



Classic Sport Ignition – AUSTIN HEALEY 100-6:

How to choose the correct CSI-Ignition and curve:

To start:

Start with a good running engine and be sure that your carburettor has the right mixture.

In the curves you will find information about the advance at different rpms.

Less advance means normally less power. More advance will give you normally more power.

But be aware too much advance will give less power and engine damage. If knock is detected, step directly back to the previous curve.

Important is, to find the curve that will give you the best power at the lowest advance.

If you have any doubt about tuning, please advise a knowledgeable engine tuner.

To select the correct version of the CSI-Ignition for your car:

First: Select the right housing

For the Austin Healey we offer a Lucas 23D housing for the tuned engines without vacuum and a Lucas 25D for the standard engines with vacuum.

Second: Select the right CSI-ignition curve type

Choose the right CSI-Ignition curve type:

Optimized: standard and light tuned cars with vacuum

Tuned: tuned engines non vacuum

Third: Select the right curve

We programmed 16 different curves in the CSI-Ignition. These curves are based on the most common curves for the different engines. We adjusted the curves to the commercially available fuels and tuning techniques.



Change the curves with a small philips screw driver.

For the Triumph Healey 100-6 we have two ways to choose your curve:

- 1: If you know your distributor number and car type, you can choose the right curve directly from the table below. Please check the details in your workshop manual. Be sure that the statistic setting is set on 10 degrees BTDC, choose the right curve and you can start your engine. Adjust the idle setting of your carburetors, so that your engine run smooth. If necessary you can also adjust the CSI-Ignition a few degrees, by turning the housing. If you have worked accurately, your ignition should be adjusted well enough to take a test drive. If the engine runs good you are ready if you think there is more to win, please follow step 2.

Austin Healey 100-6

Distributor nr:	Distr. Type:	Car type:	Curve nr:
40532A	25D6	100-6 BN4	4
40581A	25D6	100-6 BN6	11
40662A	25D6	100-6 BN6	12

- 2: If you don't know your distributor number or your distributor number is not listed, or you want to tune, follow the below steps

Check with a stroboscope if your engine is set on 10 degrees BTDC

To start, set the CSI-Ignition on curve 1, the led light will flash once. You can now start your engine. Adjust the idle setting of your carburetors, so that your engine run smooth. If necessary you can also adjust the CSI-Ignition a few degrees, by turning the housing. If you have worked accurately, your ignition should be adjusted well enough to take a test drive. Make a test drive and then work your way up through the curves. Every time you chose a higher curve, make a new test drive; listen carefully for evidence of knock. If knock is detected, step back to the previous curve. Engines run under sustained knock conditions can be damaged

The ignition starts with advance at 1000 rpm and the created curve will go to a maximum advance at a programmed maximum rpm. In the graphs you will find the 16 different settings. You can tune by choosing one of the 16 different curves. If you think that you didn't find the maximum advance, or you want a lower maximum advance, you can also adjust the static setting from 10 degrees to a higher or lower number. The maximum advance will also go up or down by the same degree the static timing is adjusted either way. So if the curve has a maximum advance from 30 degrees at a static setting of 10 degrees and you change the static setting to 12 degrees, the maximum advance will also go up with 2 degrees. Always check the settings with a stroboscope. Please be aware that knocking at high rpms is very difficult to detect. If you are not sure, seek expert advice and consider rolling road tuning.

When you find the curve that suits your car you are ready.

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

See for the latest updates and additions: www.csi-ignition.com

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