

To the Customer:

This ignition coil has been manufactured, using today's technology, and components available. You should now be able to enjoy many miles of trouble free motoring.

Some tips to follow:

1. A new ignition coil alone does not make an engine run well.
  2. Your distributor should be set up properly.
  3. Your charging system should be functioning properly.
  4. Good spark plugs and plug wires.
  5. Good ballast resistor and condenser.
- These are just things that can affect coil performance.

When mounting your coil, be sure it fits in the distributor hole ok. The old coils swell a little with age and sometimes require a little sanding on the distributor pilot. Do not force your coil into the distributor with the mounting screws as you might crack the coil case. Do not over tighten mounting screws. Also, check the carbon brush to see if it is moving freely in the brush hole. (Very important)

Never leave your ignition switch on for any length of time, when the engine is not running. The extreme heat generated in this condition will deteriorate the insulation properties of the coil wire.

Always use a stock ballast resistor in the coil circuit. A good resistor should provide 3.0 to 4.0 volts to the coil at operating temperature. The coil you now have requires 3.0 volts minimum to function properly. Same as requested by the original coil. A good check for your resistor is to get a volt meter, (set in on the 6 volt DC range) with the motor at operating temperature, shut the motor off and connect one meter lead to ground and the other to the battery terminal of the coil. Turn on the ignition key (do not start the motor) and read the meter. You should read from 3.0 to 4.0 volts. Another good resistor check, should you have missing problems, is to jumper the ballast resistor with a piece of wire to provide 6 volts to the coil. If missing goes away, it could very well be a resistor problem.

Should you have problems, be sure to check your condenser. The center post for the mounting screw should be solid in relation to the outer case, any movement here could cause intermittent operation of the condenser.

A further check would be to purchase a new condenser from us or your local auto parts store. Our part# is 78-12300.

Check for good electrical connections, including grounds, and CARBON BRUSH CONTACT, in distributor.

All ignition coils are tested.