

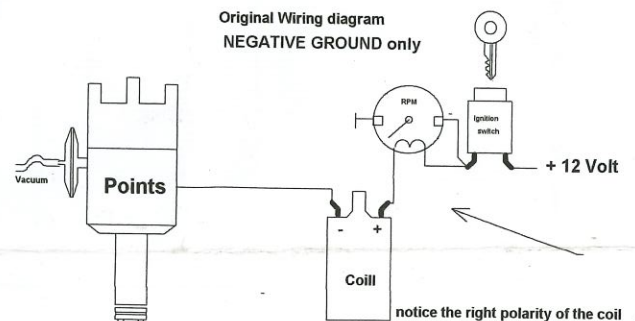
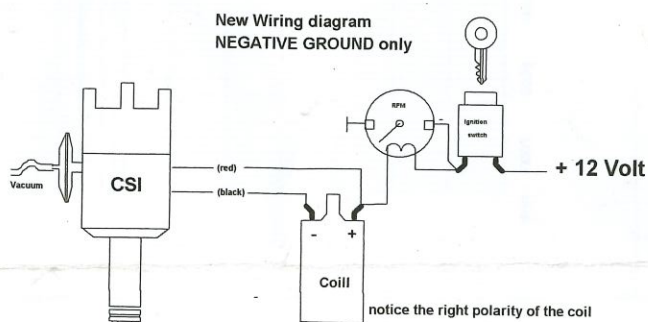
36-380=
Full Add
250
by
100
100

Classic Sport Ignition – Lucas Negative Ground

Please read this instruction carefully. An incorrect installation can destroy the CSI and/or damage the engine! In case of any doubt, please consult an expert. Watch out for high voltage!

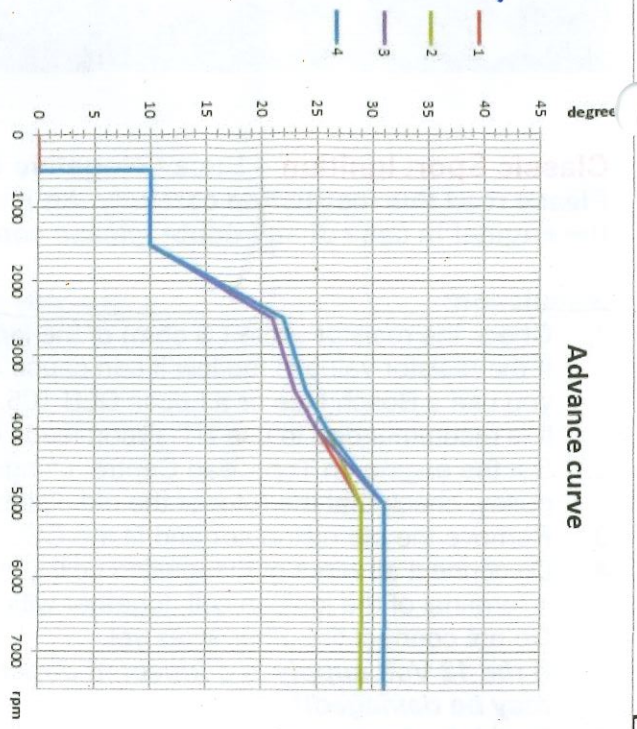
Installation:

- Check the resistor value (3 ohm) of the ignition coil. (more than 2,5 ohm)
If the resistor value is too low it can cause overheating and/or damage the CSI. It is recommended that you use a Bosch blue or a Lucas DLB 105.
It is recommended to use HT silicon leads (with resistance of 2 K ohm to 5 K ohm).
- Set the engine on Top Dead Centre, using the original timing marks at the flywheel or crankshaft pulley, check that the rotor of the old distributor points to the number one ignition cable of the cap.
- Remove the old distributor and fit the CSI.
- Disconnect all wires of the ignition coil. Determine the 12 Volt power supply wire and connect it to the + terminal of the ignition coil, together with the red wire of the CSI. (See the diagram)
Do not connect the other wires yet.
If the 12 Volt supply is connected directly to the black wire, the distributor will not work and may be damaged!!
- Switch the ignition on.
- Turn the CSI body to the left (anti clockwise) until the led flashes; the number of times that the led flashed is the curve number that is currently set.
- Select, with the help of a small Philips screwdriver, the right curve (see table).
- Slowly turn the ignition to the right (clockwise) until the blue led lights continuously. The CSI is now adjusted to the static adjustment point. The rotor must be pointing now again to the number one ignition cable of the cap.
- Tighten the CSI, switch the ignition off and connect the black wire to the negative terminal of the coil.
- Assemble the distributor cap and connect the ignition cables, watch the fire order and keep the high-voltage cables as far away as possible from the other cables (to prevent interference).
- Put the car in neutral and start the engine.
- Check the dynamic adjustment with the help of a stroboscope and check that it is set on 10 degrees at idle (600-1000 rpm). You may need to adjust (rotate) the distributor to achieve the 10 degrees.
- If you want to change the curve number, turn the ignition on, (don't start the engine) and remove the cap. You will see the led flashing. If the led doesn't flash, crank the engine a little bit until the led flashes. Select, with the help of a small Philips screwdriver, the right curve (see table).

