

## ELECTRONIC DISTRIBUTOR

### 123 Ignition

#### A Series Mini

Part Number: **123MINIRVAPLUSEARLY**



#### CHECK THIS FIRST !

- 1. Make sure that you ordered the correct 123ignition :** - Cars with the minus-pole of the battery connected to the car-body are referred to as 'NEGATIVE EARTH' ; use the 'diagram for cars with NEG.EARTH' ( see the last pages of this manual ). - Hence, cars with the plus-pole of the battery connected to the car-body are 'POSITIVE EARTH'. Many classic English cars were wired this way. For these cars ONLY the 123ignition with the 'POS'-option can be used. Use the 'diagram for cars with POS.EARTH' ( see the last pages of this manual ). - Cars with 'BOSCH D-Jetronic' injection, had a distributor with a three-pole connector on the side. For such cars you need a 123ignition with the 'IE'-option. - The 123ignition can be supplied with the high-tension cables coming out upward ( 'R'-model ) or sideward ( 'A'-model ). - Cars with vacuum-advance need a 123ignition with the 'V'-option.

QUALITY PARTS AND ACCESSORIES



Triumph House, Sleaford Road, Bracebridge Heath, Lincoln LN4 2NA,  
England Telephone: 01522 568000 | E-mail: sales@rimmerbros.com

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## WITH THE OLD DISTRIBUTOR STILL IN PLACE

2. **Find out in which direction the rotor rotates.** Mark the output towards cylinder #1 on the cap. Remove the low-voltage cable from the distributor to the coil, and remove the cap. Now ask someone to crank the starter, and make a note : is the rotor rotating clockwise ( CW ) or is it rotating counter-clock-wise ( CCW ) ?
3. **Crank the engine** in its normal direction until you see that the rotor points towards the mark you made for cylinder #1, and verify that the static timing-marks of your engine align. Do not rotate the engine anymore!
4. **Check the firing order of the cylinders.** Use your workshop-manual, or follow the cables from the cap to the spark plugs. You start with cylinder #1, and remember to count in the direction that you have found earlier. Make a note of the firing order too, e.g. '1-3-4-2'
5. **Check which advance-curve is required for your engine.** Use your workshop-manual, check the model-number of the existing distributor ( although sometimes a wrong one is mounted by an earlier owner of the car ). Also compare the curve-listings for the various models in this manual.

**If after reading the instructions you are unsure of the procedure to be followed, please ask someone who knows.**

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## OUT WITH THE OLD DISTRIBUTOR, IN WITH THE 123IGNITION !

6. **Turn the ignition off** and (with the engine still in the static timing-position for cylinder #1) remove the old distributor.
7. **Using an 8-mm Allen wrench**, open the cap at the side of the 123ignition. Rotate the micro-switch to select the proper advance-curve using a small screw-driver. Close the cap tightly.
8. **Mount the unit carefully**, and ensure that the drive-dog mates correctly. Find a position so that the vacuum-nipple and cables come out conveniently. Fasten it in such a way, that you can still rotate the new distributor.
9. **Follow the appropriate wiring-diagram** on the last two pages of the manual, but leave the black wire unconnected for now.
10. **Turn the ignition on**. A timing LED shines through one of the four holes in the aluminium disc. Rotate the body until the LED is 'off'. Now slowly rotate the body OPPOSITE to the direction that you have found under point 2, until the green LED just lights up. While turning the body, also press the rotor in the same direction to remove any free play in the drive-gear. Now, tighten the 123ignition securely.
11. **Connect the black wire to the coil**. Connect the sparkplug leads in the proper sequence to the new cap ( see point 4 ), starting with cylinder #1, to which the new rotor is pointing. Also connect the high voltage lead from the coil to the centre position of the cap. Attach the cap to the 123ignition. Keep low-voltage wiring well away from the high-voltage cables and from moving parts. Do not connect the vacuum-tube yet.
12. **You can now start your engine**. Use a stroboscope to adjust the maximum advance for your engine. If that is correct, you can attach the vacuum-tube to the nipple of the 123ignition with the 'V'-option.

