



## **Classic Sport Ignition – Mini Curves:**

### **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 mini the following Lucas houses where used:

23D/25D Positive earth Minis until 1959 until ±1970\*

23D/25D Negative earth Minis until 1959 until 1974\*

43D/45D Minis from 1974 until 1979\*

59D/59DNV Minis/ Metro engines from 1979

*\*The 23D/25D and 43D/45D ignitions are interchangeable, the 59D will not fit in the other engine types.*

#### **Second: Select the right CSI-ignition Mini series**

Choose the right CSI-Ignition Mini-series:

Optimized: standard cars with vacuum

Tuned: Cooper S models and tuned mini engines

#### **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.

To start, check if the CSI-Ignition is set on curve 1, the led light will flash once. You can now start your engine. 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, do another 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 changing 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 change to 32 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 advise of an expert!!!***

*For the latest updates and additions please advise: [www.csi-ignition.com](http://www.csi-ignition.com)*



***Changes the curves with a small philips screw driver.***

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