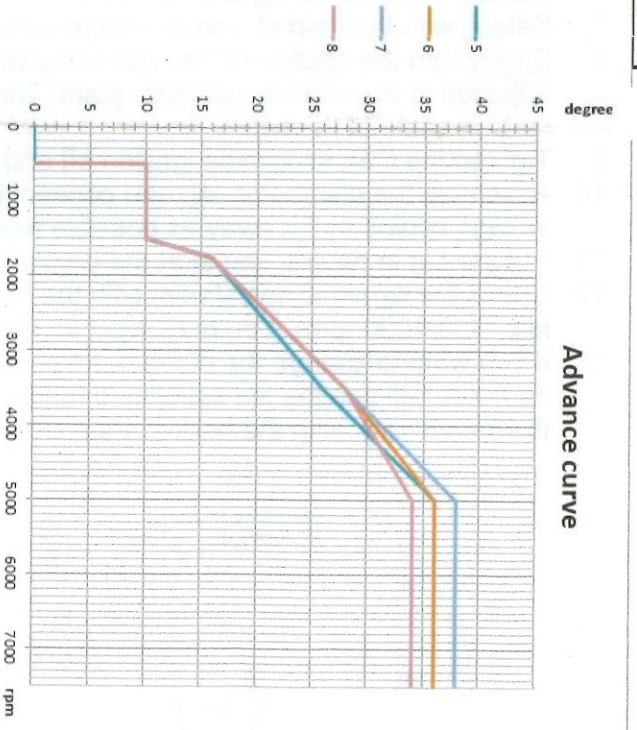


CSI-Ignition is not responsible for any kind of engine damage!!! If you are not sure, please seek the advice from an Expert!!!

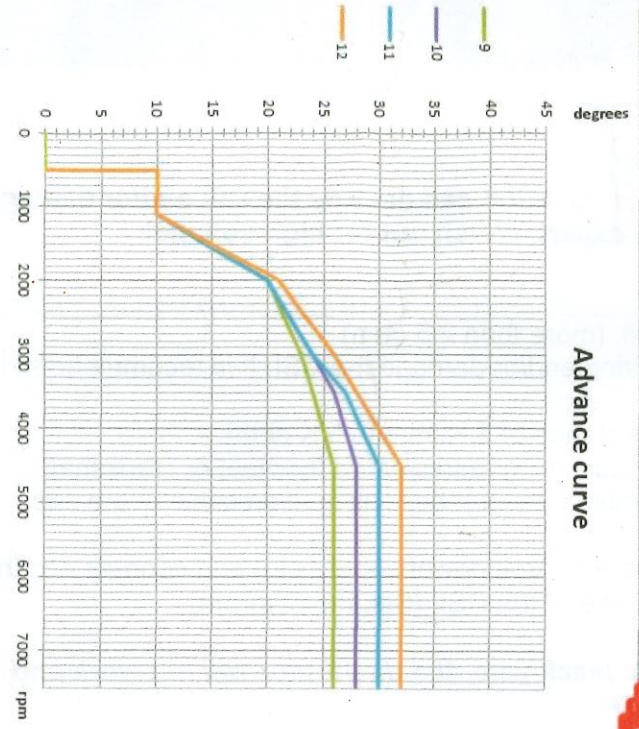
Full
Adv.
1



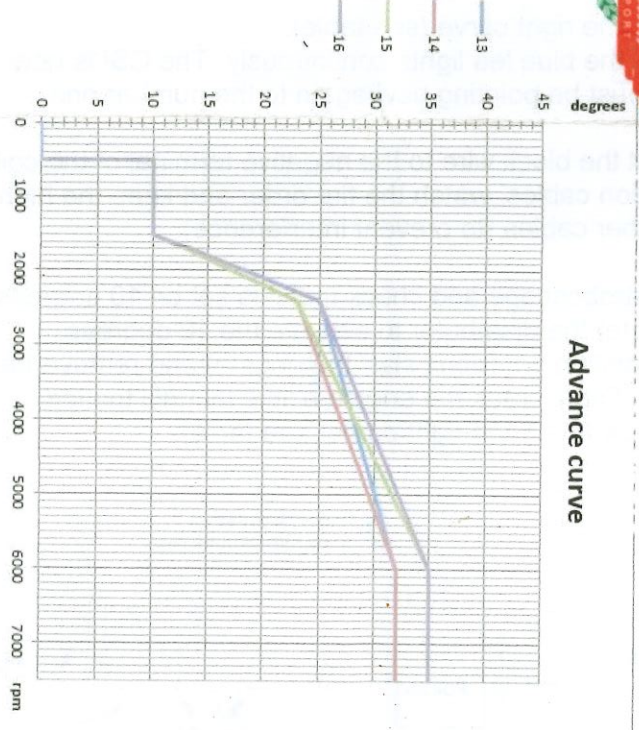
Advance curve



Advance curve



Advance curve



Advance curve