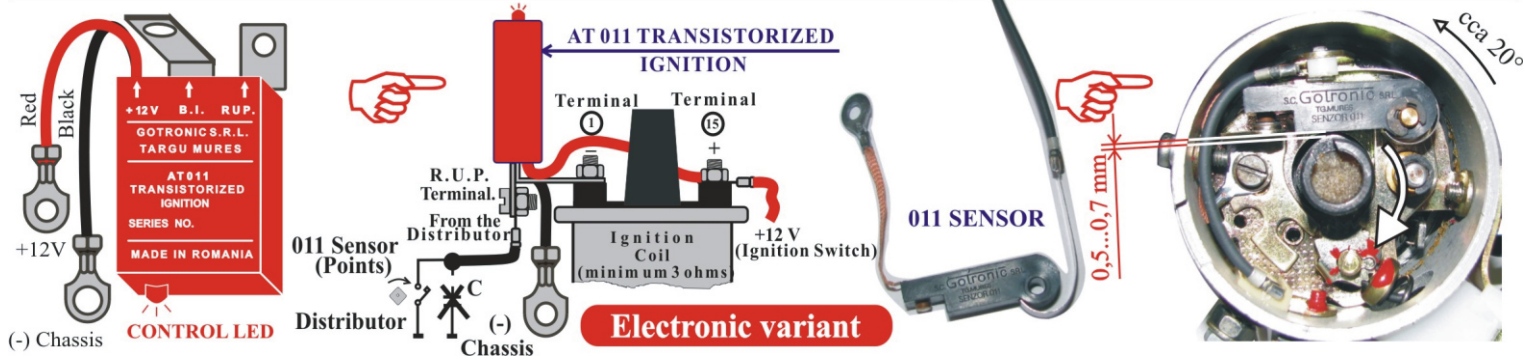


AT 011 TRANSISTORED IGNITION WITH 011 SENSOR (Without Contact Points)

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Generalities and advantages :

Replacement of contact points with the 011 sensro

The AT 011 electronic transistorized ignition, completes the classic system of igniting through sparkle (with contact points) of the gas running engines, the desired goal being their improvements, especially by **ELIMINATING THE CONTACT POINTS (and the mechanic problems caused by it)** :

-The growing and stabilization of the voltage from the primary (and implicit secondary) ignition coil, regardless of the revolution of the engine, voltage of the accumulator and ambient temperature, causing in this way easier startings and a better performance of the engine, even in extreme working conditions.

-Possibility of working with the **011 Sensor instead of points, or with contact points!!!**

-Limitation of voltage and current on the points's contacts, protecting them in this way from the spring and electric current that wears them off.

-Possibility of quick analysis of the points, of the voltage from the ignition coil's terminals and of the static power feed's regulation with the incorporated **CONTROL LED** .

TECHNICAL CHARACTERISTICS :

-Nominal voltage of working : $14 \pm 0,5V_{cc}$. (Guaranteed from 8V to 18V)

-Ambient temperature of working : $-35^{\circ}C$ to $+90^{\circ}C$.

-Engine revolution : 30 rot/min. To 12.000 rot/min. (Four-cylinder four-stroke engine)

-Total protection against water and humidity.

-**Minimum ohmic resistance of the primary ignition coil = 3 ohms (Total resistance of the ignition coil's terminals with additional resistance)**

INSTRUCTIONS : (see drawing and technical characteristics)

-The **AT011 Electronic Transistorized Ignition** will be set directly on the ① (-) terminal of the ignition coil, in the place of the conductor that comes from the points, with the **B.I.** marked terminal from the assembly box. (Preferable with the terminals oriented downwards, not to accumulate water between them and to be able to visualize the **CONTROL LED**). The conductor that comes from the contact points is connected to the **R.U.P.** marked terminal from the assembly box. The red conductor marked with **+12V** is connected to the ② (+) terminal of the induction coil (+accumulator through the ignition key), and the black conductor to the car's frame (-) (Ground)

- **The 011 Sensor** is set in the mobile point's place at a distance of cca **0,5...0,7 mm from the cam's top of the distributor shaft**. The wire from cupriferous braid is connected to the fixed point's screw (-). The distributor is spun anticlockwise and the static advance angle is regulated with the **CONTROL LED** or any other method! (Until the relanti revolution is maximum with the heated engine) .

Warning !!!

- Fixed point's is always in contact with the sensor. The condenser from the points must be detached from the circuit, leaving its conductor, together with the terminal, free and **DON'T** use the ignition coils with shorted on additional resistance (lack) or with ohmic resistance **lower than 3 ohms**. The distributor's secondary wiring must be verified (**max. 4 Kohms**), as well as the cleanliness and integrity of the Distributor Cap, the rotor (pipe) and the spark-plugs. The conductor from the turometer remains on terminal ① (-) of the ignition coil. For optimum performances, the distance between sparkle-plugs can be increased up to cca 1mm (only if you have a good quality induction coil, high voltage wires and spark plug). **It is possible for the engine not to work, or to work defectively if the electrical system from the car is not in normal parameters.**

THE DIAGNOSIS AND REGULATION OF THE IGNITION SYSTEM with the CONTROL LED's help:

The **CONTROL LED** device indicates the points' state (position), it lightens when the contact points is in closed position. (ignition key starting engine position). The presence of the voltage from the ignition coil's terminals and the points' function can be seen in the moment when you use the starter or when you spin the engine with the handle, (low revolution) by the LED's ignition and extinction, proportional with the engine's revolution.

Regulation of the static forward flow :

The engine's volant is positioned with its sign in straight with the sign on the engine's frame , after which the ignition key is put into contact (starting engine position) and the distributor is spun until the **CONTROL LED** device switches off, moment which indicates the sparkle's production. (When the engine is running, the **CONTROL LED** device is seen apparently continuously switched on because of the high revolution and of the fact that the human eye cannot perceive it). **WARNING!!!**: Don't let the key in contact on the starting engine position for more than 5 to 10 minutes, because you risk to deteriorate the device and the induction coil by overheating.

DECLARATION OF CONCORDANCE :

GOTRONIC Ltd., assures, guarantees and declares on its own responsibility ,according to the contents of art. no. 5 from H.G. Nr. 1.022 / 2002, that the **AT 011 Transistorized Ignition product and 011 Sensor** do not endanger life, health, work security, not causes a negative impact on the environment and it is in concordance with the Company's Standard Documents CS 02/2007.

WARRANTY CERTIFICATE AND CONDITIONS:

GOTRONIC Ltd. guarantees the good function of the product for 24 months from the sale's date, in correct conditions of assembling and exploitation, according to the instructions given and to the completed Warranty Certificate. (**Compulsory assembling in authorized Auto Service**)
Product soled to client (Name, complete address, telephone no.): Matriculation no. (**Completed by the service unit**).....

..... Sensor series no.....

with the invoice (receipt) no. and date..... Ignition series no.....

The product is unrepairable and its replacement in warranty time is made according to the completed Warranty Certificat and purchasing invoice on which the series no. of the product is written, in term of 10 days.

Customer's
signature

Stamp, date and signature of the authorized service unit
Where it was assembled Where its malfunction was tracked down

The unit's stamp and
customer's signature