

LED SHIFT INDICATORS

Dakota Digital

Round Gear & Miscellaneous Indicator

The DGS-3 offers display of automatic gear position (using Dakota Digital GSS-2000 Sender), turn signal indicators, high beam indicator along with a miscellaneous indicator to be used for check engine, 4wd, cruise control, security or anything else necessary. The DGS-3 requires a 1-3/8" cutout and measures 1-5/8" overall.

***GSS-2000 sold separately and is required to operate this display.

DAKDGS-3

Oval Gear/

Misc Indicators

The DGS-4 offers display of automatic gear position (using Dakota Digital GSS-2000 Sender), turn signal indicators, high beam indicator along with a miscellaneous indicator to be used for check engine, 4wd, cruise control, security or anything else necessary. The DGS-4 requires a cutout measuring 1-1/16" tall by 2-5/16" wide.

***GSS-2000 sold separately and is required to operate this display.

Blue Indicator, Brushed Bezel

Blue Indicator, Chrome Bezel

DAKDGS-4

DAKDGS-4-C-B

L.E.D. GEAR INDICATOR

This innovative LED digital gear shift indicator displays shift positions for both standard automatic and overdrive transmissions. Available in three different colours DGS-1R (red LED), DGS-1G (green LED), DGS-1B (Blue LED). All displays are compatible with the GSS-2000 Gear Shift Position Indicator Sending Unit. (GSS-2000 sold separately and is required to operate this display)

Blue L.E.D Gear Indicator

Green L.E.D Gear Indicator

Red L.E.D Gear Indicator

DAKDGS-1B

DAKDGS-1G

DAKDGS-1R

Dakota Digital



Universal Gear Shift Sending Unit

Gear Shift Position Sending Unit for use with all Dakota Digital Gear Shift Position Indicators and 12 volt LED indicators.

Includes: Universal Mounting Hardware to fit all automatic transmissions including TH350, TH400, 700R4, 4L60, 4L80, Powerglide, C-4, C-6, and AOD, Mopar transmissions and many others.

Fully push button adjustable with no magnets to align!

Built in Neutral Safety Switch and Back-up Light Circuit. Decoder can be mounted inside the vehicle for easy access.

***Dakota Digital gear position indicators sold separately.

DAKGSS-2000



LED Shift Indicator Kits

If you already have a Lokar Shifter, or if you are in the market for a new shifter, you can have the best of both worlds; a Lokar shifter and its component LED Shift Indicator with your choice of dash or boot style. The LED shift indicator is completely compatible with many Lokar shifters, past and present. There are a variety of options that can be combined together to give you the exact features you desire.

Features: • Exclusive removable pin locks position without adjustment on installation • Solid state circuit boards and state-of-the-art sensors • Long life LED • Displays only engaged gear

• Billet Aluminum Indicator module and bezels

• Versatile: Control Module compatible with most 12 volt LED Indicators

Horizontal LED Dash Indicators kits with Module

LK-CIND-1715 GM TH-350 /400

LK-CIND-1717 GM 700-R4/4L60

LK-CIND-1719 Ford AOD

LK-CIND-1721 Ford C4/C6

LK-CIND-1723 Chrysler 3 speed

Vertical LED Dash Indicators kits with Module

LK-CIND-1700 GM TH-350 /400

LK-CIND-1718 GM 700-R4/4L60

LK-CIND-1720 Ford AOD

LK-CIND-1722 Ford C4/C6

LK-CIND-1724 Chrysler 3 speed

Horizontal LED Dash Indicators ONLY with NO Module

LK-CIND-1715 3 Speed Auto Trans

LK-CIND-1702 4 speed Auto Trans

LK-CIND-1704 Ford AOD Auto

Vertical LED Dash Indicators ONLY with NO Module

LK-CIND-1701 3 Speed Auto Trans

LK-CIND-1703 4 speed Auto Trans

LK-CIND-1705 Ford AOD Auto

Midnight Series

Beautiful black anodised finish.

Horizontal LED Dash Indicators kits with Module

LK-CIND-1715 GM TH-350 /400

LK-CIND-1717 GM 700-R4/4L60

LK-CIND-1719 Ford AOD

LK-CIND-1721 Ford C4/C6

LK-CIND-1723 Chrysler 3 speed

Vertical LED Dash Indicators kits with Module

LK-CIND-1700 GM TH-350 /400

LK-CIND-1718 GM 700-R4/4L60

LK-CIND-1720 Ford AOD

LK-CIND-1722 Ford C4/C6

LK-CIND-1724 Chrysler 3 speed

Horizontal LED Dash Indicators ONLY with NO Module

LK-CIND-1715 3 Speed Auto Trans

LK-CIND-1702 4 speed Auto Trans

LK-CIND-1704 Ford AOD Auto

Vertical LED Dash Indicators ONLY with NO Module

LK-CIND-1701 3 Speed Auto Trans

LK-CIND-1703 4 speed Auto Trans

LK-CIND-1705 Ford AOD Auto



LED Shift Indicators with ROUND Bezel & Boot Kit

Horizontal LED Round Boot kits with Module

LK-CINB-1747 GM TH-350 /400

LK-CINB-1749 GM 700-R4/4L60

LK-CINB-1751 Ford AOD

LK-CINB-1753 Ford C4/C6

LK-CINB-1755 Chrysler 3 speed

Vertical LED Round Boot kits with Module

LK-CINB-1748 GM TH-350 /400

LK-CINB-1750 GM 700-R4/4L60

LK-CINB-1752 Ford AOD

LK-CINB-1754 Ford C4/C6

LK-CINB-1756 Chrysler 3 speed

Horizontal LED Round Boot ONLY with NO Module

LK-CINB-1731 3 Speed Auto Trans

LK-CINB-1733 4 speed Auto Trans

LK-CINB-1735 Ford AOD

Vertical LED Round Boot ONLY with NO Module

LK-CINB-1732 3 Speed Auto Trans

LK-CINB-1734 4 Speed Auto Trans

LK-CINB-1736 Ford AOD



LED Shift Indicators with RECTANGLE Bezel/Boot Kit

Horizontal LED Rectangle Boot kits with Module

LK-CINB-1779 GM TH-350 /400

LK-CINB-1781 GM 700-R4/4L60

LK-CINB-1783 Ford AOD

LK-CINB-1785 Ford C4/C6

LK-CINB-1787 Chrysler 3 speed

Horizontal LED Rectangle Boot ONLY with NO Module

LK-CINB-1763 3 Speed Auto Trans

LK-CINB-1765 4 Speed Auto Trans

LK-CINB-1767 Ford AOD

Vertical LED Rectangle Boot ONLY with NO Module

LK-CINB-1764 3 Speed Auto Trans

LK-CINB-1766 4 Speed Auto Trans

LK-CINB-1768 Ford AOD

Vertical LED Rectangle Boot ONLY with NO Module

LK-CINB-1790 4-Speed 4L60/4L60E

Sensor & Remote Kits

LK-CINR-1796 Remote Mounting Cable kit - All Applications

LK-CINR-1797 Cable Operated Sensor kit GM

LK-CINR-1798 Cable Operated Sensor kit Ford AOD

LK-CINR-1799 Cable Operated Sensor kit - 3 speed Ford

LK-CINR-17001 Cable Operated Sensor kit Chrysler 3 speed

WIRING HARNESSES



AeroFlow Performance range of universal wiring harnesses complete with fuse box, relays and fuses. Each wire is colour coded and labelled every 6 inches (152.4mm) for the entire length to allow ease of installation in any car, hot rod or race car. These 8, 12 or 21 circuit wiring harnesses will wire up heater, air conditioning, wiper motor, various accessories, turn/hazard signal, relay output, brake switch, instrument cluster and more. The included fuse box is compact perfect for installation in confined areas.



AF49-1500 8 circuit wiring harness



AF49-1501 12 circuit wiring harness



AF49-1502 21 circuit wiring harness

Dual Fan Relay

AeroFlow's Performance dual fan relay and wiring harness kit is essential with an twin electric fan setup. This universal kit will prevent voltage drops and amperage overloads which can cause havoc to your electrical system. It includes 2 automotive 12 volt 40 amp relays, 2 30 amp circuit breaker, all crimp fittings and a prewired relay blocks for ease of installation.

AF49-1048

Electric Fuel & Water

Pump Relay

And Wiring Kit

AF 49-1038



UNIVERSAL WIRING

HARNESS KIT

20 Circuit, mini fuse box wiring harness kit, with switch assembly.

RPCR1002

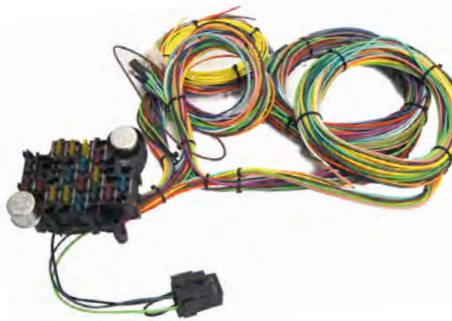
EZ WIRING



EZ Mini 12

*12 Circuits-11 Fuses * Horn relay & connector *Turn & hazard signals *Dimmer switch connector *Circuit breaker for headlights *2 Flashers *1 Alternator plug *2 Ignition switch connectors *Fuse panel pre-wired *1 Grommet *8 yellow splice connectors *6 Blue splice connectors *6 Small blue lugs *5 Medium yellow lugs *2 Large lugs (one with fusible link) *Small tie wraps *Wires labeled every 5 inches

EZ12MINI EZ 12 Mini Wiring Loom



EZ 21

EZ 21 pre-wired fuse block will wire your car from headlight's to taillight's. It features 18 fuses and 21 circuits. The circuits are Radio, Coil, Dome Lights, Headlights, Horn, Power Door Locks, Cig Lighter, Wiper Switch, Elect. Fuel Pump, Gauges, Hazard Lights, Power Windows, AC/Heat, Elect. Fan, Backup/Cruise, Radio, Turn Signal. It also Includes Horn Relay and Connector, Turn and Hazard Signals, Dimmer Switch Connector, Circuit Breaker for Headlights, 2 Flashers, 1 Alternator Plug, 2 Ignition Switch Connectors Plus more.

EZ21 EZ 21 Wiring Loom



EZ Mini 20

*21 Circuits-20 fuses * Horn relay & connector *Turn & hazard signals *Dimmer switch connector *Circuit breaker for headlights *2 Flashers *1 Alternator plug *2 Ignition switch connectors *Fuse panel pre-wired *1 Grommet *8 yellow splice connectors *6 Blue splice connectors *6 Small blue lugs *5 Medium yellow lugs *2 Large lugs (one with fusible link) *Small tie wraps *Complete kit 62 wires *Wires labeled every 5 inches

EZ20MINI EZ 20 Mini Wiring Loom



Universal Harnesses

If your car is not among the specific vehicle listed below, one of our proven universal kits is your best choice. The 12 circuit kits will cover the most basic chassis wiring needs. If your car or truck will have additional electrical accessories such as power windows, door locks or other creature comforts, you will want our 18 circuit harness. The "GM keyed column" kits are for early style "keyed" steering columns from GM and include the column mounted ignition switch. All kits come with more than enough wire and terminals, etc. to do the job, truck kits include extra long wires to suit trucks with long beds and extended cabs. You route and cut to suit your vehicle's needs.

