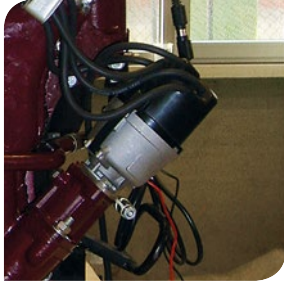


The origins of Classic Sport Ignition lie within a passion for classic cars. Years of hands on experience in automotive electronics have enabled the CSI company to develop the ultimate ignition for your classic car.



We at Anglo Parts have tested many other systems, some are not practical in use, others fail when driving in hot weather conditions and others are quite difficult to fit. Since 2010 we have been driving our MGB with a CSI ignition system and have been very happy with the test results shown. We later installed this system in our E-type, also with fantastic results.

CSI ignition systems have been tested in heavy endurance rally's, like the Carrera Copacabana, the Monte-Carlo Historique and the Mille Miglia.

The 16 carefully tuned pre-programmed advance curves are at your disposal to choose from, just find the perfect one for your type of car. Choosing between the available curves is very easy. All you have to do is remove the distributor cap and change the curve to your desired position simply by using a screwdriver.

A special system has also been made for the MGA Twin Cam owners. Access to the distributor on these cars isn't easy, so CSI have made a system, where you choose the curves from the drivers seat.

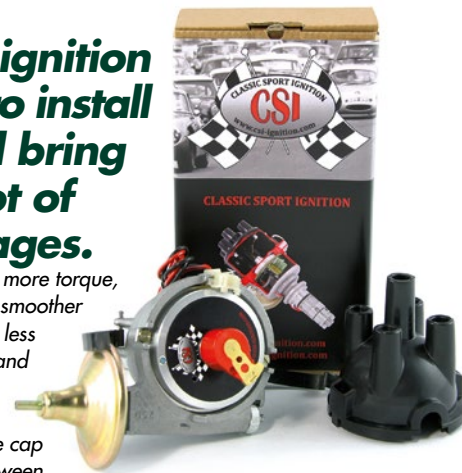
All CSI systems are installed into a special housing which can't be distinguished from original, your classic will keep its authentic look. We recommend changing the H.T. wiring to a non-copper wire type and the caps to 'push-on' types to give the best results. Early cars with a mechanical tachometer are easy to convert to negative earth, it will give you the possibility to fit a GPS or just reload your mobile using the cigar lighter connection. For those cars we only stock the negative earth distributor. The T-Type is probably the only exception, where the purist might not want to change the ground and wants to keep the car positive earthed.

CSI ignition systems are available with or without an additional immobiliser. We also offer connection kits with all the right connection parts such as: H.T lead cables - Coils Vacuum hoses - connectors and Coil labels

The CSI-ignition is easy to install and will bring you a lot of advantages.

Your car will have more torque, better emission, a smoother run, a better start, less fuel consumption and the ignition is maintenance free.

After removing the cap you can select between 16 different curves by using a screwdriver. A bright flashing led light shows which curve you have selected. You can choose the original factory curve, but we also provide different tuned curves based on the nowadays fuels and techniques.



CSI-Ignition versus standard points distributors:

- No service needed.
- Stronger spark.
- Pre-programmable curves instead of insecure curve adjustment by springs and weights.
- Vacuum is more precise & stable due to full electronic advance.
- You can easily select between 16 different curves, by using a screwdriver.
- Curves are made with nowadays knowledge.
- Modern curves will bring more torque, better emission and a smoother start and engine run.

CSI-Ignition versus half electronic ignitions:

- No wear on axle, due to using a new distributor housing.
- Pre-programmable curves instead of insecure curve adjustment by springs and weights.
- You can easily select between 16 different curves, by using a screwdriver.
- Curves are made with nowadays knowledge.
- Modern curves will bring more torque, better emission and a smoother start and engine run.

