

AMERITECH INDUSTRIES



Certified Electronic Ignition Systems



Installs like a mag

Times like a mag

Fits like a mag

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(800) 292-7767

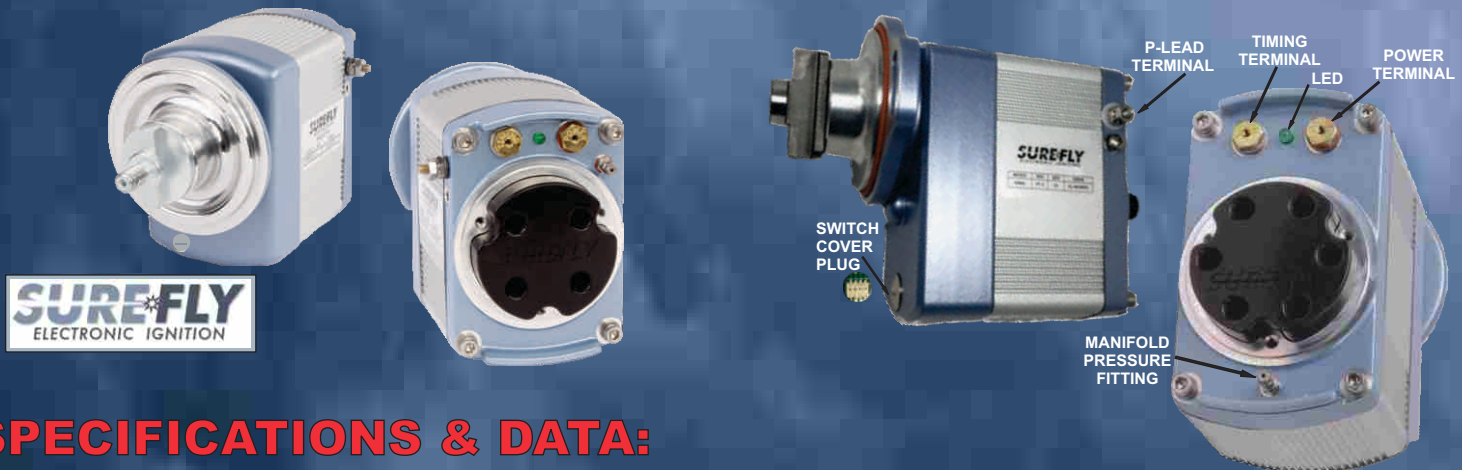
PERFORMANCE • ECONOMY • RELIABILITY

NO OTHER MODIFICATION TO YOUR AIRCRAFT WILL HAVE AS MUCH EFFECT AS UPGRADING TO ELECTRONIC IGNITION!

Electronic ignition systems have greater spark energy as well as variable spark timing. These two basic changes can improve fuel efficiency on an average 6 to 15%.

BENEFITS USING ELECTRONIC IGNITION SYSTEMS:

- Efficiency - Fuel Savings
- Hot & Cold Starts - Reduced or Eliminated
- Improved High Altitude Performance - Timing Adjusted With Altitude
- Engine Operation - Smoother
- Spark Plug Fouling - Reduced
- Maintenance Costs - Reduced
- Higher Voltage Output



SPECIFICATIONS & DATA:

- Solid State Electronics
- Minimal moving parts -
4 Cyl. units have input shaft,
(2) sealed bearings and oil seal
6 Cyl. units have (2) additional
engineered gears
- No interval inspections
- Engine TBO or 2000 hours,
whichever is greater
- Retards spark to TDC for easier starts
- Lighter weight, .5 to 2 lbs.
- Independent Coils - a single dedicated coil to each cylinder
- Use "Slick" style shielded aviation harness
- Input voltage 6-30 volts
- Avg. Current @2700 RPM 500 mA
- Aviation spark plugs - gapped .016" to .036"
- Up to 38 degrees ignition advance - RPM & MP based
- Hall Effect sensor provides velocity and position input
- Manifold pressure sensor range - 6-74 inHg
- Operational temp range - 35 to 250 F
- Minimum 35 mJ spark energy to 50⁰ mJ nominal energy

* Simple installation:

1. Install Power Wire - The SIM (SureFly Ignition Module) requires continuous power for all operations.
2. Remove old magneto - On 4-cylinder engines, move magneto gear to SIM.
3. Set SIM Timing - Remove switch cover plug to set SIM default timing. Set SIM shaft to TDC by applying Power Wire to "TIMING" terminal on SIM. LED on SIM will illuminate. Carefully rotate shaft until LED extinguishes. SIM is now at TDC.
4. Install SIM - Carefully install SIM making sure LED remains extinguished. Finger tighten mounting clamps and move Power Wire to "POWER" terminal.
5. Reattached Harness, P-Lead and connect Manifold Pressure Hose - If using "Slick"-style harness, simply reattach it. Connect P-Lead to P-Lead Terminal. Connect manifold pressure source to Manifold Pressure Fitting.
6. Run and Fly - There is nothing more to connect or install. Sign logs, test run and Fly.

* This overview is for marketing purposes only - Use FAA Approved Installation Instructions SIM-MANUAL for actual installation.

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