21 Circuit Universal Kit - GM Keyed Column	PW10101
21 Circuit Universal Kit - Non GM Column	PW10102
28 Circuit Universal Kit - GM Keyed Column	PW10201
28 Circuit Universal Kit - Non GM Column	PW10202
28 Circuit Universal Truck Kit - GM Keyed Column	PW10203



Universal Trunk Mount Harnesses

In many street rods and custom cars there is little or no room to mount the fuse block under the dash, forcing modifications to either the car or the harness. Our trunk mount wiring harnesses provides additional wire from the fuse block to the dash and front end, allowing the remote installation of the fuse block in the trunk or behind the rear seat. Like all Painless kits, these fuse blocks come completely pre-wired and terminated for a simple, painless installation. Includes GM column mounted ignition and turn signal plugs.

18 Circuit Universal Trunk Mount Harness Kit PW10220



Universal Weatherproof Harness

The best wiring harnesses for rough off-road conditions just got better with the introduction of this new weatherproof harness. On top of the already superior Painless design and materials, this tough new kit features: Weatherproof fuse block with clear O-ring-sealed cover, weatherproof heat-sealed crimp-on terminals, waterproof horn relay and machine crimped splices with weatherproof shrink tubing.

20 Circuit Universal Weatherproof Harness Kit PW10140

8 Circuit Modular T-Bucket Harness

We started with our proven Modular Chassis Harness and designed a harness specifically to address the basic hot rod owner's needs. This compact, streamlined, simple to install harness has all the basic circuitry needs: headlights, tail lights, brake lights, turn signals, hazards, horn, gauges, wipers, radio, electric fan, electric choke and one accessory circuit. Each wire is color-coded and printed the entire length for ease of installation. As an added plus, the fuse block is modular so if you decide at some point to add additional accessories to your bucket, you can easily snap another four circuits into place.

8 Circuit Modular T-Bucket Harness PW10308



Ford Universal Muscle Car Harness

Now you don't have to struggle with using GM colour codes while wiring your Ford muscle car. This harness features all Ford colour coded wires fully labelled with each circuit the entire length of each wire. Designed as a wiring upgrade for any 1966-76 Ford muscle car such as Galaxie, Fairlane, Falcon, Torino, Montego, etc. Will not work on Thunderbird.

1966-76 Ford 12 Circuit Harness Kit PW10123



Ford Mustang Harnesses

Give your 1965 through 1970 Mustang the Painless treatment with a new chassis wiring harness designed specifically for your 'Stang. Eliminate all of those wiring gremlins by tearing out that frayed and worn factory harness and starting fresh with a new, state of the art harness from Painless. Each harness features a modern, pre-terminated 14 - circuit covered fuse block complete with 12 blade-type micro fuses and 2 relays. All wires follow original Ford colour codes and labelled throughout for simple installation.

1965-66 Mustang 14 Circuit Harness Kit	PW20120
1967-68 Mustang 14 Circuit Harness Kit	PW20121
1969-70 Mustang 14 Circuit Harness Kit	PW20122



GM Muscle Car Harnesses

Our universal 18-Circuit kit is modified to include custom features to make it easier to wire GM muscle cars. A pre-wired factory style bulkhead connector plugs into the fuse block through the firewall in the stock location. Easy-to-install, factory original, quick connect terminals are included for the in-dash printed circuit board. Pre-terminated plugs for the ignition and turn signal switches are included.

1967-68 Camaro and Firebird	PW20101
1967 RS Headlight Harness	PW30818
1969-74 Camaro/Firebird, Nova, El Camino,	PW20102

1955-57 Chev Harnesses

An adaptation of our universal 12 and 18-Circuit harness designed to custom fit your "Shoebox Chevy" with a factory location mounting plate for the fuse block, special dash and turn signal connectors. This harness features colour coded wires fully labelled with each circuit the entire length of each wire.

1955-57 Chevy 12 Circuit Harness Kit	PW20107
1955-57 Chevy 18 Circuit Harness Kit	PW20106

Holden Harness

Designed to suit all Holdens up to HZ and Toranas up to UC, this 21 circuit harness features OEM colour coded wires, fully labelled with each circuit the entire length of each wire.

Holden 21 Circuit Harness Kit PW10115



Mopar Muscle Car Harnesses

Designed for 1966-76 Chrysler muscle cars, this 12 circuit harness features Mopar OEM colour coded wires, fully labelled with each circuit the entire length of each wire. This harness also features our unique covered mini micro-fuse block pre-terminated for easy installation.

1966-76 Chrysler 12 Circuit Harness Kit PW10127



21 Circuit Drag Race Harness & Switch Panel Kit

Complete 21-Circuit Drag Race Wiring Kit. This kit contains everything you need to wire a race car in one box. The 8-rocker switch control centre plugs directly into the 21-circuit Pro Street harness making this the easiest and most complete way to wire a race car. Harness circuits include electric water pump, radio, electric fan, fuel pump, brake lights, headlights, taillights, wipers, turn signals, flashers, horn and ignition. The switch panel features heavy duty rocker switches to control start, ignition, fan, fuel pump one, fuel pump two, water pump, lights and one accessory.

21 Circuit Drag Race Harness & Switch Panel Kit PW50003



21 Circuit Pro Street Harness Kit

Looking to operate your circuits through the factory switches and not a switch panel? This Pro-Street harness is for you. Contains all the features of the 21-circuit harness in the Drag Race Wiring Kit but with necessary pigtails to direct wire the start, ignition, fan, fuel pump, water pump and lighting circuits.

21 Circuit Pro Street Harness Kit PW50002



8 Circuit Drag Race Harness & Switch Panel Kit

The Painless answer to all of your race car wiring needs. This includes an 8 circuit relay harness and a 6 switch contour rocker switch panel. The harness provides fused relay power for all your race car needs. Get away from mounting individual relays all over your vehicle and make your electrical system more reliable. Circuits covered by this system include: Start, ignition, fuel pump, water pump, electric fan, headlights and tail lights, and two accessory relays, along with a fused constant accessory power.

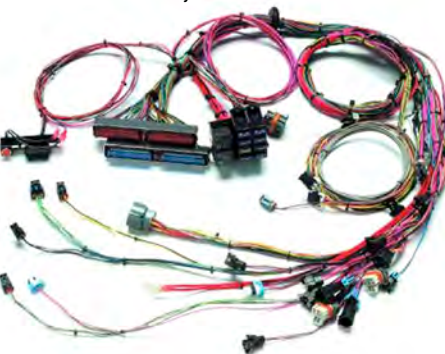
8 Circuit Drag Race Harness & Switch Panel Kit PW50005

8 Circuit Extreme Condition Harness Kit

Machine pre-terminated fuse block and relays. Every circuit is protected with a fuse AND a 30-amp relay for maximum reliability. Oversized, TXL, colour coded, high temp wire is used throughout. You can't make it any tougher or any more reliable!

Kit Includes: Start, ignition, electric water pump, electric fan, electric fuel pump #1, electric fuel pump #2, lights & accessories. Comes with 18 feet of wire per circuit, terminals, wire ties, fusible link, rubber grommet, and easy to follow instructions. Switch panels sold separately.

8 Circuit Extreme Condition Harness Kit PW50001
8 Switch Flat Plate Panel For In-Dash Mounting PW50201
8 Switch Self Contained Style Panel PW50202



Fuel Injection Harnesses

Those who choose to run the factory engine management computer will appreciate the simplicity of a Painless Fuel Injection Harness. Yes, you can whittle away at the stock harness and eventually make it work, but why complicate your life? Our engineers have worked out all the potential problems ahead of time so all you have to do is follow the straightforward instructions and you're on your way. Every wire is colour coded and labelled for ease of installation.

GM TPI 5.0L & 5.7L 1985-89 (Extra Length) PW60202
GM TPI 5.0L & 5.7L 1990-92 (Extra Length) PW60203
LS1 1997-98 (Extra Length) PW60507
LS1 1999-02 (Extra Length) PW60509
LS1 / LS6 1997-04 Elect. Throttle PW60522
LS1 / LS6 1997-04 Elect. Throttle (Extra Length) PW60523
GM LS1 INTEGRATED EFI/CHASSIS HARNESS 97-04 PW60608

12 Circuit Universal Race/Pro Street Fuse Block

A racing version of our PW30001 fuse block designed with all the circuits to make your race car street legal. Just terminate your wiring and attach it to the fuse block. Pre-wired and labelled for the following circuits: electric fuel pump, instruments, electric water pump, radio, electric fan, brake lights, wipers, headlights, turn signals, emergency flashers, horn, coil, dome light and alternator. Kit includes: 10-gauge alternator lead, mounting bracket, fuses, flashers, horn relay, terminals, fusible link, and step by step instructions.

12 Circuit Universal Race/Pro Street Fuse Block PW50101



Painless Convenience Module w/ Auto Headlights

The Painless Convenience Module allows you to retrofit your older vehicle with standard features found on many vehicles sold today. Cars today have many features that 15 to 20 years ago were unheard of. The Convenience Module brings these features to you in a complete kit with easy to follow instructions. In most cases, the installation of this module requires no cutting of factory wiring and can be installed in less than a couple hours. Vehicles must switch ground through the door jamb switches/ground activated dome lights (standard on GM & MOPAR vehicles) in order for this module to operate correctly. However instructions and parts are included for vehicles with power activated door switches.

PW63040 PAINLESS MODULE W/ AUTO HEADLIGHTS

Weatherproof Universal Fuse Block

If you just need to replace an exposed unreliable fuse block with something dependable, this new 20-circuit weatherproof block is the solution.

It comes fully assembled with wire leads that you can connect to your existing wiring and is completely sealed from the elements for trouble free performance. Includes mounting bracket.

Weatherproof Universal Fuse Block PW30004

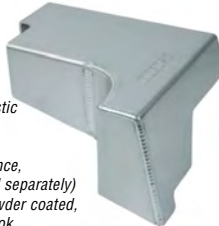


FABRICATED FUSE BOX COVER

- Fabricated .100" thick aluminum, fits over existing plastic fuse box lid
- TIG Welded Corners
- Improves under-hood appearance, matching Moroso tank line (sold separately)
- Can be polished, chromed, powder coated, painted or left as-is for a race look

Description
Subaru WRX/ST/Impreza 2.5 RS '06-'07

Part No
M074231



MUSTANG FUSE BOX COVER

Fits over the factory plastic fuse box lid and can be installed in just minutes

Fabricated from .100" thick Aluminum
Improves under-hood appearance
Can be polished, chromed, powder coated, painted or left as is for a race look

Description
Fuse Box Cover, 2015-Up Mustang

Part Number
M074255



Maxi Fuse Assembly

Maxi fuse assembly with 70 amp maxi fuse and cover.

Maxi Fuse Assembly PW80101
70 Amp Replacement Fuse PW80102

Circuit Isolating Auxiliary Fuse Block Kits

The safe way to add electrical accessories is with CirKit Boss, the first circuit isolator that provides both constant and ignition hot circuits. No more tapping into an existing wire or into a spare circuit at the fuse block. Using these add-on, relay activated fuse blocks is the safe way. Only a small activation wire from any ignition source is needed to turn on the relay that turns on the fuse block. All CirKit Boss models are made using TXL cross link polyethylene wire rated to 125°C. All harness wires are 48" long and factory machine terminated. CirKit Boss includes an in-line circuit breaker, relay, mounting hardware, & terminals. Protects your OEM warranty. Easy to install. Safely adds ignition hot and constant hot circuits.

