- **Proprietory infra-red contactless operation.**
- **High power output transistor for fast and accurate coil switching.**
- **Fixed dwell gives higher performance from existing coil under all conditions.**
- **Fully compatible with Lumenition and Micro Dynamics Rev Limiters.**
- **Performance version with high energy coil also available.**

Lumenition®

OPTRONIC® PERFORMANCE IGNITION

Constant Energy Ignition System

The *Performance* constant energy version, designed for even more power across the whole r.p.m. range.

A wide variety of applications, from rally & racing to classics and marine.

The latest Lumenition Optronic® Ignition system is backed by more than thirty years of continuous research and development. A British invention and British made, it is undoubtedly the world's most reliable ignition system.

A classic ignition for classic cars.

Having been successful for so many years, the Lumenition Optronic® system is ideal for classic racing. Its basic principal is contemporary to the year of manufacture of many classic cars from the early seventies and is an accepted accessory permitted by many racing bodies.

Also available: Lumenition Rev Limiters. Offering simple, easy to fit engine protection.

For complete details of products, vehicle applications and prices, contact your dealer or visit:

www.autocar-electrical.com

Autocar
ELECTRICAL EQUIPMENT CO., LTD
49/51 Tiverton Street, London
SE1 6NZ Tel: 020 7403 4334

Lumenition®

OPTRONIC® IGNITION

Power at the speed of light

The Reliable Electronic Ignition System

- **Instant all weather starting**
- **Better fuel consumption**
- **No maintenance**
- **Better performance**
- **Suitable for most classic vehicles**

Lumenition's Optronic® system is an electronic ignition conversion principally for cars originally fitted with mechanical distributors using contact breaker points and condenser.

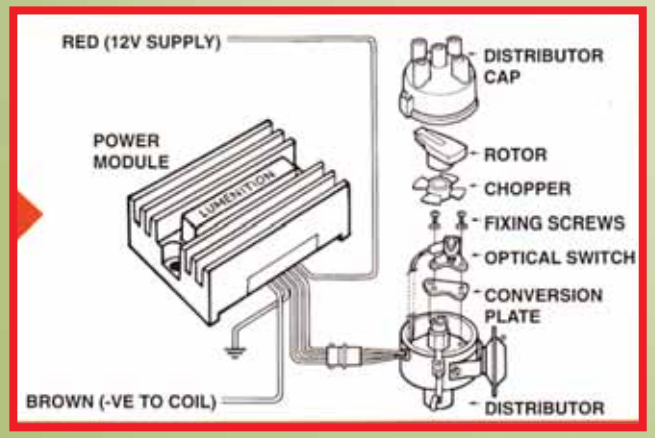
There are only three components, all very compact and simple to fit...

First, an Optical Switch comprising an LED and a matching silicon phototransistor to receive or "see" the LED's infra-red beam.

Second, an interrupter called a *chopper* (with one blade for each engine cylinder.) This is fitted over the cam and rotates, interrupting the beam and creating a pulse.

Third, is a power module that receives the pulse via its internal electronic processor and switches the ignition coil on and off. The coil produces a high tension spark when switched off and is recharged when switched on.

Installation, in most cases, can be carried out in less than an hour -a little longer for distributors with the advance mechanism over the top of the original contact breaker.



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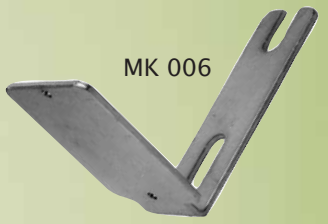
OPTRONIC® IGNITION

It's hello performance and goodbye maintenance, with Optronic® ignition.



Optional mounting bracket, MK 006, is available for quick, non-destructive installation and removal on cherished classic cars.

Technical Details:

Power Supply:	-Ve earth *(+Ve earth available on request)* +12 volt supply withstands 28 volts for 1 min. withstand 13.5 volts for 1 hour (reversed connection) Max. permissible ignition current, 7amps
Operating Temperatures:	-40 to +125˚C -Optical Switch -40 to +85˚C -Power Module
Ignition Timing:	
Dwell angle:	85˚ on 3 cylinder 65˚ on 4 cylinder 45˚ on 6 cylinder 35˚ on 8 cylinder 22˚ on 12 cylinder
Accuracy:	± 1˚ crank at 3000 rpm.

Note:
Dwell angle refers to "coil on" (recovery) time and may differ from the recommended dwell with contact breakers.

Environment:	Humidity to BS 2011 Vibration to BS 2011