

Introducing the "123ignition"

The ignition in a classic car is often the source of many problems. After years of use the mechanical distributor becomes worn and increasingly inaccurate. Although replacement of the standard points with an optical eye or magnetic ignition setup is an improvement, it does not compensate for the wear in the advance mechanism, the distributor shaft and bearings within the distributor itself.



This distributor is different. It contains high-tech electronics on the inside. While maintaining classical appearances under the bonnet, the internal technology makes your ignition system and engine perform better than ever before, and run as smoothly and reliably as a Japanese sewing-machine.

Maintenance free timing

All moving parts - like the original points, the centrifugal weights, the springs, the bearings and the vacuum diaphragm - have been replaced with just one moving part: the central shaft with the rotor.

The internal electronics provide the right advance and the optimum dwell-angle throughout the rev-range to maintain peak energy and peak performance. There

is no wear altering the timing of this distributor once set, you'll never have to worry about it again!

Sixteen advance curves

With a little switch behind an opening in the bottom face of the billet-housing, you can select the best advance curve for your engine. Why? Well, simply because many different advance curves were prescribed by car manufacturers. You pay one distributor, but you get the advantage of 16 different distributors.



Spark balancing

Spark balancing is an advanced technology normally used in Formula 1, where engine speeds are tremendously high. This technique is built into this distributor.

Its microprocessor constantly monitors the amount of energy contributed by each individual cylinder. Assume for example that the compression of one cylinder differs from the others. The motion of the flywheel would be less smooth, and so is the motion of the camshaft. This distributor detects this, and adjusts the timing of each cylinder individually. This results in a much quieter engine, more power and less wear. Have a look into the following video and watch the regularity the 123ignition fires with, unlike conventional systems or even well-known breakerless ignition systems:

Automatic dwell control

A mechanical distributor has a fixed dwell-angle, sometimes resulting in overheated coils at low speeds, weaker sparks and misfiring at high speeds. Why? An ignition coil only needs a couple of milliseconds to charge, but with a fixed dwell-angle these are overcharged many times when idling, resulting in - overheated coils! At high speeds the fixed dwell-angle tends to leave too little time to fully charge the coil, resulting in - weaker sparks and misfiring! This distributor measures the amount of current flowing into the coil, in such a way that the strongest possible spark is guaranteed at all engine speeds, whilst keeping the coil cool. Also to prevent coil overheating, the power to the coil is cut off as soon as the engine stops revving.

Installation and tuning

Mounting and tuning is not a big deal. The distributor comes with a detailed English and German (on request) language installation and tuning manual with several pictures showing the easy work in five steps. We can deliver distributors for further car models.

Technical Data:

- direction: ccw (topview)
- operating voltage: 4.0 to 15.0 Volt, negative earth only
- rpm range: 500 to 7,000 rpm
- temperature: -30 to 85° Celsius
- coil: Original or High Energy - coil, primary resistance not below 1 Ohm
- spark balance: better than half a degree crankshaft
- vacuum: advance starts at 5inchHg, stops at 10° @ 10inchHg, gearshift retard > 17inchHg
- max. advance: 45° crankshaft
- wiring: red = +6V or +12V
black = minus of the coil