3 Circuit - 1 Constant & 2 Ignition Hot, 30 Amp Relay PW70103

3 Circuit - 3 Ignition Hot Circuits, 40 Amp Relay PW70113



Weather Resistant Auxiliary Fuse Block Kits

These are the same as the units listed above with the addition of a weather resistant fuse cover for extreme use where moisture/dust resistance is important. Mounts under hood in unprotected areas.

3 Circuit - 1 Constant & 2 Ignition Hot, 30 Amp Relay PW70203

3 Circuit - 3 Ignition Hot Circuits, 40 Amp Relay PW70213

7 Circuit - 3 Constant & 4 Ignition Hot, 30 Amp Relay PW70207

7 Circuit - 7 Ignition Hot



Relay Block Kits

Choose from either a 3-Pack or 6-Pack of 40 amp relays.

Ideal for powering accessories such as fuel pumps, water pumps, throttle stops, fan, nitrous solenoids. 3-Pack kit includes one 40 amp circuit breaker; 6-Pack includes two.

3-Pack Relay Block Kit PW30107

6-Pack Relay Block Kit PW30108



Electric Water Pump Relay Kit

This relay kit provides maximum battery voltage to maximize cooling efficiency and to protect the main electrical system from damaging amperage overloads. **Electric Water Pump Relay Kit PW50106**



Waterproof Water Pump Relay Kit

Perfect for the harsh conditions encountered off-road, this relay kit provides complete protection from the elements and ensure reliable and dependable performance. These kits utilize heavy duty waterproof relays, weatherproof circuit breaker covers and extreme condition weatherproof shrinkable crimp-on terminals.

Waterproof Water Pump Relay Kit PW30132



MSD HIGH CURRENT RELAY

MSD's High Current Relays are what you need to activate accessories that draw high current. These Relays are very reliable due to the fully automated manufacturing process and sophisticated coil winding procedure. The SPST High Current Relay is rated at 30 amps with an input voltage of 12 volts DC. The relay is ideal for use with the MSD RPM Activated Switch when 12 volts are responsible for activating a high current device such as a nitrous solenoid. The DPST relay is also rated at 30 amps with a 12 volt input voltage. This Relay is the best choice when 12 volts are required to activate multiple high current devices at the same time such as multiple stage nitrous solenoids.

MSD High Current Relay, DPST MSD8960
MSD High Current Relay, SPST MSD8961

Engine Bump Switch

This switch allows you to turn over the engine from the engine compartment for adjusting valves. It also overcomes starting problems due to an overheated starter or worn out electrical system by boosting amperage to the starter solenoid every time the vehicle is started.

Engine Bump Switch PW30201



LOOMS & ACCESSORIES

12 & 18 Circuit Universal Fuse Blocks

Use these OEM style pre-wired fuse blocks to replace your existing fuse block or as a starting point for custom wiring. All you have to do is terminate each circuit wire and attach it to the fuse block.

The 12 circuit is pre-wired and labelled for the following circuits: Air conditioning / heat, gauges/dash instruments, brake lights, headlights, coil, horn, dome light, radio, electric fan, turn signals, emergency flashers, wipers and alternator. The 18 circuit kit also includes circuits for power windows, power door locks, electric fuel pump, backup lights, cruise control, power antenna and other optional accessories. Kits include: mounting bracket, fuses, flashers, horn relay, terminals, and full instructions.

12 Circuit Universal Fuse Block PW30001
18 Circuit Universal Fuse Block PW30003



Weatherproof Fuel Pump Relay Kit

Perfect for the harsh conditions encountered off-road, this relay kit provides complete protection from the elements and ensures reliable and dependable performance. These kits utilize heavy duty waterproof relays, weatherproof circuit breaker covers and extreme condition weatherproof shrinkable crimp-on terminals.

Weatherproof Fuel Pump Relay Kit PW30131



Aeroflow Electric Fuel Pump or Water Pump Relay Kit

This universal relay kit can be used for EFI fuel pumps or electric water pump to maximise battery voltage and protect the main electrical system from amperage overloads.

AF49-1038



Remote Starter Solenoid

Allows you to position the starter solenoid any place you need to in order to make maintenance easier. Comes with wire and connectors to do the job right.

Remote Starter Solenoid

PW30203

Charging System Shutdown Relay Kit

Alternator feedback can keep your engine running even with the master disconnect turned off - this kit eliminates engine run-on. Highly recommended by most racing sanctioning bodies. Easy to install with all hardware and instructions. 35 amp maximum for racing only.

Charging System Shutdown Relay Kit PW50103



High Amp Alternator Shutdown Relay Kit

This kit, complete with 250 amp solenoid, will effectively handle alternator feedback of the highest amperage alternators. Eliminates engine run-on when the master disconnect is turned off.

High Amp Alternator Shutdown Relay Kit PW50105



Auxiliary Light Relay Kit

Install extra driving or fog lights easily and properly with our Auxiliary Light Relay Kit. Switch can be wired to turn on: Low beams & auxiliary lights, High beams & auxiliary lights, or auxiliary lights only. Complete kit includes lighted switch, wiring harness, 30 amp relay and terminals.

Auxiliary Light Relay Kit

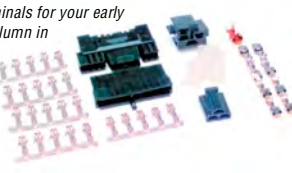
PW30803



GM Steering Column Conversion Kit

All the plugs and terminals for your early GM keyed steering column in one kit. Contains two ignition switch connectors, two turn signal connectors and one dimmer switch connector and terminals for each.

GM Steering Column Conversion Kit PW30806



GM Steering

Column Pigtail Kit

Original factory connectors to replace worn out or damaged connectors for early GM keyed steering columns. GM colour-coded wires are ready to connect into your existing harness. Includes: two keyed ignition switch pigtails, one turn signal pigtail with two connectors; one dimmer switch pigtail. Wire length: 12 Inches.

GM Steering Column Pigtail Kit

PW30805



Fibreglass Body Ground Kit

For proper electrical grounding of any vehicles with fibreglass bodies.

Fibreglass Body Ground Kit PW40026



TERMINAL STRIP

The MSD Terminal Strip can be used for virtually any wiring installation to provide a clean, professional appearance. The Terminal Strip features four separate terminals that use 6-32 screws to hold 12 gauge or smaller wires. The terminals also accept wire lugs that are .312" wide and have a "wall" between each terminal to prevent arcing and electrical shorts. It is electrically rated at 300V-20A.

MSD8810

Junction Block

Two 10 gauge posts provide a perfect way to attach two large gauge wire connections.

Junction Block PW80112



Quick Connect Terminal Kits

Make your own locking quick connect plugs easily and quickly. Each kit includes a male and a female connector and the appropriate number of terminals.

NOTE: Accepts only 14 -20 gauge wire.

4 Wire Quick Connect Terminal Kit PW40008
6 Wire Quick Connect Terminal Kit PW40009
9 Wire Quick Connect Terminal Kit PW40010
12 Wire Quick Connect Terminal Kit PW40011
15 Wire Quick Connect Terminal Kit PW40012



Quick Disconnect Alternator Lead

Makes alternator swaps easy. Comes with mating plug and connector. Alternator side pre-wired. For use with alternators up to 65 amps.

Quick Disconnect Alternator Lead PW40110



"CS" Style GM Alternator Pigtail

A replacement pigtail using the factory original plug for the late style or "CS" style GM external fan alternator. Resistor included.

"CS" Style GM Alternator Pigtail

PW30707



"CS" 130D Style GM Alternator Pigtail

Pigtail for CS 130D internal fan alternator.

Resistor included.

"CS" 130D Style GM Alternator Pigtail PW30705



Electrical System Surge Protector

Voltage spikes can cause damage to various components in your vehicle's electrical system. This easy to install device clips the spikes at 14.5 volts to protect sensitive electrical accessories. Installs between positive and negative battery terminals.

Electrical System Surge Protector PW40030



DuraSpark II Harness

This harness allows for easy conversion from an old points-style Ford ignition to a modern DuraSpark II electronic ignition system. Requires DuraSpark II distributor and yellow or blue ignition module.

DuraSpark II Harness

PW30812



Replacement

Circuit Breakers

Push-in manual reset circuit breakers.

10 Amp Circuit Breaker PW80107
15 Amp Circuit Breaker PW80108
20 Amp Circuit Breaker PW80109
30 Amp Circuit Breaker PW80110



GM HEI Pigtail

Replacement power pigtail for GM HEI distributor.

GM HEI Pigtail

PW30809



ELECTRICAL TERMINAL BULK HEAD

Designed to conduct power or earth through a panel (minimum 4mm thick) or closed area. Through bolt design with nylon stepped washers. Perfect for use in powering intake pumps to original fuel tanks.

AF49-4051



TWO PIN CONNECTOR

MSD8824 MSD Two Pin Connector



Pin Extraction Tool MSD8193

This Tool allows you to remove the terminal from the Weathertight Connector if you need to make repairs or change your wiring.

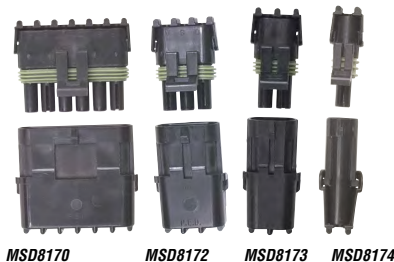
MSD8190 10 Male Pins and Seals
MSD8191 10 Female Pins and Seals



DEUTSCH CONNECTORS

There is absolutely no excuse for losing a race due to a poor wiring connection. MSD's Deutsch Connectors are sealed and lock together making them perfect for harsh racing applications. The compact housing of the connectors are molded from a durable plastic material that will not harden or crack. Each housing is indexed to prevent any chance of mismatching the ends plus they have a molded channel to secure another connector for a tidy appearance. The terminals grip to the wire with strong crimp tabs then lock into position inside the housing. The connections are protected with thick seals that will keep water, mud and debris away from the contacts. These terminals can handle more current than conventional connectors and do not require special tools. Supplied with terminals, seals and housings.

MSD8183 2-Pin Connector, 16 gauge
MSD8181 4-Pin Connector, 16 gauge
MSD8180 6-Pin Connector, 16 gauge
MSD8185 8-Pin Connector, 16 gauge
MSD8186 12-Pin Connector, 16 gauge



MSD8170

MSD8172

MSD8173

MSD8174

WEATHERTIGHT SEALED CONNECTORS

If you need electrical connectors that are unaffected by water, chemicals, vibration, temperature or dirt, and that will not come apart accidentally, then you need MSD Weathertight Connectors. The Weathertight connectors are molded from a special nylon material to withstand temperatures from -40° to +257°F and are indexed to prevent mismatching. Positive locks let you know when the connectors are completely joined by producing an audible CLICK. No click means no connection. For maximum electrical isolation, each terminal has its own tower so there is no chance of shorting between the wires. Each terminal tower utilizes self-lubricating silicone seals for protection against water, dust, oil, and other engine compartment fluids.

Connector Individual
6-Pin MSD8170
4-Pin MSD8171
3-Pin MSD8172
2-Pin MSD8173
1-Pin MSD8174

Weathertight Connector Kit

Sealed safe, reliable and versatile automotive electrical connectors. Each connector contains a secondary wedge lock for maximum contract retention. Each pin accepts 14 AWG wire size and 13 amp rating.