CSI-Ignition versus other full electronic ignitions:

- Original looking Lucas distributor.
- CSI offers more specific curves per type of car, other suppliers use one type of curve for a whole range of cars.
- You don't have to remove the distributor to switch between the different curves, only remove the cap and you can switch.
- A bright red flashing light shows you which curve is selected.
- The more specific curves will bring more torque, better emission and a smoother start and engine run.



www.csi-ignition.com



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**REVOLUTIONARY
CSI
Classic Sport Ignition**

A fully electronic ignition built in an original looking Lucas housing. You will have to remove the cap to see the difference!



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REVOLUTIONARY CSI CLASSIC SPORT IGNITION

ROVER V8 CSI-IGNITION

Vehicle model	Lucas distributor	Cylinders	Vacuum	Ground / Earth	Part n° CSI	Part n° CSI + immobiliser	Connection kit
Rover V8 pre SD1 (<1976) all kind of car makes	35D8	8	YES	NEG	181.371	281.371	381.001
Rover V8 SD1 (>1976) all kind of car makes	35D8	8	YES	NEG	181.390	281.390	381.001

ASTON MARTIN CSI-IGNITION

Vehicle model	Lucas distributor	Cylinders	Vacuum	Ground / Earth	Part n° CSI	Part n° CSI + immobiliser	Connection kit
Aston-Martin DB2-DB2/4-DB Mark III	25D6	6	YES	POS	181.376	281.376	381.002 ^A
Aston-Martin DB2-DB2/4-DB Mark III	23D6	6	NO	POS	181.391	281.391	381.002 ^A
Aston-Martin DB2-DB2/4-DB Mark III	25D6	6	YES	NEG	181.377	281.377	381.002 ^A
Aston-Martin DB2-DB2/4-DB Mark III	23D6	6	NO	NEG	181.392	281.392	381.002 ^A
Aston-Martin DB4-DB5-DB6-DBS (6 cyl)	25D6	6	YES	POS	181.378	281.378	381.003
Aston-Martin DB4-DB5-DB6-DBS (6 cyl)	23D6	6	NO	POS	181.393	281.393	381.003
Aston-Martin DB4-DB5-DB6-DBS (6 cyl)	25D6	6	YES	NEG	181.379	281.379	381.003
Aston-Martin DB4-DB5-DB6-DBS (6 cyl)	23D6	6	NO	NEG	181.394	281.394	381.003

AUSTIN HEALEY CSI-IGNITION

Vehicle model	Lucas distributor	Cylinders	Vacuum	Ground / Earth	Part n° CSI	Part n° CSI + immobiliser	Connection kit
AH Sprite / MG Midget	25D4	4	YES	POS	181.338	281.338	381.004
AH Sprite / MG Midget	23D4	4	NO	POS	181.395	281.395	381.004
AH Sprite / MG Midget	25D4	4	YES	NEG	181.339	281.339	381.004
AH Sprite / MG Midget	23D4	4	NO	NEG	181.396	281.396	381.004
AH 100/4	25D4	4	YES	POS	181.341	281.341	381.005
AH 100/4	23D4	4	NO	POS	181.397	281.397	381.005
AH 100/4	25D4	4	YES	NEG	181.342	281.342	381.005
AH 100/4	23D4	4	NO	NEG	181.398	281.398	381.005
AH 100/6	25D6	6	YES	POS	181.343	281.343	381.006
AH 100/6	23D6	6	NO	POS	181.399	281.399	381.006
AH 100/6	25D6	6	YES	NEG	181.344	281.344	381.006
AH 100/6	23D6	6	NO	NEG	181.400	281.400	381.006
AH 3000 MK I, II (with hole for installing original drive gear)	25D6	6	YES	POS	181.380	281.380	381.007
AH 3000 MK I, II (with hole for installing original drive gear)	23D6	6	NO	POS	181.401	281.401	381.007
AH 3000 MK I, II (with hole for installing original drive gear)	25D6	6	YES	NEG	181.381	281.381	381.007
AH 3000 MK I, II (with hole for installing original drive gear)	23D6	6	NO	NEG	181.402	281.402	381.007
AH 3000 MK III	25D6	6	YES	POS	181.382	281.382	381.007
AH 3000 MK III	23D6	6	NO	POS	181.403	281.403	381.007
AH 3000 MK III	25D6	6	YES	NEG	181.383	281.383	381.007
AH 3000 MK III	23D6	6	NO	NEG	181.404	281.404	381.008

