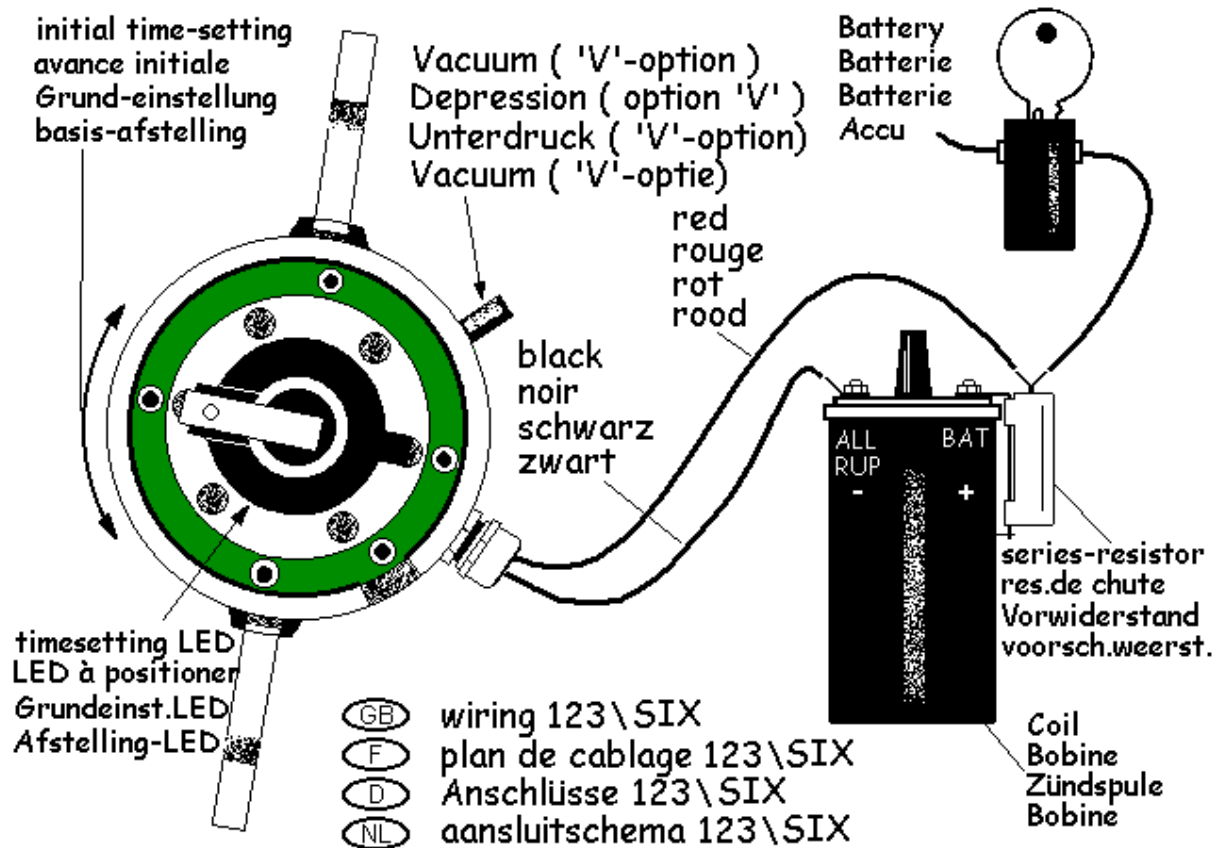


## Mounting instructions for the '123ignition'

type : 123\ALFA-6-R-V  
for : Alfa 2600 engines



### IMPORTANT

Please read the entire instructions before you begin installation. If after reading you are unsure of the procedure to be followed, please ask someone who knows. Remember to work safely.

### STEP 1: Find the static timing point

On the old distributor, note the position of the ignition wire to the number one cylinder. Remove the distributor cap and turn the engine so that the rotor points to the number one cylinder position, as previously noted.

Now turn the engine to the top dead center mark ( TDC ) **for cylinder number one.**

( in other words, keep in mind that you find this point, whilst the rotor of the old distributor still points towards the cable-exit on the distributor-cap for cylinder number 1.

### STEP 2: Out with the old, in with the new

Now remove the spark plug wires and coil wire from the old distributor cap and remove the old cap.