Each Kit includes
 4 x 2 pin connectors,
 4 x 3 pin connectors,
 4 x 4 pin connectors,
 4 x 6 pin connectors,
 2 x 8 pin connectors,
 2x 12 pin connectors,
 200 male/female pins,
 25 cavity plugs and
 one crimp tool.
AF49-9000-KIT



WeatherPack Connector Kit

Protect against dirt, water, chemicals, vibration and temperature range of -40 degree C to 120 degrees C. Positive lock connectors allow you to hear the click for correctly joined connectors. Each terminal has its own tower to eliminate shorting and each tower handles 20 amp.

Each Kit includes
 6 x 1 pin connectors,
 4 x 2 pin connectors,
 4 x 3 pin connectors,
 2 x 4 pin connectors,
 2 x 6 pin connectors,
 100 male/female pins,
 80 wire seals,
 20 cavity plugs and
 one crimp tool.
AF49-8500-KIT



Automotive electrical wire connector kit

Features a spade style crimp terminal which will handle max 20 AMP. It will accept wire size from 1.0mm to 1.5mm. Each Kit includes 10 x 1 pin connectors, 10 x 2 pin connectors, 8 x 3 pin connectors, 8 x 4 pin connectors, 200 male/female pins and one crimp tool.

AF49-9550-KIT



PAINLESS

Painless PowerBraid

(Split Braided Sleeve) Protect and clean up any harness installation with our braided wire wrap. Laterally split design closes around wire bundle without the need for additional taping or zip ties. Large overlap allows easy installation over splices and inline connectors without exposing wires and cables.

- PW70901 1/4 X 20FT POWERBRAID BLACK PROTECTIVE SLEEVE**
- PW70902 1/2 X 10FT POWERBRAID BLACK PROTECTIVE SLEEVE**
- PW70910 1/8 X 20FT POWERBRAID BLACK PROTECTIVE SLEEVE**
- PW70920 POWERBRAID CHASSIS HARNESS KIT**
- PW70921 POWERBRAID FUEL INJECTION HARNESS KIT**
- PW70940 POWERBRAID INSTALLATION TOOLS 1 ONLY**
- PW70941 POWERBRAID INSTALLATION TOOLS ASSORTED**



CLASSIC BRAID WIRING WRAP

The perfect solution to clean up and protect the wiring in your vehicle. The laterally split design allows for easy installation over splices and inline connectors without exposing wires and cables. Resistant to the majority of chemicals and automotive fluids.

Available options in sizes from 1/8" to 1" in various lengths. They are also available in chassis and fuel injection kits containing everything you will need to cover your harness.

ClassicBraid is a self-wrapping split braided wiring loom for that classic show car look! Its smooth texture and appearance will transform your engine bay, giving you that factory installed look. The tightly woven construction provides excellent blockage against mud and dirt, while maintaining adequate drainage. The lateral split design has a minimum 25% overlap to allow for easy installation and optimum wiring protection.

- Continuous Temperature Rating -94° to 257°F
- Melting Point 482°F

Description	Part No.
1/8" ClassicBraid (20 ft.)	PW70956
1/4" ClassicBraid (20 ft.)	PW70957
1/2" ClassicBraid (10 ft.)	PW70958
3/4" ClassicBraid (6 ft.)	PW70959
1" ClassicBraid (12 ft.)	PW70960



FLEX BRAID WRAP

Black tight weave high coverage AeroFlow's heat-flex braid is lightweight and extremely flexible. Heat-flex braid can be used for insulating wire bundles or cables while offering that factory look. Heat-flex braid can also be used on heater and radiator hoses. With a tough woven construction, heat-flex provides a continuous temperature rating of up to 127°C/260°F and a melting temperature of 250°C/482°F. Available in 1m/3ft and 7.6m/25ft length rolls in 1/4", 1/2", 1" and 1-1/2" size I.D. Can be terminated with heat-shrink or AeroFlow hose end finishers for that professional look.

Part No	Description	Length
AF91-7050	1/4"	1m
AF91-7051	1/2"	1m
AF91-7052	1"	1m
AF91-7053	1-1/2"	1m
AF91-7550	1/4"	7.6m
AF91-7551	1/2"	7.6m
AF91-7552	1"	7.6m
AF91-7553	1-1/2"	7.6m

SWITCHES

Aircraft Switch Cover

Shields all shaft mounted toggles switches for extra safety. Prevents accidental switching.

Aircraft Switch Cover

PW80521



LED MISSILE SWITCHES WITH COVER

AeroFlow Rocket switches are now available in LED and colour coded covers. They will control virtually any accessory you can throw at them from, ignitions, boost, fans, lights, winches, NOS systems and more! These have a true 12V LED switch in the casing which means you do not need to add additional resistors typical with some other LED lighted products. Easy to use, lift the cover and flick the toggle switch up for the on position and to turn off the switch simply push the cover down!

Part No	Description	Colour
AF49-5050	On / Off missile switch with Red LED	Red
AF49-5010	On / Off missile switch with Blue LED	Blue
AF49-5020	On / Off missile switch with White LED Carbon Fibre	White
AF49-5030	On / Off missile switch with Yellow LED	Yellow
AF49-5040	On / Off missile switch with Green LED	Green



LED MISSILE SWITCHES

AeroFlow Rocket switches are available with coloured covers. They will control virtually any accessory you can throw at them from, ignitions, boost, fans, lights, winches, NOS systems and more! Easy to use, lift the cover and flick the toggle switch up for the on position and to turn off the switch simply push the cover down!

Part No	Description	Colour
AF49-5000	On / Off missile switch	Red
AF49-5001	On / Off missile switch	Blue
AF49-5002	On / Off missile switch	Carbon Fibre
AF49-5003	On / Off missile switch	White
AF49-5004	On / Off missile switch	Yellow
AF49-5005	On / Off missile switch	Green



TOGGLE SWITCHES

- Momentary Switches ideal for starting engines
- On-Off Single Throw Switches used to control accessories such as lights, pump, fan, etc.
- Rated at 25 amps lamp load, 35 amps inductive load
- ON/OFF faceplate included

M074124	Toggle Switch Momentary On, Long Handle, 1-1/2"
M074125	Toggle Switch On/Off, Long Handle, 1-1/2"
M074126	Toggle Switch On/Off, Short Handle, 1-1/16"



SWITCHES

MSD8808	Four-Pole, Double-Throw Switch
MSD8812	Alternate Action Switch

Universal Momentary

Switch and Cable.

Moroso Universal momentary switch and cable. This precision high quality momentary switch is mounted in a coiled flex cable and can be used to control nitrous oxide systems, push-to-talk radios, roll control devices, or any other device with an instant on/off switch. It's a normally open, snap action short throw switch that's rated at 6 amps at 28 volts DC or 125 volts AC. It mounts in a 1/4" diameter hole.

M074122 Switch Universal Momentary

HOBB SWITCHES

AeroFlow's hobb switches are a great way to ensure safety of your engine. The 5-7 PSI (3-5 BAR) (AF49-2010) can be used to cut ignition or fuel pump when pressure drops saving you from an expensive rebuild. AeroFlow also offer a vacuum hobb switch (AF49-2011) that can turn a vacuum pump on when pressure drops below 17inHG in a road driven car that has a large camshaft with low vacuum to create a better pedal feel.

AF49-2010

Hobb switch (5 PSI (.3 BAR) Open) 1/8" NPT

AF49-2011

Vacuum pressure switch, closed at 17" HG. 1/8" NPT



Fuel Pressure Safety Switches

Maintaining adequate fuel pressure is critical when it comes to nitrous. These fuel pressure safety switches can be used in conjunction with your nitrous systems to safeguard against inadequate fuel pressure.

5 PSI Switch ED72210

30 PSI Switch ED72213

50 PSI Switch ED72214



NOS SWITCHES

Illuminated Rocker Switch

- Momentary Push-Button, Waterproof with Spiral Cord**
- 50 PSI Adjustable Pressure Switch - Normally Open**
- 5 PSI Fuel Pressure Safety Switch - Normally Open**

NOS15602

NOS15651

NOS15685

NOS15750



Hurst Pushbutton Switch W/Coil Cord

- High shock resistance
- Moisture and dust proof for marine and off-road racing
- Epoxy sealed contacts and terminals
- 6' (18 gauge) coil cord for mounting in almost any location
- 10 amp. capacity
- Normally open

This precision snap-action switch is ideal for operating Roll/Controls, nitrous systems, trans brakes, etc. The switch is designed to provide instantaneous, smooth operation under the most severe racing conditions.

HU2483880

Pushbutton Switch W/Coil Cord



MICROSWITCH AND BRACKET KITS

Designed especially for Edelbrock, Barry Grant and Holley carburetors, these kits include a snap-action microswitch, mounting hardware and a CNC-machined, red anodized billet aluminum bracket. ED72279 comes with a bendable universal bracket for easy installation.

For Holley Dominator carburetors ED72281

For Holley Square Bore carbs without choke

(will not fit H.P. series) ED72282

For Barry Grant Race Demon carburetors ED72284

For Barry Grant King Demon carburetors ED72285

Remote Button & Cord

- Rated at 12 amps
- Lightweight spiral cord, self cleaning contacts, bounce free operation. The universal remote button and spiral cord is a great all around adjustable unit and is ideal for bracket racing. Use with transbrake, launch control and nitrous systems.

Standard Remote button with spiral cord BM46003



Mushroom Cap Button & Cord

- Rated at 12 amps
- Lightweight spiral cord, self cleaning contacts, bounce free operation. A button and cord assembly with extra large actuator button. For use with gloves and Full or Pro Tree applications

Large Actuator Red button with spiral cord BM46013



Hurst Switch for Roll/Control

The Roll/Control Switch incorporates a micro switch for an immediate and accurate release. Includes 2 feet of wire for installation hookup to the Roll/Control, nitrous systems, trans brakes or other 2 volt accessories.

10 amp capacity. Normally open.

HU2483875 Roll/Control Button Switch



TRANSBRAKE SWITCHES

DE-PBSRTD

The most consistent, most reliable switch on the market. This is a heavy duty quick acting, precision release transbrake switch with an adjustable mount and locking nut. Screw terminals on bottom connect to any wire. Adjustable button height sets with a custom lock nut.

DE-PBSXL

This uses the same quick switch as the PBSRTD but has an extra large red button (1 inch). Fits gloved thumbs very comfortably. Great for delay boxes that allow multiple "hits". Adjustable button height.



BUMP STAGER TRANSBRAKE CONTROLLER

The FAST Bump Stager provides improved staging accuracy by allowing users to access the patented "transcreeper" function found in FAST XFI without the added expense of converting the vehicle to a full XFI system. Available as a complete kit, the Bump Stager lets drag racers carefully pulse the transbrake. This enables the vehicle to move forward slowly during staging, creating a higher degree of repeatability than racers are able to achieve manually. The complete kit comes with everything needed for use, and a built-in 20-amp driver removes the hassle of wiring an external relay for most applications. It can be used in carbureted applications or with any aftermarket EFI system.

- Improves staging accuracy; allows access to patented "transcreeper" function found in FAST XFI
- Lets drag racers carefully pulse the transbrake; enabling the vehicle to move forward slowly during staging, creating a higher degree of repeatability than racers are able to achieve manually
- Works w/ any trans-brake application; Carb or EFI

FAST30322

PAINLESS

Painless Rollover Safety Switch

Automatically shuts off power to the fuel pump in the event of a vehicle roll over. Recommended by many racing classes. Not recommended for off-road use.