## Enjoy your 123ignition !

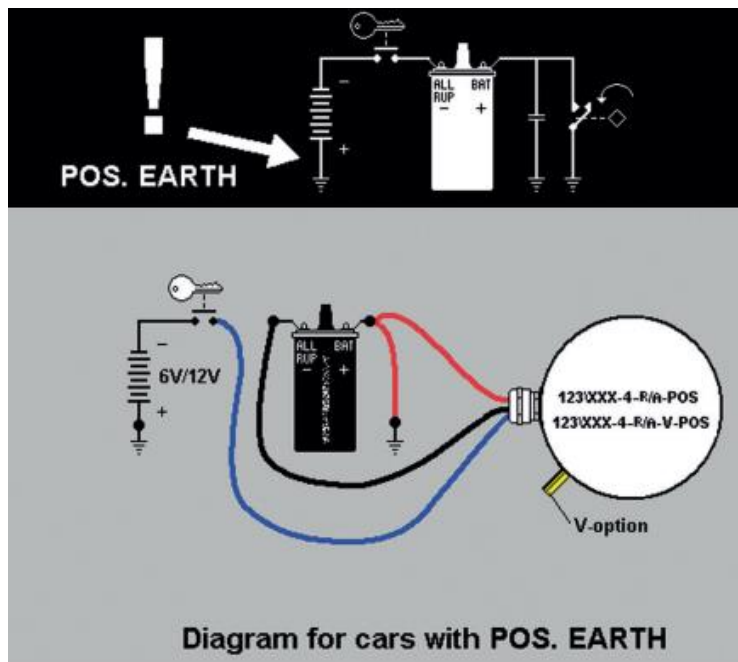
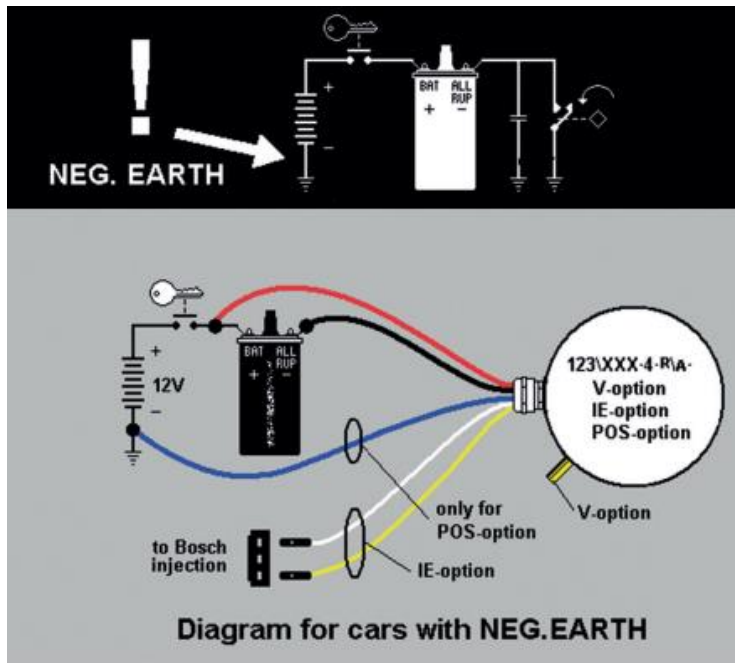
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## 123\MINI (FOR MINI / MORRIS / AUSTIN / MIDGET / AUSTIN-METRO / MG-METRO / WOLSELEY)

curve	advance starts [degr.crankshaft]	max. advance [rpm/degr.crankshaft]	vac.adv. starts [mmHg]	vac.adv. ends [mmHg/degr.]	replaces	remark
0	1000	5000 / 18,0	150	350/14,0	LUCAS 41404,41030,41419	2000 / 4,5
1	1000	5000 / 18,0	150	350/14,0	LUCAS	2000 / 6,7
2	1000	5000 / 18,0	150	350/14,0	LUCAS 41214,42535,41257	2000 / 8,4
3	1000	5000 / 18,0	150	350/14,0	LUCAS 40774	2000 / 10,2
4	1000	5000 / 20,0	150	350/14,0	LUCAS 40931,41410,41882,42626,42635	2000 / 6,3
5	1000	5000 / 20,0	150	350/14,0	LUCAS 41412,41570	2000 / 7,6
6	1000	5000 / 20,0	150	350/14,0	LUCAS 42681	2000 / 9,4
7	1000	5000 / 20,0	150	350/14,0	LUCAS 42628	2000 / 11,1
8	1000	5000 / 22,0	150	350/14,0	LUCAS 41418	2000 / 6,2
9	1000	5000 / 22,0	150	350/14,0	LUCAS	2000 / 8,1
A	1000	5000 / 22,0	150	350/14,0	LUCAS 41417,41045,41134,41242,41251	2000 / 10,3
B	1000	5000 / 22,0	150	350/14,0	LUCAS 40979,41057,41212,41246,41411	2000 / 12,9
C	1000	5000 / 24,0	150	350/14,0	LUCAS 40767,40819,40899,41007,41250	2000 / 7,0
D	1000	5000 / 24,0	150	350/14,0	LUCAS 41255,41938	2000 / 10,4
E	1000	5000 / 24,0	150	350/14,0	LUCAS 41033,41026	2000 / 12,1
F	1000	5000 / 24,0	150	350/14,0	LUCAS 40768,40873,40941,41249,41569	2000 / 13,9

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