



Constant Energy Ignition Conversion

Aston Martin Heritage Operations have introduced a new Constant Energy Ignition System to replace the original Opus Ignition system fitted to all AMV8's up to Chassis numbers. AMV8 Saloon SOR 12350
Volante COR15285

The new system represents a substantial improvement in reliability, performance and potential economy.

The system comprises:

Coil	Part No: 07-27252
Distributor/amplifier module	Part No: 07-27668
Link Lead	Part No 07-27771

The coil should be located on the RH inner wing.

The advance / retard characteristics of the constant energy system distributor are identical to those of the Opus system. Therefore the ignition timing of the vehicle remains unchanged.

Installation Procedure.

1. Remove all Opus ignition components from the vehicle, ie distributor, amplifier, ballast resistor and coil. The distributor must be retained for return to your dealer as this system is supplied strictly on an exchange basis.

Note. It may be found advantageous to rotate the engine to obtain a setting of TDC firing on No 1 cylinder before removing the distributor.

2. Fit the coil on the RH inner wing where the Opus unit has been removed.

3. Install the distributor / amplifier module and static time the engine as required, Connect all the high tension leads, making sure that the correct firing sequence will be obtained.

Connect low tension leads to the coil, Green to + and Black to -

4. Reconnect the vacuum retard pipe to the back of the vacuum unit.

5. Connecting the installation into the existing vehicle harness.

- a. The original vehicle wiring consists of a plug terminal, suitable for connection to the Opus ballast resistor. Connect the new Link Lead into this plug.
- b. The white and blue (ballast resistor) wire is no longer required and can be left in the plug.
- c. Connect the white (12v feed) wire to the positive side of the coil, and the yellow/blue (rev counter trigger lead) wire to the negative side of the coil.
- d. The distributor / amplifier module incorporates 3 wires, positive to coil, negative to coil and an earth, which is connected to the distributor body.

NB. The two systems have different resistance values and it is therefore necessary to install two resistors in the rev counter trigger lead (yellow/blue), which are included in the new Link lead. This is to prevent any malfunction of the rev counter.

6. Check the ignition timing and reset if necessary in accordance with the instructions in the workshop manual.