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Distributor 123ignition GB-6-cylinder

from 299,00 EUR
incl. 19 % tax excl. Shipping costs

Product No.: 123\GB-6-R



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Shipping time: 1-2 days

Adaptor set:		
<input checked="" type="radio"/>	without ArtNr.:	
<input type="radio"/>	with ArtNr.: -Ad	+ 15,00 EUR
rotating direction:		
<input checked="" type="radio"/>	ccw ArtNr.:	
<input type="radio"/>	cw ArtNr.: -CW	+ 15,00 EUR
Vacuum advance:		
<input checked="" type="radio"/>	without ArtNr.:	
<input type="radio"/>	with ArtNr.: -V	+ 16,00 EUR

This distributor replaces most 6 cyl. Lucas-distributors for engines in British cars, where the distributorshaft is turning in a CCW direction. Car must be negative earth.

The unit offers 16 different advance-curves, that can be selected via a little switch. This is a great feature for easy fine-tuning your engine!

It also offers :

- vacuum-advance
- automatic dwell
- spark balancing
- automatic power cut after 1 second
- gearshift retard
- etc.etc.

Triumph-owners should check if they need a connection for a mechanical rev.counter, as a 123GB does not offer this. Contact us for a workaround. We recommend buying our adaptor-kit consisting of 6 parts for Big Healey owners. You'll be able to do the conversion with this kit without problems. Owners of the Austin-Healey 3000 MK III (BJ8) don't need this adaptor-kit.

Introducing the "123ignition"

The ignition in a classic car is often the source of many problems. After years of use the mechanical



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Reviews

Hello Mr. Frenken, many thanks for your timely delivery. ...



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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 comes in its own aluminum billet and nickel plated housing, although externally similar in its classic appearance to its mechanical counterpart, 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.

Wearing parts

No problems with wearing parts. Just replace cap and rotor every 20,000 miles with standard Bosch items (rotor 1.234.332.024 / cap 1.235.522.051 / 1.235.522.060 / 1.235.522.109 / 1.235.522.147).

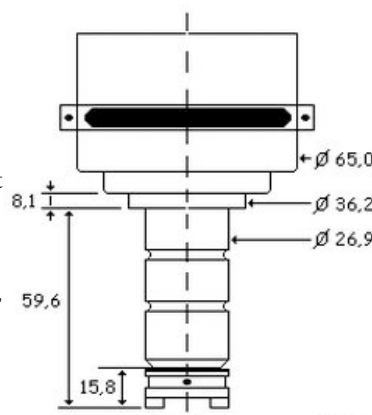
Installation and tuning

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.

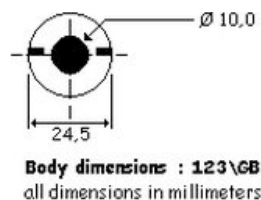
We can deliver distributors for further car models.

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



Customer reviews:

Author:Alexander Mayer 15.10.2007

Evaluation: ★★★★★

Hello Mr. Frenken, many thanks for your timely delivery. The installation was straightforward and without problems. The car runs excellent although I haven't had the heart to adjust the timing to a max of 38 degrees. I adjusted to 12 degrees @ idle and 35 degrees @ 4,500 rpm and the engine runs great. Most notably the idling speed has stabilised considerably. Regards Alex Mayer (translated from German by Brits'n'Pieces)

Author:Dr. Helge Steckmann 28.08.2007

Evaluation: ★★★★★

I had had the 123ignition installed in my '54JAG XK120 DHC and am very enthusiastic about it. From idle to full throttle the Jaguar shows juvenile temper. Very recommendable!!! H.Steckmann (translated from German by Brits'n'Pieces)

Author:Norbert Butulla 11.07.2007

Evaluation: ★★★★★

Rating: First class distributor, engine runs like a clockwork Austin Healey 3000 MK I Quick and reliable delivery and service. Can recommend to anybody. (translated from German by Brits'n'Pieces)



We recommend using the following products with the item selected:

ignition:

High performance coil 40,000 Volts

from 55,00 EUR
incl. 19 % tax excl. Shipping costs

High performance ignition cable set 6-cylinder

from 65,00 EUR
incl. 19 % tax excl. Shipping costs

Distributor cap for 6-cylinder 123ignition

from 18,50 EUR
incl. 19 % tax excl. Shipping costs

Distributor rotor for 123ignition

from 8,90 EUR
incl. 19 % tax excl. Shipping costs

Customers, who have bought this product, have bought the following products, too:

Draught excluder - (car set)

from 56,00 EUR

incl. 19 % tax excl. Shipping costs

Distributor 123ignition VW/Porsche

from 279,00 EUR

incl. 19 % tax excl. Shipping costs

Distributor 123ignition FIAT/FIAT-PLUS

from 159,00 EUR

incl. 19 % tax excl. Shipping costs

Double coil

from 45,00 EUR

incl. 19 % tax excl. Shipping costs

Distributor 123ignition GB-4-cylinder

from 279,00 EUR

incl. 19 % tax excl. Shipping costs

Distributor cap for 6-cylinder 123ignition

from 18,50 EUR

incl. 19 % tax excl. Shipping costs

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