PW80160 ELECTRIC ROLLOVER SAFETY SWITCH



PAINLESS

Contour Rocker Switch Panels

The rocker switches in these panels are not only stylish but practical as well. The covers are interchangeable so each panel can be customized to each user's needs without having to purchase all new switches. Each switch is also fully sealed for protection against the elements. Finally, each panel features a charge indicator LED light. Panels come with 18 foot TXL wiring harness.

- 4-Switch Contour Rocker Switch Panel PW50320
- 6-Switch Contour Rocker Switch Panel PW50321
- 8-Switch Contour Rocker Switch Panel PW50322



Fused Rocker Switch Panels

Painless switch panels feature: Heavy-duty lightweight non-reflective housing designed to mount to a roll bar using standard metal hose clamps. Lighted rocker switches are colour coded for quick visual reference. All circuits individually fused and easily accessible for quick testing and replacement. All units come complete with 18' of high temp TXL wire using machine applied, vibration resistant, fully insulated terminals. The 4 switch panel controls; start, ignition & 2 accessories and the 6 switch panels also control fuel pump and water pump/electric fan. The 8 switch panel controls start, ignition, electric fan, 2 fuel pumps, water pump, lights and one accessory.

- 4 Rocker Switch Panel PW50301
- 6 Rocker Switch Panel PW50302
- 6 Rocker Switch Inline Panel PW50506
- 8 Rocker Switch Panel PW50303



8 Switch Pro Street Panel

Brushed aluminium 8 switch Pro Street panel which includes: Push Button Start, Toggle-Ignition, Fuel Pump, Fan, Park/Head Lights, Turn Signals and Horn.

8 Switch Pro Street Panel PW50410



6 Switch Pro Stock Panel

Brushed aluminium 6-switch Pro Stock panel which includes: Push Button Start, Toggle-Ignition, Fuel Pump, Water Pump/Fan and Two Accessories

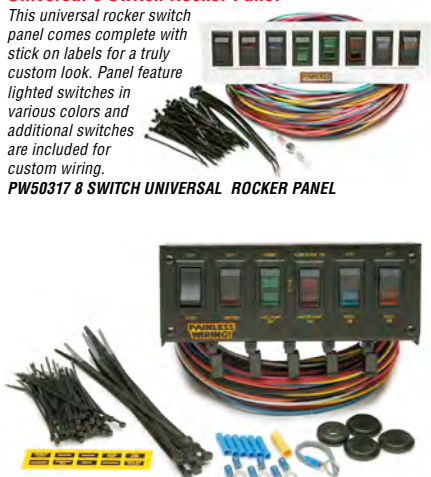
6 Switch Pro Stock Panel PW50412



Universal 8 Switch Rocker Panel

This universal rocker switch panel comes complete with stick on labels for a truly custom look. Panel feature lighted switches in various colors and additional switches are included for custom wiring.

PW50317 8 SWITCH UNIVERSAL ROCKER PANEL



Circuit Breaker Protected Rocker Switch Panels

The most popular switch panels in drag racing today are now even better. These new switch panels feature circuit breakers in place of standard fuses, so if you're on the line and circuit blows, it can be reset with just a touch. Features also include colour coded lighted rocker switches for easy identification, 18 ft. of the highest grade TXL wire, vibration resistant terminals and a black finish for reduced glare.

- 4 Rocker Switch Panel PW50304
- 6 Rocker Switch Panel PW50305
- 8 Rocker Switch Panel PW50306
- 4 Rocker Switch Nitrous Panel PW50603

Nitrous Panel

Brushed aluminium 4-switch Nitrous panel which includes: Toggle Main Power On, Fuel Pump, Push Button Purge #1 and Push Button Purge #2.

4 Switch Nitrous Panel PW50411



Nitrous Rocker Switch Panel

Painless fused switch control panel for nitrous application. The four lighted on/off rocker switches control main power plus 3 nitrous stages. The main power switch is protected with a 30 amp fuse, while the 3 staging switches have 15 amp fuses. Includes an output wire for purge functions and an output for WOT relay.

The brushed aluminium panel is pre-wired with 10 feet of light weight, high temp TXL wire.

Nitrous Rocker Switch Panel PW50604



Weatherproof Off-Road Switch Panels

These new switch panels are the only panels to consider if your vehicle will be subject to harsh outdoor conditions. They feature a formed polyethylene liner to seal the face plate to the dash or chassis, creating a water-resistant seal. The panels include a keyed ignition switch for security or a push-button start. All switches and circuit breakers are protected by weather resistant boots and all circuits are protected with circuit breakers. All units come complete with 18' of high temp TXL wire using machine applied, vibration resistant, fully insulated terminals. These kits are shipped unassembled with peel and stick labels for custom applications.

- 6 Switch Panel, Keyed, Roll Bar Mount PW50333
- 4 Switch Panel, Push Start, Dash Mount PW50334
- 6 Switch Panel, Push Start, Dash Mount PW50336
- 6 Switch Panel, Push Start, Roll Bar Mount PW50337

MOROSO



TOGGLE SWITCH PANELS

- Make custom wiring of your vehicle much easier and professional
- Face constructed of rugged .050" thick aluminium
- All have power indicator lights and front mounted, E-Z access fuse holders with pigtailed attached, features not found on other manufacturer's switch panels
- Heavy-duty on/off switches are 12 volt single-pole, single-throw with screw terminals rated at 25 amps lamp load and 35 amps inductive load
- Heavy-duty fingertip starter controls on No. 74130, 74131 and 74133 are waterproof and dustproof, and include screw terminals rated at 12 volts and 35 amps
- A selection of custom labels is included so you can customize each panel to your individual needs
- Black anodized finish prevents corrosion

M074131 - Drag Race Switch Panel, 4" x 7.75". Includes: Starter button, five on/off switches, five E-Z access fuse holders, five power indicator lights, 20 amp fuses



MOROSO ROCKER SWITCH PANELS

- High-tech rocker style switches are dust and water resistant and feature a wide-profile face for use with racing gloves
- All switches are single pole, single throw rated at 20 amps
- Other switch features include a heavy-duty spring for positive engagement, orange LED indicator lamp, and 1/4" spade terminals to simplify wire connections
- Five resettable 20 amp circuit breakers (except No. 74186) eliminate the need for fuses.
- Includes complete wiring instructions and switch decal package to indicate start, ignition, fuel, fan, lights, nitrous and other uses

- M074180 Flat Surface Mount, five on/off switches with momentary start switch, 3.388" x 8"
- M074181 Flat Surface Mount, five on/off switches without momentary start switch, 3.375" x 8"
- M074183 Flat Surface Mount, five on/off lighted switches, 2.488" x 6.695", separate panel for five circuit breakers 20 amps each, 1.350" x 6.695"
- M074186 Flat Surface Mount, four on/off lighted switches, with momentary start switch, no breakers, 2.488" x 6.695"
- M074190 Cage Mount, five on/off switches, with momentary start switch, 3.750" x 8"



M074194 Flat Surface Mount, five on/off lighted switches With Momentary Switch, 3.388" x 9.150", 6 circuit breakers 20 amps each & USB Ports



M074195 Flat Surface Mount, five on/off lighted switches With Momentary Switch, 2.488" x 7.855", With USB Ports

AFCO

Switch Panels (STD Ignition)



1 SWITCH/START
4-1/8" X 5-7/8"
AFC85030B

2 SWITCH/START
4-1/8" X 5-7/8"
AFC85032B



2 SWITCH/START W/ LIGHTS
4-1/8" X 5-7/8"
AFC85053B



1 SWITCH/START
3" X 4"
AFC85010B



1 SWITCH/START WITH LIGHT 3" X 4"
AFC85011B



MOROSO

Push Button Starter Switch

Waterproof and dustproof with neoprene cap for in-car or underhood mounting
35 amp rated @ 12 volts

M074120 Push Button Starter Switch



HD Starter Button

DESCRIPTION PART #
BUTTON AFC85266

Push Button Starter Switch

Button for starting or other applications requiring a momentary push button. Includes cover.

Push Button starter Switch PW80503

Push Button Momentary Start

Extreme condition button for starting or other applications requiring a momentary push button. Fits 5/8" diameter hole.

Push Button Momentary Start PW80528

Headlight Switch with Aluminium Knob

Three position; dash light dim, no dome light control. Includes aluminium knob.

Headlight Switch with Aluminium Knob PW80151

ENGINE START SWITCH KIT

12V engine start switch comes with red, orange, blue & green button covers.

AF49-5555

Universal Keyed Ignition Switch

The universal keyed ignition switch is waterproof and is supplied with 2 keys. Fits 3/4" diameter hole.

Universal Keyed Ignition Switch PW80529

Universal Ignition Switch

Universal dash mounted ignition switch. Supplied with two keys.

Universal Ignition Switch PW80153

UNIVERSAL IGNITION SWITCH

- Universal, 4 Positions (ACC, OFF, IGN/ACC, IGN/START)
 - Includes Two Keys
 - Mounts on 3/4" Hole
 - Knurled Aluminum Mounting Nut
 - Stud Terminal Posts with Nuts
- UPS1204

Key-operated Ignition Switch

Bezels are machined from aluminum and anodized satin black or polished.

Easy to install, these knobs and switches (the Black switches come complete with matching black bezels), add an instant aesthetic enhancement to any hot rod.

S0001-60779 Satin Black
S0001-60752 Polished



IDIDIT



Touch-N-Go Keyless Ignition System

Get the most advanced keyless ignition technology at the tip of your finger, with the Touch-N-Go Start keyless ignition system for your ididit steering column. This is the industry's FIRST touch sensitive start system and features a 22mm aluminum button (25mm with column mount) with multi-color interactive LED lights that always let you know what mode it's in. There are no moving components to wear out, ensuring years of outstanding performance.

You'll never have to use your keys again! This system can be used as a simple start button system or you can utilize more advance functions, such as keyless entry. Just stick your programmable key fob in your pocket or wallet and the system will sense your approach, automatically unlocking your door as you get close and locking it up as you leave (the system only responds when the key fob is in range). For added safety, this system can also be programmed to turn on your dome lights as you approach.

- Automatically starts your car with the simple touch of a button.
- Kit comes with 2 key fobs with up to 4 programmable channels.
- Comes with a control box small enough to fit just about anywhere.
- The antenna has a proximity range of 2 to 15 ft. (When selecting the antenna placement it is important to place it near the windows so the doors or sheetmetal will not interrupt the signal)
- 22mm dash mount or 25mm column mount aluminum touch button with interactive LED display is fully customizable, with multiple colors to choose from. LED lights can be dimmed.
- Made as a direct replacement for standard keyed ignitions, this unit simulates the five common GM ignition positions: off, accessory, on, crank, and run.
- First touch simulates "Accessory" (turns on your radio and other accessories)
- Second touch simulates "On" (activates ignition circuit; fuel pump or engine computer)
- Third touch, while pressing brake pedal simulates "Crank" (engages the starter and starts the vehicle)
- Three rapid touches in a row will shut off the system and engine
- For added security, this kit comes with a built-in valet switch allowing you to override the key fob system. In the event of a dead key fob battery, the switch can be turned on to allow the Touch-N-Go system to deactivate the security, allowing the user to operate the system manually.
- No moving components to wear out.
- No internal relays. Uses Mosfet Technology.
- Made in the USA

Description Part No.
Available with most ididit tilt steering columns, ID2600670100

Universal Brake Light Switches

Universal brake light switches, available in 2 or 4 terminal configurations.

