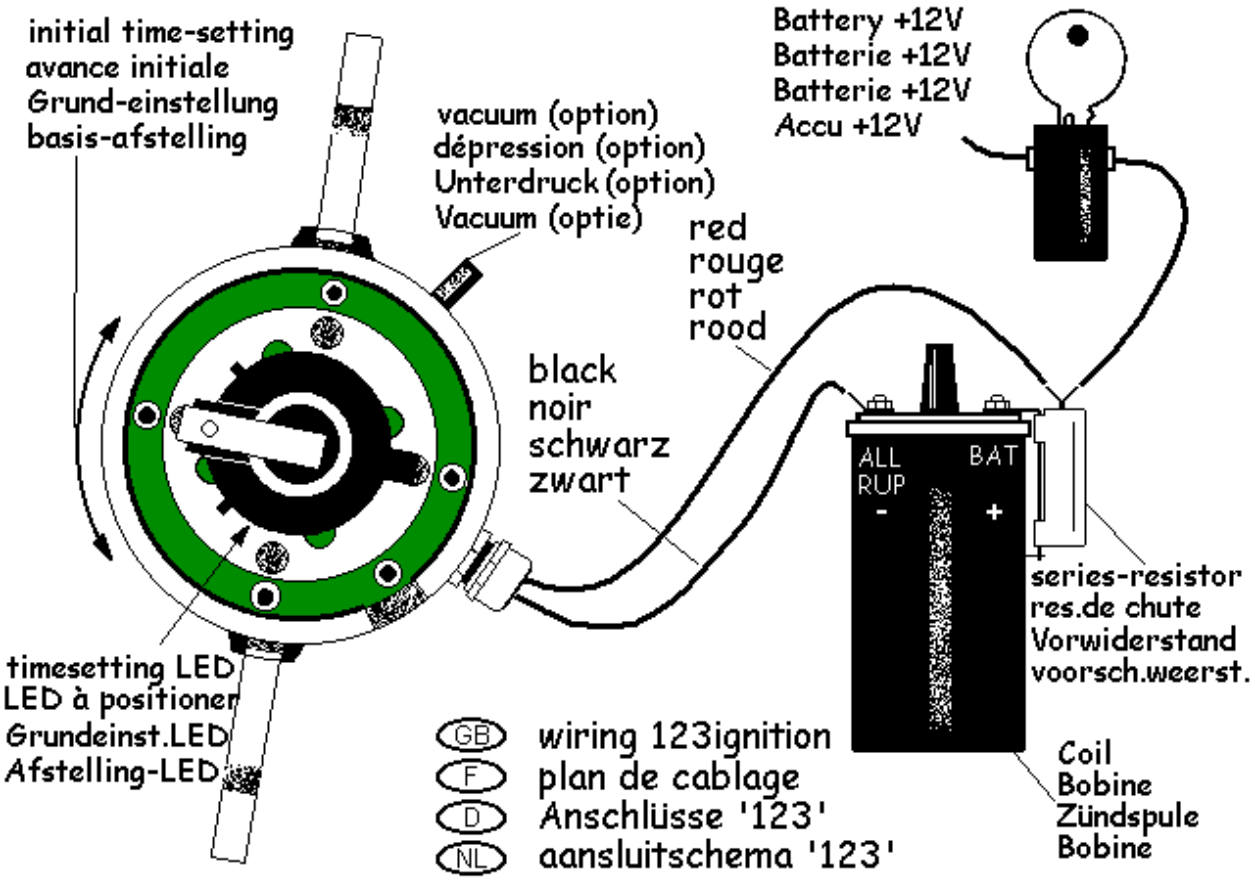
Installation instructions '123ignition' for D-models

type : **123\C9**
for engines : DV,DY,DX , DX2



Step 1

Jack up the left front wheel of the car just enough to clear the tire of the ground. Engage 4th or 5th gear so that the engine can be turned over by turning the road wheel. Remove the distributor cap and turn the wheel to the point where the position of the rotor indicates that number 1 cylinder is in the firing position. (on Citromatic cars, you have to use the hand crank or put a wrench on the cam pulley nut to turn the engine)
Insert a 6mm pin into the timing hole on the flywheel bell-housing, (located just under the generator). Turn the wheel until the timing pin slides into the timing hole in the flywheel.
The engine is now locked at the end of the compression stroke of the number 1 cylinder.
With white paint mark a thin line on the pulley opposite the “0” of the degree marks on the block. Do this with great accuracy. Please note that most D’s except for the 71’ and 72’s don’t have timing marks. You would have to make your own.
NOW REMOVE THE 6 MM TIMING PIN!

Step 2

THIS STEP APPLIES ONLY TO ENGINES BUILT AFTER JULY 1 1971

Turn the flywheel backwards 12 degrees. The white paint line will be opposite the “6” degree mark. (The cam shaft turns at half the speed of the crank shaft, so a 12 degree rotation of the crank shaft equals a 6 degree rotation of the cam shaft)

Step 3

Remove the spark plug cables, and the high tension cable to the coil, from the distributor cap. Remove the distributor from the engine. Take the mounting clamp of the distributor, and install it onto the “123” with enough play to allow some rotation. Place the “123” into the engine, and turn the rotor gently until the unit drops into place. Now rotate the “123” distributor housing until the distributor rotor lines up with the number one firing pin on the distributor cap with the cap installed on the “123”.

Step 4

Connect the red wire from the “123” according to the diagram. Do not connect the black wire yet; make sure it is not making contact anywhere.
Turn on the ignition.
Turn the “123” housing slowly **counter clockwise** until, looking through one of the four holes in the disk under the rotor, you can see the LED just coming on. (Press, whilst you are doing this, the rotor counterclockwise to remove play)
Now tighten the pinch-bolt of the mounting clamp. Make sure that the (clamp hold down) bolt is located in the center of the slot, and tighten the nut securely. Note that this is the ground for the ignition!
Turn off the ignition.

Step 5

Connect the black wire to the coil according to the diagram. Connect the sparkplug cables to the distributor cap; going clockwise the order is 1,3,4,2.
Connect the high tension wire from the distributor cap to the coil.
Install the distributor cap onto the “123”. Be sure to keep the red and black wire away from the high tension wires! Use tie-wraps for example.

Step 6

You can now start the engine. If you worked accurately, the ignition will be timed good enough to go for a test drive. To obtain optimum results however, you should set the final timing with a strobe: at idle (under 1000 rpm) the paint line on the pulley should be at the “0” degree mark. (Engines after July 1, 1971 should have “6” degrees at idle, see step 2)
The slot under the pinch bolt facilitates the final adjustment.