JAGUAR CSI-IGNITION

Vehicle model	Lucas distributor	Cylinders	Vacuum	Ground / Earth	Part n° CSI	Part n° CSI + immobiliser	Connection kit
Jaguar 2.4 - 3.8 - 4.2	25D6	6	YES	NEG	181.358	281.358	381.009
Jaguar 2.4 - 3.8 - 4.2	23D6	6	NO	NEG	181.405	281.405	381.009
Jaguar 2.4 - 3.8 - 4.2	25D6	6	YES	POS	181.360	281.360	381.009
Jaguar 2.4 - 3.8 - 4.2	23D6	6	NO	POS	181.406	281.406	381.009

LAND ROVER CSI-IGNITION

Vehicle model	Lucas distributor	Cylinders	Vacuum	Ground / Earth	Part n° CSI	Part n° CSI + immobiliser	Connection kit
Land Rover Series I 1997 cc II, IIA, III, 2286 cc	25D4	4	YES	POS	181.407	281.407	381.010 ^A
Land Rover Series I 1997 cc II, IIA, III, 2286 cc	25D4	4	YES	NEG	181.408	281.408	381.010 ^A
Land Rover Series IIA, III, 2625 cc	25D6	6	YES	NEG	181.409	281.409	381.011 ^A
Land Rover V8 pre SD1 (<1976)	35D8	8	YES	NEG	181.371	281.371	381.012
Land Rover V8 SD1 (>1976)	35D8	8	YES	NEG	181.390	281.390	381.012

Connection kits for your CSI conversion.

All connection kits contain the following: H.T lead cable - Coil - Vacuum hose - connector straight / connector 90° - Coil label

Exceptions: Kits 381.002^A / 381.010^A / 381.011^A contains the following: Coil - Vacuum hose - connector straight / connector 90° - Coil label

Kit 381.013^B contains the following: H.T lead cable - Coil - Coil label

Kit 381.017^C contains the following: Coil - Vacuum hose - connector straight / connector 90° - Coil label

MG CSI-IGNITION

Vehicle model	Lucas distributor	Cylinders	Vacuum	Ground / Earth	Part n° CSI	Part n° CSI + immobiliser	Connection kit
MG T-series	M23D4* ¹	4	NO	POS	181.332	281.332	381.013 ^B
MG T-series	M23D4* ¹	4	NO	NEG	181.333	281.333	381.013 ^B
MG A Twin cam / switch box* ²	23D4	4	NO	POS	181.410	-	381.014
MG A Twin cam / switch box* ²	23D4	4	NO	NEG	181.330	-	381.014
MG A	25D4	4	YES	POS	181.334	281.334	381.015
MG A	23D4	4	NO	POS	181.411	281.411	381.015
MG A	25D4	4	YES	NEG	181.331	281.331	381.015
MG A	23D4	4	NO	NEG	181.412	281.412	381.015
MG B	25D4	4	YES	POS	181.334	281.334	381.015
MG B	23D4	4	NO	POS	181.411	281.411	381.015
MG B	25D4	4	YES	NEG	181.331	281.331	381.015
MG B	23D4	4	NO	NEG	181.412	281.412	381.015
MG B	45D4	4	YES	NEG	181.336	281.336	381.016
MG B	43D4	4	NO	NEG	181.413	281.413	381.017 ^C
MG C	25D6	6	YES	NEG	181.337	281.337	381.018
MG C	23D6	6	NO	NEG	181.414	281.414	381.018
MG B GT V8 pre SD1	35D8	8	YES	NEG	181.337	281.337	381.012
MG Midget / AH Sprite	25D4	4	YES	POS	181.338	281.338	381.015
MG Midget / AH Sprite	23D4	4	NO	POS	181.395	281.395	381.015
MG Midget / AH Sprite	25D4	4	YES	NEG	181.339	281.339	381.015
MG Midget / AH Sprite	23D4	4	NO	NEG	181.396	281.396	381.019
MG Midget 1500 / Triumph Spitfire	45D4	4	YES	NEG	181.340	281.340	381.020
MG Midget 1500 / Triumph Spitfire	43D4	4	NO	NEG	181.415	281.415	381.020

*¹: Modified Lucas 23D housing, that will fit MG T-series.

