

AB14 Amplifier Internals: The Lucas 1.0uf capacitor is not available. Most all US cars with the 4 pin GM HEI Ignition system used a .3uf RFI (*Radio Frequency interference*) capacitor before 2000, later cars are using .47uf/250 volts capacitors for ignition coil RFI. You will have to modify mounting tab for installation inside amplifier, or you can just put the capacitor on Ignition coil mounting bolt. **MOPAR 5149011AA Ignition Capacitor (\$15), MOPAR 4606866AA, Standard RC26 or similar.**

The Lucas 350-volt clamping Zener diode is not available. Although with the current 4 pin module **shouldn't need extra external protection** from a 350 Volt clamping diode, you can wire a 190-volt and a 160-volt clamping diode ***in series*** to achieve the desired 350-volt protection. **(1N5387B, 190V, 5W ZENER DIODE) (\$1.10) and a 1N5384B, 160V, 5W ZENER DIODE (\$1.10) (E-Bay) Ground one end to one of the two mounting screws for the ignition module.**

The Lucas AB14 4-wire units (DAB106) are the same as the 2 wire units (DAB102), except for 2 internal resistors circuits, one for the Tachometer (10K) and one for EFI triggering (6.8K).



Left picture is Original 4 wire amplifier, with two resistors in rubber housing, just above the condenser (RFI capacitor), and the Lucas Zener Diode is on top right corner.

Right picture is current aftermarket amplifier with (2) resistors in shrink-wrap and (2) Zener diodes **in series** inside shrink-wrap, grounded to left Ignition module attachment screw.

