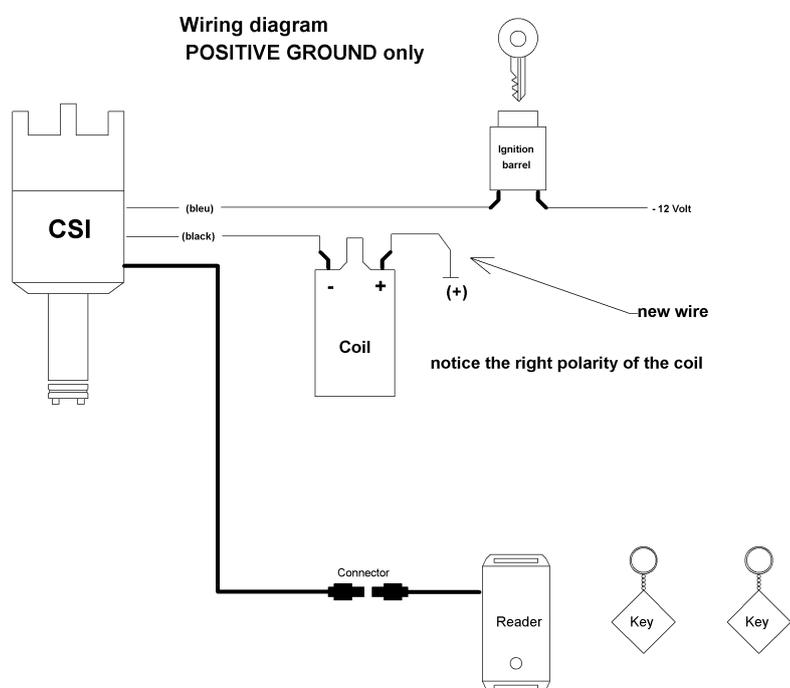




Classic Sport Ignition with Immobilizer – Lucas 23D/25D POSITIVE ground

Adjustable for different curve's (max. 16, see table)
Suitable for 12 Volt; Positive earth only and original ignition coil.
For 12 Volt; ignition coil more than 2,5 ohm.

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.
Pay attention for high voltage!



Installation:

1. Check the resistor value of the ignition coil! For 12 Volt: 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 Lucas DLB 105.
2. Set the static adjustment at 10 degrees BTDC, using the original timing marks from flywheel or crankshaft pulley, make sure that the rotor arm points to the number one spark plug.
3. Remove the old ignition and place the CSI.
4. Disconnect all wires of the ignition coil. Assemble a new wire from the **positive** contact of the coil to the ground. Determine the **-12 Volt power supply wire** and connect it to the **bleu wire** of the CSI. Do not connect the other wires yet.
If the 12 Volt will be connected directly to the **black wire**, the output stage will get damaged!!



5. Install the immobilizer:

The immobilizer has the following components:

- Cable with connector and reader
- Key fobs programmed with a unique code (no batteries needed)

Install the reader behind (not metal) or under the dashboard, near to the ignition lock.

The reader detects the keyfob from ± 5 cm/ 2 inch distance.

You can use screws or Velcro for the installation.

Put the cable connected to the ignition true the firewall between the engine and the dashboard.

Connect the cable with the cable of the reader.

The immobilizer is ready for use

6. Turn the ignition on and unlock the immobilizer with the key fob (see the starting procedure below)
7. Check the adjustment with the help of a stroboscope and check that it is set on 10 degrees at idle (500-1000 rpm). You may need to physically adjust the distributor to achieve the 10 degrees
8. Turn the CSI to the left until the led flashes; the number of times that the led flashed is the curve number that is currently set.
9. Adjust, with the help of a small Philips screw driver, the right curve (see table).
10. Slowly turn the ignition to the right (clockwise) until the blue led lights continuously. The CSI is now adjusted to the static adjustment point. Tighten the CSI.
11. Turn off the ignition and connect the black wire to the **negative** contact of the ignition coil.
12. Assemble the distributor cap and connect the high voltage cables, watch the order and keep the high-voltage cables as far away as possible from the other cables (to prevent interference).
13. Put the car in neutral and start the engine.
14. The possible wire of the tachometer can now also be connected to the black wire.

Starting procedure:

The reader detects the key fob from ± 5 cm/2inch distance.

When you turn the ignition key on the reader will beep one time.

After recognizing the key fob the reader will beep three times. The CSI-Ignition is now unlocked, you can start the engine.

If the reader doesn't detect the key fob the procedure will repeat 4 times, starting with 1 beep. If there is no recognizing after 5 times, the reader will beep continuously as an alarm.

When you switch off the ignition lock, the procedure will start again.

For the latest updates and additions please advise: www.csi-ignition.com