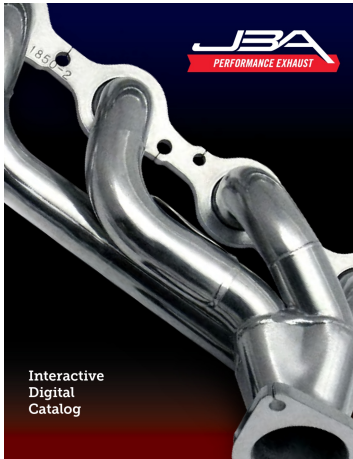
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