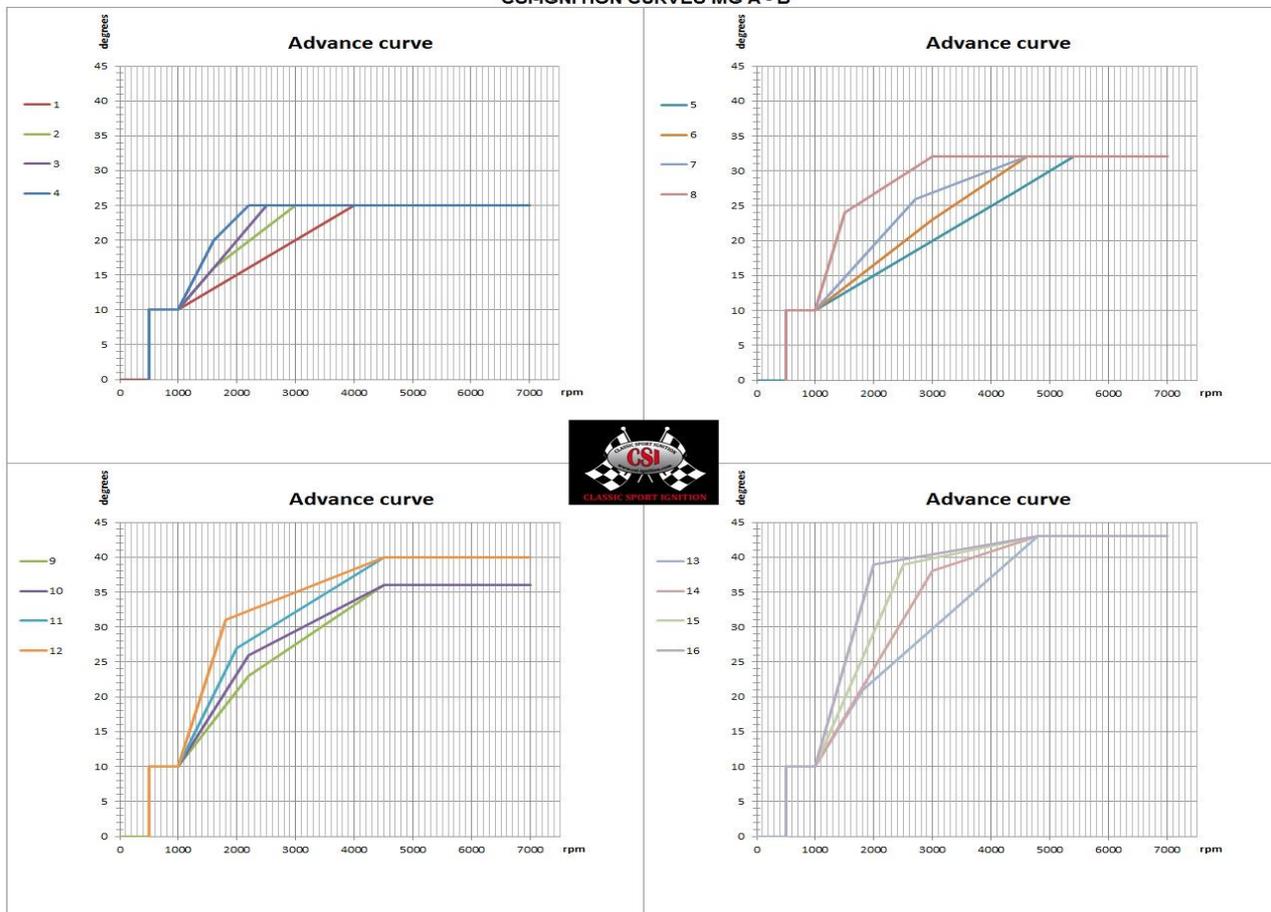


MG A/B CURVE INFORMATION

Curve table:

Classic Sport Ignition		MG A-B			nominal values	
curve nr	Motor type	Year		LUCAS distributor	static degrees	stroboscopic check degrees @ rpm (idle)
		from	to			
					BTDC	
1	18GD/GG LC	1962	1971	40916	6	16 @ 500-1000
2	optimized				0	10 @ 500-1000
3	18GD/GG HC	1962	1971	40897	7	17 @ 500-1000
3	18GF,GH,GJ	1967	1970	40897/41155	7	17 @ 500-1000
4	18V EUROPA	1972		41032	5	15 @ 500-1000
5	18V846F/847F	1974	1980	41610	0	10 @ 500-1000
6	18V581Y/582Y/583Y LC	1971	1973	41290	7	17 @ 500-1000
7	18GK	1971	1971	41339	7	17 @ 500-1000
8	MGA			40510	3	13 @ 500-1000
9	18V779/780	1973	1974	41234/41391	0	10 @ 500-1000
10	optimized				0	10 @ 500-1000
11	18V836/837 LC	1974	1975	41599	2	12 @ 500-1000
11	18V883/884 LC	1976	1980	41600	2	12 @ 500-1000
11	18V801/802	1975	1976	41693	2	12 @ 500-1000
12	optimized				0	10 @ 500-1000
13	18V672Z/673Z	1972	1974	41491	1	11 @ 500-1000
14	18V584Z/585Z LC	1971	1972	41370	6	16 @ 500-1000
15	optimized				0	10 @ 500-1000
16	optimized				0	10 @ 500-1000

CSI-IGNITION CURVES MG A - B



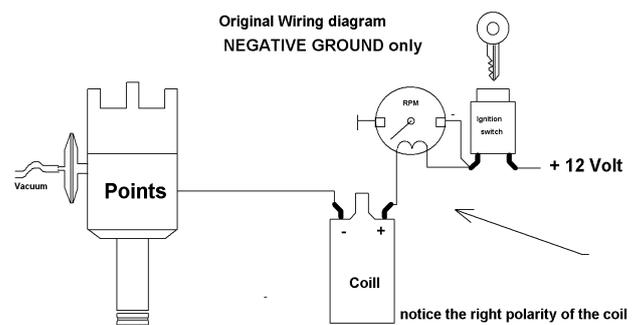
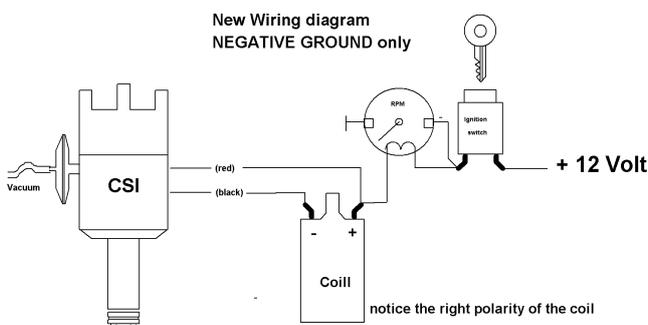


Classic Sport Ignition MG A-B Negative Ground

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!

Installation:

- 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).
- 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.
- Remove the old distributor and fit the CSI.
- 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!!
- Switch the ignition on.
- 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.
- Select, with the help of a small Philips screwdriver, the right curve (see table).
- 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.
- Tighten the CSI, switch the ignition off and connect the black wire to the negative terminal of the coil.
- 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).
- Put the car in neutral and start the engine.
- 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.
- 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).



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