Disconnect the points wire from the coil. Unscrew the hold down nut at the base of the distributor and pull the old unit out. Now remove the cap from the '123' and carefully insert

the '123' in the hole, turning the rotor until the drive-gears mate and the unit falls into place. Rotate the housing of the '123' so that the cables come out conveniently. If necessary, the drive gear can be **repositioned** on the shaft to accommodate a different rotational position. To do this, remove the '123' and carefully remove the retaining spring from the drive gear, then use a small punch to tap out the pin and reassemble at an angle more suitable to your needs.

### **STEP 3: Static timing the '123'**

Connect the red wire to the BAT-terminal of the coil, according to the schematic. For now, do NOT connect the black wire. Turn on the ignition.

Slowly turn the housing of the '123' **counter** clockwise, until the green LED just lights up. The LED shines through one of the six holes in the aluminium disc below the rotor. While turning, also press the rotor in a **counter** clockwise direction, to remove any free play in the drive gear.

With the '123' in this position, tighten the hold down nut securely, as it is also the electrical ground of the '123'. Turn off the ignition.

### **STEP 4: Finish the wiring**

Connect the black wire to the RUP-terminal of the coil, according to the schematic.

Connect the spark plug leads in the proper sequence to the cap, starting with the wire for the number one cylinder at the position pointed to by the rotor of the '123'.

Also connect the high voltage wire from the coil to the center position of the cap. Attach the cap to the distributor.

Keep the red and black wire away from the high voltage leads and away from moving parts, using tie-wraps or other suitable means.

### **STEP 5: Start and test drive**

You can now start your engine. If you have worked accurately, your ignition should be adjusted well enough to take a test drive. To achieve ultimate accuracy a fine adjustment using a stroboscope could be performed.

Enjoy your 123ignition!

### **TIPS**

- Do NOT disconnect ANY electric wire, when the engine is running. This is bad practice when using high-tech electronic systems, such as the 123ignition.
- Sparks are much stronger with a 123ignition : use good quality sparkplug leads, and a good coil. The primary resistance should **not** be lower then 1 ohm.
- Resistor-core silicone ignition-leads are the better choice!
- Mistrust old coils : they all look alike, but you can't see if they have been overheated many times! Buy a new one, now you know that this one will not be overheated anymore...
- Replace the cap and rotor every 30.000 km. Here is ordering info :  
 Bosch straight cap : 1.235.522.051, 1.235.522.060, 1.235.522.103,  
 1.235.522.109, 1.235.522.147  
 Bosch rotor: 1.234.332.024

## Technical data

Operating voltage	4,0 to 15,0 Volts, negative earth only.
range	600 to 7000 rpm
temperature	-30 to 85 degrees Celsius
coil	stock coil, or "High Energy"-coil, primary resistance <b>not</b> below 1 ohm.
engines	Alfa 2600 engines
dwll	microprocessor controlled, depending on coil current
current-timeout	after +/- 1 second. If the engine is not running, the current is switched off to prevent overheating of the coil
spark balance	software controlled, better then half a degree crankshaft
wiring	red = +6 resp. +12 Volt

( CURVE # "0" : ALFA ROMEO 2600 )

000 >>> 000 >>> 000 >>> 000 >>> 000 >>>	( 0 - 400 rpm )
000 >>> 000 >>> 000 >>> 040 >>> 080 >>>	( 500 - 900 )
120 >>> 130 >>> 140 >>> 150 >>> 160 >>>	( 1000 - 1400 )
170 >>> 179 >>> 188 >>> 197 >>> 206 >>>	( 1500 - 1900 )
215 >>> 224 >>> 233 >>> 242 >>> 251 >>>	( 2000 - 2400 )
260 >>> 269 >>> 278 >>> 287 >>> 296 >>>	( 2500 - 2900 )
305 >>> 314 >>> 323 >>> 332 >>> 341 >>>	( 3000 - 3400 )
350 >>> 359 >>> 368 >>> 370 >>> 372 >>>	( 3500 - 3900 )
375 >>> 377 >>> 380 >>> 382 >>> 385 >>>	( 4000 - 4400 )
387 >>> 390 >>> 392 >>> 395 >>> 397 >>>	( 4500 - 4900 )
400 >>> 400 >>> 400 >>> 400 >>> 400 >>>	( 5000 - 5400 )
400 >>> 400 >>> 400 >>> 400 >>> 400 >>>	( 5500 - 5900 )
400 >>> 400 >>> 400 >>> 400 >>>	( 6000 - 6400 )