Brake Light Switch - 2 Terminal

Brake Light Switch - 4 Terminal

PW80172

PW80176

Low Pressure Brake Light Switch

Universal low pressure brake light switch. Supplied with plug in pigtail. 1/8" NPT Thread.

Low Pressure Brake Light Switch PW80174



Wiper Switches

We have searched high and low to assemble a selection of electrical switches that meet our quality criteria and have the right aesthetics to complement hot rods, customs, trucks, even VWs. Sourced from a number of manufacturers, before being fitted with SO-CAL's own traditional knobs and bezels.

S0001-60750 Art Deco polished
S0001-62111 Art Deco Black
S0001-60760 Forty polished
S0001-60794 Speed polished
S0001-50460 Bullet polished



SO-CAL OFF-ON Switch

S0001-50447
Art Deco OFF-ON Switch



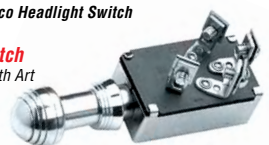
2-Position Headlight Switch

S0001-60763 Forty polished
S0001-60781 Forty Black
S0001-60757 Art Deco polished
S0001-62112 Art Deco Black
S0001-60790 Speed polished
S0001-50462 Bullet polished



3/Position HeadLight Switch

S0001-50467 Art Deco Headlight Switch



Keyless Ignition Switch

Keyless ignition switch with Art Deco style polished cover.
S0001-60753



Horn Push Switch

S0001-60768 Forty polished
S0001-60766 Art Deco polished
S0001-62144 Art Deco Black
S0001-60795 Speed polished
S0001-50466 Bullet polished



Dimmer Switches

High-quality dimmer switches can be mounted under the floorboards. Available with or without the polished Art Deco cover.

S0001-50413 Dimmer switch only
S0001-50451 Dimmer switch with Polished Cover



SO-CAL Dash Knobs Styles

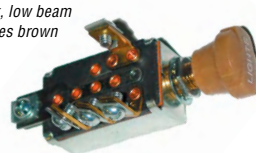
A: Art Deco knob—polished
B: Art Deco knob—black
C: Speed-style knob
D: Forty-style knob—polished
E: Forty-style knob—black
G: Bullet-style knob

Machined from aluminium and highly polished, they're easily installed and held in place with a set screw.

Headlight Switch with Plastic Knob

Four position; off, park, low beam and high beam. Includes brown plastic knob.

Headlight Switch with Plastic Knob PW80154



Headlight Switch with GM Style Black Knob

Three position; dash light dim and dome light control. Supplied with GM style black plastic knob.

Headlight Switch with GM Style Black Knob PW80152



Floor Mounted Dimmer Switch

Floor mounted dimmer switch for cars without a dimmer switch on the column.

Floor Mounted Dimmer Switch PW80150



Universal Wiper Switch

Three position switch operates 2-speed wiper motor with on-off and washer function.

Universal Wiper Switch PW80173



Turn Signal Switches

These after-market turn signal switches are good for installing on early cars & trucks, 7 wire system, supplied with clamp to hold on the steering column and no drilling or cutting is required.

UPA5007

Borgeson Traditional Style Finned Turn Signal Switch

Fits 1-3/4" Column Diameter,
Polished Aluminium
Part No: BOR803006



Heavy Duty Turn Signal Switch

- All Metal Chrome Plated Heavy Duty Switch with 7 Wires
- Integrated Clamp System to Hold on the Steering Column with Clean Look
- Has Green Turn Signal Indicator Lights
- Has 4-Way Emergency Hazard Function with Red Light
- Includes Inline Fuse and Wiring Diagram
- Ready To Use for 12 Volt Systems, Also Works for 6 Volt if Indicator Bulb is Changed to 6 Volt (not included)

UPA5007R

KEYLESS ENTRY SYSTEMS

Dakota Digital



CMD-4001X Remote Entry Kit

The CMD-4000 Series remote entry kits can raise and lower up to 2 windows or lock/unlock power door locks and release latches. Power Windows, Actuators or Solenoids maybe required and are offered separately or in a kit.

Key features of the CMD-4000 Series Kits include Ignition Safety Lockout which prevents doors from opening when the key is on.



TEN-FUNCTION REMOTE ENTRY SYSTEMS

Key Features:

- All Harnesses and wire ends are fully assembled insuring easy installation.
 - Heavy duty 30 amp relays provided for greater reliability.
 - Code hopping technology for added security.
 - 2- Six button transmitters for easier operation.
 - Park light flash for visual feedback during operation.
 - Ignition safety disables door and trunk release when engine is running.
 - Sealed switch included for emergency driver's door entry.
- 10 function operation for:
- Controls driver side window up.
 - Controls driver side window down.
 - Controls passenger side window up.
 - Controls passenger side window down.
 - Remotely opens driver side door.
 - Remotely opens passenger side door.
 - Releases or raises trunk/ rear hatch.
 - Lowers trunk or rear hatch.
 - Raise auxiliary motor or releases auxiliary latch.
 - Lower auxiliary motor or programmable auxiliary channel can momentarily turn on/off or toggle on/off any electrical device.

Part No. DAKCMD-10K-2

Dakota Digital Door Popper

Body Length: 1-3/4"
Stroke: 5/16"
Pushing Force: 25 lbs
Sold in pairs.
DAKDP-1



DAKOTA DIGITAL DOOR POPPER

Made from the highest quality materials and precision production methods, Dakota poppers will pop your shaved doors smoothly & reliably. Adjustable spring tension allows you to easily customise the pop-out distance. Super Door Poppers offer 1-1/2" of stroke! Unit measures 3-9/16" depressed, 5-1/16" extended.

DAKDP-3

DOOR CONTACTS

Dakota Digital



Magnum Shooters

Magnum Shooters eliminate those unsightly wires in door jambs, trunks, trailer ramps, pickup beds and tailgates. Spring loaded and fully adjustable from 1/4" to 11/16".

Common uses include: Power windows/ locks, remote entry systems, stereo systems, alarms and many more.

Sold in pairs (a pair will complete a single door)

DAKMGS-2	2 Function -Pair
DAKMGS-3	3 Function -Pair
DAKMGS-4	4 Function -Pair
DAKMGS-5	5 Function -Pair

GM Style Door Jamb Switch

GM style Door jamb switch to turn interior lights on and off.

GM Style Door Jamb Switch
PW80170



Courtesy Light Kits

These courtesy light kits simplify installing courtesy lights in your vehicle. Both kits include wires and light sockets and the GM kit includes GM style door jamb switches.

GM Kit, Includes Light Sockets, Wires & Switches
Universal Kit - Includes Light Sockets & Wires

PW3702
PW3710



Jamb Tac Wireless Connector Kits

Jamb Tac keeps door jambs looking neat and free from wires. These heavy duty solid brass contacts handle up to 60 amps per circuit. Mounts anywhere in the doorjamb. Kits are complete with connectors, instructions and mounting template. (Note that opening the door breaks contact - your power windows, door locks or speakers will not operate with the door open).

1-Wire Contact Kit	PW40021
2-Wire Contact Kit	PW40022
3-Wire Contact Kit	PW40023
4-Wire Contact Kit	PW40024
4-Wire Contact Kit with Dome Lamp Switch	PW40025



Magnetic Door Jamb Switch

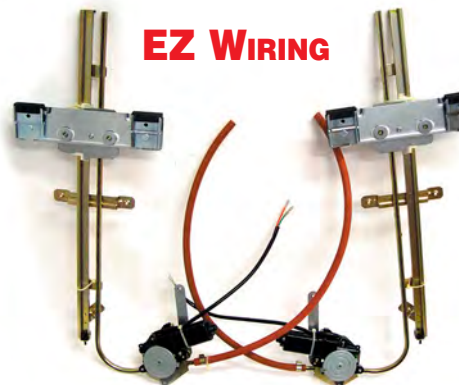
Turn interior lights on and off without unsightly switches mounted on door frame. A magnet mounted on the door activates a reed switch mounted in the post for a clean look and smooth operation. Choose ground activation (ground wire to the dome light) or power activation (power wire to the dome light.)

Magnetic Door Jamb Switch, Ground Activation
Magnetic Door Jamb Switch, Power Activation

PW80180
PW80181

POWER WINDOWS & SWITCHES

EZ WIRING



EZ Wiring Power Windows

Power window kit will work for all windows with flat glass only that go straight up and down and that are between 6" and 24". Includes crossover wiring and 3 lighted switches.

EZPWRWIN/SW



Billet Aluminium Switch Bezels

Give your car the hi-tech look with these billet aluminium power window switch bezels for SPW power window switches in your choice of either round or oval design. Bezels use GM switches that're standard in our kits or available separately.

Description	Part No.
Single Switch Oval Aluminium Bezel	SPWAB-010
Single Switch Oval Aluminium Bezel - Ball Milled	SPWAB-010BM
Single Switch Round Aluminium Bezel - Ball Milled	SPWAB-01RBM
Dual Switch Oval Aluminium Bezel	SPWAB-020
Dual Switch Oval Aluminium Bezel - Ball Milled	SPWAB-020BM
Dual Switch Round Aluminium Bezel - Ball Milled	SPWAB-02RBM
Quad Switch Oval Aluminium Bezel	SPWAB-040
Quad Switch Oval Aluminium Bezel - Ball Milled	SPWAB-040BM

Power Window Switch Kits

These switch kits are made for Specialty Power Windows and have chrome GM switches and GM motor plugs. By changing the motor plugs, the switches and harness can be used with any polarity reversing motor as used in most aftermarket power windows. Kits contain switches, wire harness, flexible stainless wire conduits and wiring diagram.

Description	Part No.
2 Window Kit - 1 x Dual & 1 x Single Switch	SPW2-1CHROME
4 Window Kit - 1 x Quad & 3 x Single Switches	SPW4-3CHROME
2 Window Console Kit - 1 x Dual Switch	SPW-CCHROME

Watson's StreetWorks



www.watsons-streetworks.com

Billet Oval Power Window Switches



Billet Oval 4-Switch Panel

4 of our Billet 3-wire rocker switches mounted in an Oval billet frame that's 4-7/8" wide by 1-5/8" high. Use as a driver door control for power windows on a 4-door or as a stand-alone console switch centre.

NOTE: This panel is sold without relays or polarity reversing module(s), so be sure to explain your needs to our tech staff when you order.

AT LEAST ONE ADDITIONAL REVERSING MODULE will be needed when using this panel with other of our Oval Billet Power Window Switches listed above.

Description	Part No.
Billet Oval 4-Switch Panel.	WSWL39B04X



Single Billet Power Window Switch (Dimple)

Our Billet 3-wire rocker switch sits inside an Oval billet frame that's only 1-5/8" wide by 2-1/4" high. Adapt directly to positive (+) output remotes - no extra relays required! Single switch / frame, polarity reversing module, wire leads and instructions.

Description	Part No.
Single Billet Power Window Switch only.	WSWL39B0S

Dual Billet Oval Power Window Switch (Dimple)

Dual switch kit for centre console mounting or for both switches on the driver door only. Dual switch frame is 3-1/8" wide by 1-5/8" high, (2) polarity reversing modules, wire leads and instructions.

Description	Part No.
Billet Oval Dual Power Window Switch Kit.	WSWL39B0

Triple Billet Oval Power Window Switch (Dimple)

Triple kit puts dual switches on the driver door and one on the passenger door. Switches and frames, (2) polarity reversing modules, lots of wire and instructions.

