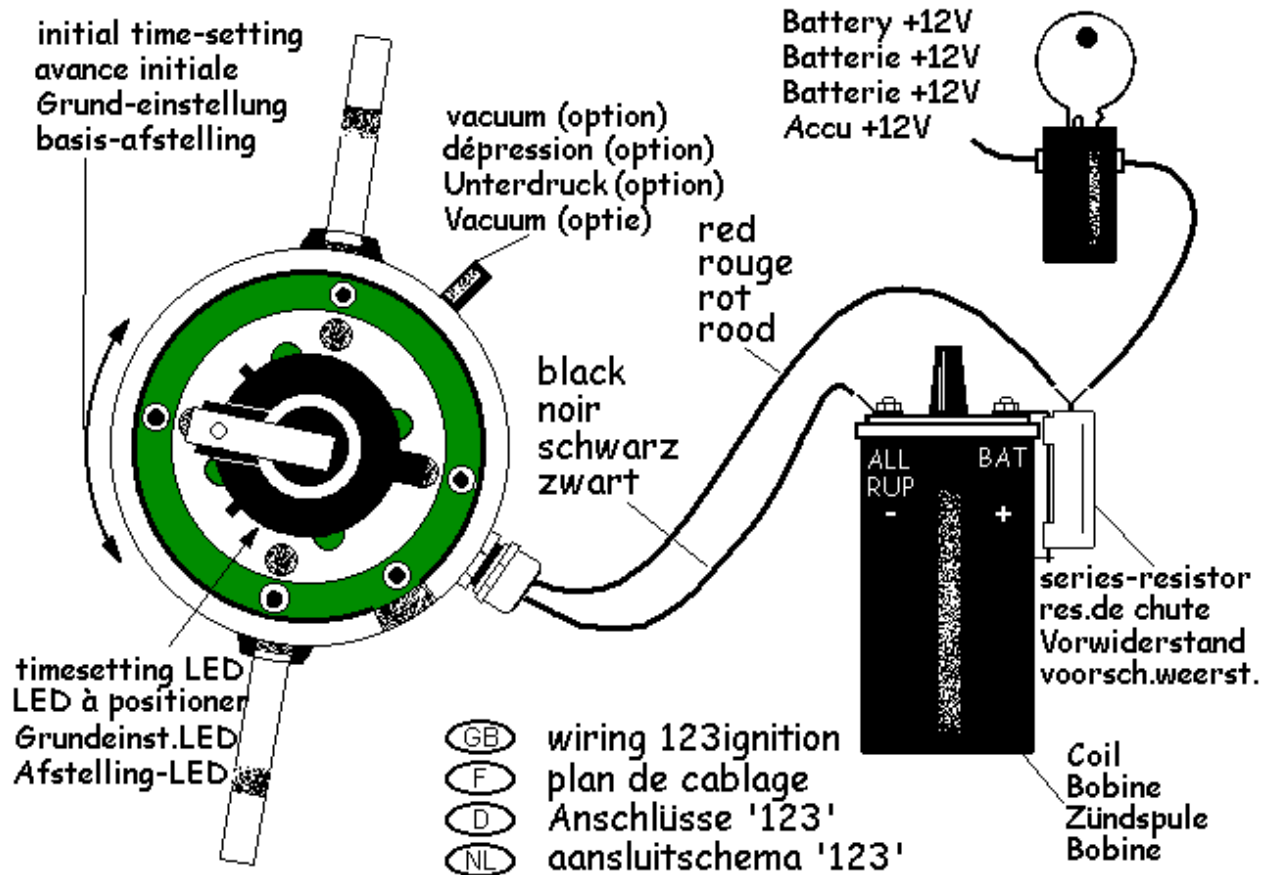


Installation instructions '123ignition'

type : 123\ID & 123\IDV
for : 1911 cc engines



STEP 1

Jack up the left front wheel of the car just enough to clear the tire of the ground. Engage 3th or 4th gear so that the engine can be turned over by turning the road wheel. Remove the distributor cap and turn the wheel to the point where the position of the rotor indicates that number 1 cylinder is in the firing position.

Insert a 6mm pin into the timing hole on the flywheel bell-housing.

Turn the wheel until the timing pin slides into the timing hole in the flywheel.

The engine is now locked at the end of the compression stroke of the number 1 cylinder, at 10 degrees before Top Dead Center. (TDC)

NOW REMOVE THE 6 MM TIMING PIN!

STEP 2

Make a **direct** connection between the 123-housing and the '**minus**'-connection of the battery. You can use the M5-threaded hole in the bottom of the 123-housing.

STEP 3

Remove the spark plug cables, and the high tension cable to the coil, from the distributor cap. Remove the distributor from the engine. Take the mounting clamp of the distributor, and install it onto the “123” with enough play to allow some rotation. Place the “123” into the engine, and turn the rotor gently until the unit drops into place. Now rotate the “123” distributor housing until the distributor rotor lines up with the number one firing pin on the distributor cap with the cap installed on the “123”.

STEP 4

Connect the red wire from the “123” according to the diagram. Do not connect the black wire yet; make sure it is not making contact anywhere. Turn on the ignition.

Turn the “123” housing slowly **counter clockwise** until, looking through one of the four holes in the disk under the rotor, you can see the LED just coming on. (Press, whilst you are doing this, the rotor counterclockwise to remove play)

Now tighten the pinch-bolt of the mounting clamp. Make sure that the (clamp hold down) bolt is located in the center of the slot, and tighten the nut securely. Note that this is the ground for the ignition! Turn off the ignition.

STEP 5

Connect the black wire to the coil according to the diagram. Connect the sparkplug cables to the distributor cap; going clockwise the order is 1,3,4,2.

Connect the high tension wire from the distributor cap to the coil.

Install the distributor cap onto the “123”. Be sure to keep the red and black wire away from the high tension wires! Use tie-wraps for example.

STEP 6

You can now start the engine. If you have a unit with vacuum-advance, don't forget to connect the vacuum-tube! Enjoy your **123ignition** !