*²: MGA Twin cam/switch box: 23D Lucas ignition with remote control + switch to select the curves. There is no space in the engine bay to select a curve with a screwdriver.

MINI CSI-IGNITION

Vehicle model	Lucas distributor	Cylinders	Vacuum	Ground / Earth	Part n° CSI	Part n° CSI + immobiliser	Connection kit
Mini 850, Cooper 997, 998, Mini 1000, 1100, 1275	25D4	4	YES	POS	181.347	281.347	381.021
Mini Cooper S 1071, 970, 1275, Works and tuned	23D4	4	NO	POS	181.416	281.416	381.022
Mini 850, Cooper 997, 998, Mini 1000, 1100, 1275	25D4	4	YES	NEG	181.348	281.348	381.021
Mini Cooper S 1071, 970, 1275, Works and tuned	23D4	4	NO	NEG	181.369	281.369	381.022
Mini 850, Cooper 997, 998, Mini 1000, 1100, 1275	45D4	4	YES	NEG	181.349	281.349	381.021
Mini Cooper S 1071, 970, 1275, Works and tuned	43D4	4	NO	NEG	181.417	281.417	381.022
Mini 998/1000, 1100, 1275	59D4	4	YES	NEG	181.350	281.350	381.021
Mini Cooper S 1071, 970, 1275, Works and tuned	59D4NV	4	NO	NEG	181.418	281.418	381.022

MORRIS MINOR CSI-IGNITION

Vehicle model	Lucas distributor	Cylinders	Vacuum	Ground / Earth	Part n° CSI	Part n° CSI + immobiliser	Connection kit
Morris Minor	25D4	4	YES	POS	181.351	281.351	381.023
Morris Minor	25D4	4	YES	NEG	181.352	281.352	381.023

TRIUMPH CSI-IGNITION

Vehicle model	Lucas distributor	Cylinders	Vacuum	Ground / Earth	Part n° CSI	Part n° CSI + immobiliser	Connection kit
Triumph TR2 TR3	25D4	4	YES	POS	181.353	281.353	381.024
Triumph TR2 TR3	23D4	4	NO	POS	181.419	281.419	381.024
Triumph TR2 TR3	25D4	4	YES	NEG	181.354	281.354	381.024
Triumph TR2 TR3	23D4	4	NO	NEG	181.420	281.420	381.024
Triumph TR4	25D4	4	YES	POS	181.355	281.355	381.024
Triumph TR4	23D4	4	NO	POS	181.421	281.421	381.024
Triumph TR4	25D4	4	YES	NEG	181.356	281.356	381.024
Triumph TR4	23D4	4	NO	NEG	181.422	281.422	381.024
Triumph Spitfire 1500 / MG Midget	45D4	4	YES	NEG	181.340	281.340	381.020
Triumph Spitfire 1500 / MG Midget	43D4	4	NO	NEG	181.415	281.415	381.020
Triumph TR 250/5/6 and other 6 cylinders	25D6	6	YES	NEG	181.424**	281.424**	381.025
Triumph TR 250/5/6 and other 6 cylinders	23D6	6	NO	NEG	181.425	281.425	381.025
Triumph TR 250/5/6 and other 6 cylinders	original*	6	YES	NEG	181.357*	281.357*	381.025

*Original: built into the original housing. Only possible for distributor houses with an axle, a working tacho drive and without too much slack. We clean and sandblast the housing and oil the axle. Including a new vacuum unit, cap and rotor. Price is excl. the original housing and the shipping costs.

**only to be used with an electrical tachometer