Description	Part No.
Billet Oval Triple Power Window Switch Kit.	WSWL39B0T

Billet Power Window Switch Kits

Billet 5-wire power window switches now in kits for 4-door cars. Choose from the complete 4-door kit or a single location (console)



Grooved Billet Power Window Switches

Illuminated Billet Power Window Switch 4-Door Kit "Grooved"

A single location (console) 4-door switch control that measures 2-5/16" X 4-1/4". Includes the switch plugs, feed wiring, terminals, fuses, fuse holders and instructions. The switch frame mounts with (4) blind studs from behind.

Description	Part No.
Illuminated Grooved, Single Location Billet Power Window Kit.	WSWL39-5B4XG

Single Illuminated Billet Power Window Switch "Grooved"

Single Billet 5-wire rocker switch snaps into a rectangular billet frame that's only 1-1/4" wide by 2-5/16" high. The frame mounts with (2) blind studs from behind. Single switch with plug and frame, terminals, wire leads and instructions.

Description	Part No.
Single Grooved Illuminated Billet Power Window Switch.	WSWL39-5BSG

Dual Illuminated Billet Power Window Switch "Grooved"

Dual switch kit for centre console mounting or for both switches on the driver door only. (2) Billet 5-wire rocker switches snap into a dual switch frame that is 2-1/4" wide by 2-5/16" high. The frame mounts with (4) blind studs from behind. (2) switches with plugs and dual frame, terminals, wire leads and instructions.

Description	Part No.
Dual Grooved Illuminated Billet Power Window Switch.	WSWL39-5BDG

Triple Illuminated Billet Power Window Switch "Grooved"

Billet Triple kits puts dual switches on the driver door and one on the passenger door. (3) switches with plugs, (1) single frame, (1) dual frame, terminals, fuse holder, wire leads, cross-over wiring and instructions.

Description	Part No.
Triple Grooved Illuminated Billet Power Window Switch	WSWL39-5BTG



Illuminated Dimpled Billet Power Window Switches

4-door switch kit.

The Complete 4-Door Kit features a 4-switch drivers door control that measures 2-5/16" X 4-1/4" and (3) single switches that measure 2-5/16" X 1-1/4" wide for the other doors. Includes the cross-over wiring, switch plugs, terminals, fuses, fuse holders and instructions. The switch frames mount with blind studs from behind.

Description	Part No.
Illuminated Billet Power Window Switch Kit	WSWL39-5B4

Illuminated Billet 4-Switch Power Window Switch (Dimpled)

Billet 5-wire power window switches now in a 2/2, 4-switch console design to run 4 different motors or a combination of items. The Single Location (console) 4-door switch (2-over-2 Design) control that measures 2-1/4" X 4". Includes the switch plugs, feed wiring, terminals, fuses, fuse holders and instructions. The switch frame mounts with (4) blind studs from behind.

Description	Part No.
Illuminated Billet Power Window Switch Kit.	WSWL39-5B2/2X



Illuminated Billet Power Window Switch 4-Door Kit (Dimpled)

A single location (console) 4-door switch control that measures 2-5/16" X 4-1/4". Includes the switch plugs, feed wiring, terminals, fuses, fuse holders and instructions. The switch frame mounts with (4) blind studs from behind.

Description	Part No.
Illuminated Single Location Billet Power	WSWL39-5B4X

Single Illuminated Billet Power Window Switch (Dimpled)

Single Billet 5-wire rocker switch snaps into a rectangular billet frame that's only 1-1/4" wide by 2-5/16" high. The frame mounts with (2) blind studs from behind. Single switch with plug and frame, terminals, wire leads and instructions.

Description	Part No.
Single Illuminated Billet Power Window Switch.	WSWL39-5BS

Dual Illuminated Billet Power Window Switch (Dimpled)

Dual switch kit for centre console mounting or for both switches on the driver door only. (2) Billet 5-wire rocker switches snap into a dual switch frame that is 2-1/4" wide by 2-5/16" high. The frame mounts with (4) blind studs from behind. (2) switches with plugs and dual frame, terminals, wire leads and instructions.

Description	Part No.
Dual Illuminated Billet Power Window Switch.	WSWL39-5BD

Triple Illuminated Billet Power Window Switch (Dimpled)

Billet Triple kits puts dual switches on the driver door and one on the passenger door. (3) switches with plugs, (1) single frame, (1) dual frame, terminals, fuse holder, wire leads, cross-over wiring and instructions.

Description	Part No.
Triple Illuminated Billet Power Window Switch	WSWL39-5BT

Power Window Switches for

Original "Crank" Handles

Keep that original look and still install power windows in your ride with these switches. A slight push on the crank will open/close the window. Comes in either 3/8" square shank for Ford/Mopar or GM Splined shaft.

Power Window
Crank Switch -
Square Shaft.
WSWCA-EPWS-F

Power Window
Crank Switch
1/2" Spline
(Suit GM & Ford).
WSWCA-EPWS-GM



HORNS

Chrome Alloy Horns

Universal replacements for classic cars
RPCR1010 Classic "OOGA" Sound
RPCR1011 Hi-Lo Sound



REMOTE WIPER KITS



Universal Stainless Steel Wiper Kit

12V motor with 110 deg arm swing, auto park & metal drive gearing 11" arm & 10" Blade (middle insert type)
RPCR6558 Full Kit



Wiper Motor 12V

1928-48 Ford Cars

Single speed unit with black painted steel cover. On-off switch is mounted on the back of unit. (1932-39 closed car & pickup requires modification for mounting.)
VIA-17508-E12

1928-48 Ford Tandem Wiper Kit

This kit uses your existing single motor (vacuum or electric) to drive both wipers via a cross shaft linkage. Kit has 2 arms, 2 blades, passenger side pivot post and cross shaft. Easy to install.
Tandem Wiper Kit VIA68-17574



EZ WIPER KIT

EZ Wiring has a new Power Wiper kit, featuring a strong electric motor with easy adjustment to change the length of sweep to accommodate various applications. In addition, the wipers can be set to sweep in the same or opposite directions, depending on how the wiper transmissions are mounted. The kits are complete with motor, cable, wiper transmissions, aluminium tubing, wiring, and switch.
Part No: EZWIPER



Universal Wiper Motor Kit

Kit includes 12 volt single speed wiper motor featuring 110° sweep and self-park feature, telescopic stainless wiper arm and blade. Included instructions show how to shorten the wiper shaft if needed. Telescopic wiper arm measures from 7-7/8" out to 11-1/4" centre to centre. Wiper blade measures 11-1/4" and cannot be shortened unless you crimp the stainless holder to the rubber blade.

Description	Part No.
Universal Wiper Motor Kit	VIA-17508-SS12

Universal Wiper Motor

Universal 12 volt single speed polished stainless wiper motor with 110° sweep and auto stopper. Wiper arms and blades are sold separately.

Description	Part No.
Polished Stainless Wiper Motor	UPA6227
Polished Stainless Wiper Arm - 7-1/2" Long	UP70128
Wiper Blade - 7-1/2" Long	UPA7036
Wiper Blade - 8" Long	UPA7026
Wiper Blade - 8-1/4" Long	UPA7037-1
Wiper Blade - 9" Long	UPA7037
Wiper Blade - 10" Long	UPA7027



FORD 1928-36 TANDEM WIPER ARM ASSEMBLY

- Ford 1928-36
- OEM # 68-17574
- Fits All Body Styles
- Contains 2 Chrome Wiper Arms, 2 Stainless Wiper Blades, 1 Chrome Connecting Shaft, 1 Swivel Post



Power Wiper Kits

This universal flex shaft (cable) Dual-Wiper Drive Kit has two wiper shafts that will accept arms that fit 1/2" fine spline knurls or arms that fit 1/4" shafts. The output shafts are driven by a remote mounted commercial duty 2 speed wiper motor with 300 in. lbs. stall torque. The sweep is adjustable from 90° to 160° in 10° increments. Kits Do Not Include Arms and Blades. Standard kits come with a 6' drive cable and extra long kits come with a 12' cable that is also available separately.

Description	Part No.
Wiper kit w/ 2 speed rotary switch.	SPWWWK-2
Wiper kit w/ 2 speed & adjustable intermittent switch	SPWWWK-21
Wiper kit w/intermittent switch for 55-57 Chevy cars	SPWWWK5557-21
Extra-long drive wiper kit with 2 speed rotary switch	SPWWWKXLWD-2
Extra long drive kit, 12ft cable & tubing kit only	SPWLWD
Replacement knurl splined wiper post head	SPWKNURL
Replacement wiper transmission with post	SPWWT-U



Wiper Arms & Blades

Our Stainless Steel Arms are available straight, bent right, or bent left. The arms are adjustable from 6 inches to 10 inches. Our flat glass blades are 12 inches and can be cut down to 5 inches. We have flex blades for curved glass in lengths of 9 inches, 10 inches, and 11 inches.

Description	Part No.
Stainless Wiper Arm - Straight	SPWSSST
Stainless Wiper Arm - Bent Left	SPWSSBL
Stainless Wiper Arm - Bent Right	SPWSSBR
Stainless Flat Glass Wiper Blade - 12" Length	SPWSSFL
Stainless Flex Wiper Blade - 9" Length	SPWSS09
Stainless Flex Wiper Blade - 10" Length	SPWSS10
Stainless Flex Wiper Blade - 11" Length	SPWSS11

DUAL BATTERY SYSTEMS



Painless Digital Power Manager

The Digital Power Manager is a weatherproof solid state dual battery control unit that automatically engages an auxiliary battery when a large enough load is placed on the vehicle's main battery. The unit will not allow the electrical loads on the vehicle's main start battery to drain the auxiliary battery resulting in a stranded situation for the driver. When the main start battery is too low to crank the engine by itself, the Digital Power Manager will combine the auxiliary and main batteries to crank the engine. Once the engine is running and spinning the alternator again, it will only allow charging of the auxiliary battery after the main battery is fully recharged by the alternator. This solid state dual battery controller / battery isolator eliminates manual switching or any second guessing when using a secondary battery in any vehicle with a 12 volt system. The unit is capable of switching up to 280 amperes of DC current for large loads such as winches or even when jump starting another vehicle. Ideal for any vehicle equipped with high power stereo systems, high amp driving lights or winches. Included in the kit is the weather proof Digital Power Manager, 6 gauge connection cables, terminals, heat shrink, mounting hardware and a remote indicator light.

PM40120 DIGITAL POWER MANAGER



250 Amp Dual Battery Control System

This controller includes a three position switch to control the second battery through the operation of the solenoid. Switch position one isolates the second battery. Position two connects the battery while the ignition is on. Position three connects the second battery at all times. Kit includes solenoid, switch, pre-terminated wire/connectors, fuse holder, fuse and mounting hardware. This weatherproof system is suitable for systems exposed to the elements, such as marine.

250 Amp Weatherproof Dual Battery Controller PW40103

Remote Mount Battery Cable Kit

Allows both positive and negative cables to be attached to the engine for maximum starting current. These two 16 foot, #1 gauge cables help prevent voltage drop to the engine. Eliminates the need for additional heavy cable connections between the engine and frame.

Remote Mount Battery Cable Kit PW40105

BATTERY TERMINALS, CABLES & SWITCHES



Powermaster Battery Posts

PM580 SAE Posts M6 x 1.0
PM584 SAE Posts M5 x 1.0

POWERMASTER Battery Terminal Cover

For Eyelet terminals

PM100



MOROSO Battery Cable Terminal Kits

Brass compression-style fittings provide solid electrical connection. Two per package

MO74170 Battery Cable Remote Fitting End Kit, 3/8" opening.



