



Classic Sport Ignition – Lucas Negative Ground

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. Watch out for high voltage!

Immobiliser

The immobiliser has the following components:

- Cable with connector and reader
- Key fob – battery-less, pre-programmed with a unique code (2 supplied)

The reader should be mounted as close to the ignition switch as possible. The key fob needs to be within 5cm (2") of the reader to register with the immobilizer when the ignition is switched on. The key fob will not register through metal panels. The key fob only needs to register once with the reader, it does not need to be permanently close to the reader.

Alternatively the reader can be mounted away from the ignition switch but the key fob will still need to register with the reader when the ignition is switched on. In this instance we recommend care not to lose the key fob as replacement must be uniquely coded to the CSI-Ignition distributor.

Immobiliser starting procedure

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

The system allows for four attempts for the reader to detect the key fob. Each time it starts a cycle it will beep once. If by the fifth try the reader does not detect the key fob it will beep continuously as an alarm. The alarm can be deactivated by turning off the ignition. Switch on the ignition to start the cycle again.

Installation:

1. Check the resistor value (3 ohm) of the 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 Bosch blue or a Lucas DLB 105.
It is recommended to use HT silicon leads (with resistance of 2 K ohm to 5 K ohm).
2. Set the engine on Top Dead Centre, using the original timing marks at the flywheel or crankshaft pulley, check that the rotor of the old distributor points to the number one ignition cable of the cap.
3. Remove the old distributor and fit the CSI.
4. Install the immobiliser key fob reader. Carefully run the immobiliser cable from the CSI distributor through a suitable hole in the bulkhead to the position where you want to mount the reader. You may need to drill an extra hole through the bulkhead for this cable, ensure the cable is protected with a grommet. This cable cannot be extended.
5. Fix the reader behind/under the dashboard. The reader can be fixed with screws or double-sided adhesive tape. The position of the reader will vary from car to car. Make sure it is installed securely and out of sight.
6. Connect the cable to the reader. The immobiliser is ready to use.
7. Disconnect all wires of the ignition coil. Determine the 12 Volt power supply wire and connect it to the + terminal of the ignition coil, together with the red wire of the CSI. (See the diagram)
Do not connect the other wires yet.

If the 12 Volt supply is connected directly to the black wire, the distributor will not work and may be damaged!!

8. Switch the ignition on and unlock the immobilizer.
9. Turn the CSI body to the left (anti clockwise) until the led flashes; the number of times that the led flashed is the curve number that is currently set.
10. Select, with the help of a small Philips screwdriver, the right curve (see table).
11. Slowly turn the ignition to the right (clockwise) until the blue led lights continuously. The CSI is now adjusted to the static adjustment point. The rotor must be pointing now again to the number one ignition cable of the cap.
12. Tighten the CSI, switch the ignition off and connect the black wire to the negative terminal of the coil.
13. Assemble the distributor cap and connect the ignition cables, watch the fire order and keep the high-voltage cables as far away as possible from the other cables (to prevent interference).
14. Put the car in neutral and start the engine.
15. Check the dynamic adjustment with the help of a stroboscope and check that it is set on 10 degrees at idle (600-1000 rpm). You may need to adjust (rotate) the distributor to achieve the 10 degrees.
16. If you want to change the curve number, turn the ignition on, (don't start the engine) and remove the cap. You will see the led flashing. If the led doesn't flash, crank the engine a little bit until the led flashes. Select, with the help of a small Philips screwdriver, the right curve (see table).