MOROSO Battery Quick-Connect Plug

Instantly connects your vehicle's electrical system to an auxiliary power source, either to start the car or for fast battery charges. Also useful on tow vehicles and 4 x 4's as a power plug for winches, jumper cable connection, or battery chargers. Made of tough polycarbonate with spring-loaded copper contacts.

MO74200

MOROSO Quick-Disconnect Flush Mount Battery Cable Connectors

Ideal for heavy-duty battery cable connection through firewalls or body panels. A quick release half-turn lock provides easy charger hook-ups. Black and red color-coded for easy identification.

2 per package

MO74155



BATTERY QUICK-CONNECT MINI

To save space this is a smaller version of Moroso's battery quick connect plug. Suitable up to 50 amps, using #6 wire. Instantly connects your vehicle's electrical system to an auxiliary power source, either to start the car or for fast battery charges. Made of tough polycarbonate with spring-loaded copper contacts.

MO74201



MOROSO Remote Battery Jumper Terminal

Allows battery to be placed anywhere in the car allowed by rules and still be completely accessible for between-rounds charging. Connect to battery with a high amperage battery cable such as Moroso No. 74005 or No. 74055. Universal for 6-36 volt DC applications.

2 per package with color-coded caps.

MO74140 Remote Battery Jumper Terminals



Painless Battery Remote

This kit includes one Positive (red) and one Negative (black) terminal block with 3/8" studs that allows for the connection of battery cables through a bulkhead. A safe and convenient way to create attaching points for cables anywhere in the vehicle, such as the trunk or the firewall.

PW40106 REMOTE BATTERY JUNCTION TERMINAL KIT

Thru-Panel Battery

Connector

Can be used wherever a battery cable goes through a firewall or other similar panel. Connector fits through 1-1/4" hole. Use Battery Cable Remote Fitting End Kit No. 74170 to complete installation.

MO74145

Thru Panel Battery Connector



Brass Isolation Terminal

Aeroflow's Brass Isolating Battery terminal is perfect for disconnecting the battery without removing the terminal. Simply unscrew the green knob to isolate or reconnect the battery. Suits Negative large style terminal.

Perfect for storage of Automotive and Marine vehicles.

AF49-4055 Aeroflow Battery isolation Terminal

BATTERY DISCONNECT SWITCHES

Prevents Dead Batteries, Theft and Safer to Work on Vehicle with Battery Disconnected

- UPC1202, 350A Continuous, 500A Momentary
- Plastic is Corrosion Proof and has Removable Red Key for Security

UPS1202



BATTERY ISOLATOR SWITCH

These Aeroflow battery disconnect switches are designed to isolate the battery circuit and provide anti-theft and fire protection. They also include a detachable key and weather-resistant cap and are ideal for mobile campers, marine, and farm equipment use. Use the Aeroflow battery disconnect switches to shut off all current to your battery and be safe no matter where your vehicle is.

350 Amps Continuous, 500 Amps Surge.

12V battery isolator switch with red key

Part No AF49-4050



Battery Disconnect Switch Super Duty

Moroso's Super Duty switch with rating of 2,000 amps intermittent and 300 amps continuous is perfect for engines with large starter draw, RVs, Drag Cars with alternators, and other applications. Two pairs of copper studs (1/2"-20 & 10-32) make it ideal for disconnecting alternator (or other electrical device) in addition to the battery. Sealed shaft keeps out moisture and debris. Indexing pin aligns switch with mounting panel and prevents rotation; fits mounting panels up to 1/4" thick. Includes switch position face plate; also includes decal to indicate switch location during emergencies.

MO74102 Battery Disconnect Switch, Super Duty

BATTERY DISCONNECT SWITCHES

- Prevents Dead Batteries, Theft and Safer to Work on Vehicle with Battery Disconnected
- 250A Continuous, 450A Momentary
- Metal Switch has Heavy Duty Housing with Die Cast Knob

UPS1201



Combination Battery & Alternator Kill Switch

Combination Battery and Alternator Kill Switch is designed to completely shut down the battery and charging system in an emergency situation. Ideal for racing, vehicle storage, marine and RV applications. Prevents battery drain, theft and reduces risk of electrical fire. Push Off for emergency shut-down, and color coded to indicate operating position-On or Off, with a durable spring-loaded design. Meets NHRA and SCCA sanctioning body requirements. Rated Capacity: Battery-2000 Amp Surge. 150 Amp Continuous.

FR1013 Combo Battery / Alternator Kill Switch



Master Disconnect

Panel
MASTER DISCONNECT
3" X 3-1/2"
AFC85005B



Master Disconnect Switch

Heavy duty master disconnect switch.
Supplied with mounting plate.
Master Disconnect Switch PW50710

The Big Switch

Top racers realize that using a low amp switch creates resistance and actually reduces power. Flaming River's heavy duty battery disconnect switch is top of the line designed for complex electrical systems and 16 Volt batteries. Rated at 250 amps continuous service (12/16/24V) and 2500 amps for 5 second surges. The Big Switch is a spring-loaded, vibration resistant waterproof design. Accepted by most sanctioning bodies including IHRA/NHRA. Furnished with an easy-grip T-handle, anodized aluminum bracket and zinc plated mounting hardware.
FR1003 Big Switch



The Big Switch & Lever Kit

The lever kit allows for remote actuation of the Big Switch. The kit includes an 18" long, diameter aluminum threaded rod, T-handle, mounting bracket and necessary hardware. A "push off" decal is included. Accepted for IHRA/NHRA competition use.

FR1003-2 Big Switch & Lever Kit
FR1006-2 Lever Kit only without switch



MASTER CUTOFF SWITCH KIT WITH LEVER ROD AND TEE HANDLE

This 18" long cut-off switch kit includes switch, lever, remote rod, and tee handle.
PWC72-027



LOKAR INTERIOR BATTERY DISCONNECT LEVER KIT

- Turn electrical power on or off from the driver's seat
- Lokar Direct-Mount Lever Kit fits B&M Pro Bandit, Quarter Pro, Precision Performance Products Shifters
- Lokar Vari-Mount Lever Kit fits B&M Pro Ratchet, TCI Thunder Stick, TCI Outlaw, TCI Lightning and Hurst Quarter Stick shifters or can be mounted to the floor
- Red anodized billet aluminum power lever for quick recognition
- Works in conjunction with fire system kill switch
- Master power switch available in 125 or 300 amp
- Kit standard with 8' push pull cable
- Push Pull Cables also available in 6' and 7'
- Mounting hardware included
- Kit available without the Master Power Switch

Application
B&M Pro Ratchet, TCI Thunder Stick,
Part No. LK-1330022

TCI Outlaw, TCI Lightning, Hurst Quarter Stick Shifters or can be mounted to the floor with 300 Amp Switch

BATTERIES

ODYSSEY
Superformance



12 Volt - Zero Maintenance Sealed-Lead Acid Battery

- Super fast recharge
- Superior power density
- Super long storage life
- Superior cranking power
- 100% maintenance free
- High vibration tolerance
- Non-spillable sealed battery
- Extreme Temperature performance

NOTE: Must be kept charged when not in use.

Service Life:

IN EXCESS OF 8 YEARS, DEPENDING ON APPLICATION

Installation: CAN BE MOUNTED IN ANY POSITION (except inverted)

Design Characteristics

Battery Type: Sealed valve, regulated pure lead-acid (VRLA) patented gas recombination technology.

Plate Design: High purity lead/tin grid, starved electrolyte

Electrolyte: Dilute high purity sulphuric acid

Safety Vent: Self re-sealing Bunsen valve per cell

Odyssey Battery Specs

PART No	Max.Pulse	CCA Rating	Capacity (20h)
ODPC310	250Amps	100a	8ah
ODPC545	500Amps	200a	13ah
ODPC535	535Amps	230a	14ah
ODPC680	650Amps	245a	16ah
ODPC625	625Amps	235a	16ah
ODPC925MJT	800Amps	400a	28ah
ODPC1200	1000Amps	600a	42ah
OD25/PC1400	1400Amps	820a	65ah
Suit Falcon with Left hand polarity			
OD35/PC1400	1400Amps	820a	65ah
Suit Commodore with Right hand polarity			
ODPC1500DT	1700Amps	930a	70ah
ODPC1700	1700Amps	930a	70ah
ODPC2150	2150Amps	1150a	100ah
ODPC2250	2250Amps	1225a	126ah



ODYSSEY EXTREME RACING BATTERY

Constant pounding. Extreme heat. High-revving, high-vibration, power-sapping engines. The demands of racing demand a battery that's up to the job. But one that's lightweight and compact so you don't give any advantage to the competition. The ODYSSEY® Extreme Racing™ battery can handle it. Featuring rugged construction and packed tightly with pure lead plates, the non-spillable AGM design of the ODYSSEY Extreme Racing battery protects against the shock and vibration that can quickly destroy other batteries. And the pure lead plates mean more power—twice the overall power and three times the life of conventional batteries.

The ODYSSEY Extreme Racing battery is ideal for a complete range of racing applications, including automobiles, motorcycles, ATVs, snowmobiles and racing boats.

EXTREME BATTERY

PART No.	Max.Pulse	CCA Rating	Capacity (20h)
ODER30	950	450	60
ODER40	1100	500	87

PART NO	Length	Width	Height	Weight
ODER30	250mm	97mm	156mm	9.0kg
ODER40	250mm	97mm	206mm	12.5kg



Odyssey Battery Sizes

PART No	Length	Width	Height	Weight
ODPC310	138mm	86mm	101mm	2.7kg
ODPC545	178mm	87mm	130mm	5.4kg
ODPC535	170mm	99mm	156mm	5.4kg
ODPC680	183mm	78mm	187mm	6.6kg
ODPC625	170mm	99mm	175mm	6kg
ODPC925MJT	167mm	178mm	143mm	11kg
ODPC1200	199mm	168mm	188mm	16kg
ODPC1500DT	275.6mm	171.7mm	198.6mm	22.4kg
ODPC1700	330mm	168mm	194mm	26.6kg
ODPC2150	330.2mm	172.7mm	239mm	35.3kg
ODPC2250	286mm	269mm	233mm	39kg

12V Charger for ODYSSEY Batteries

Part No: ODBC12V

12 Volt Charger for use on Odyssey and Powermaster AGM Batteries.



OPTIMA
BATTERIES

OPTIMA BATTERIES

Performance-minded people everywhere trust OPTIMA batteries because they know that OPTIMA keeps performing at peak power long after other batteries have failed. Find someone who is serious about performance, and chances are you will find an OPTIMA battery under their hood. Fleet users, from hardworking aircraft ground support crews to police departments and ambulance companies, depend on OPTIMA to get the job done when lives are at risk. When livelihoods are at stake, you'll find OPTIMA hard at work on the farm and in construction equipment, as well as in all types of commercial applications. OPTIMA batteries are even called upon when justice and liberty are on the line — OPTIMA batteries are approved by the U.S. Military and other branches of the government. OPTIMA batteries deliver power in extreme situations; but it doesn't have to be a matter of life or death to choose OPTIMA. It could be a simple matter of dependability. OPTIMA has become the power source of choice for race professionals, offroad enthusiasts, car stereo installers, and vintage/classic car collectors. Also, average drivers, who depend on their vehicle and need to get the most value, performance, and "peace of mind" out of their family car, recognize the many benefits of utilizing the OPTIMA and they are increasingly switching over from conventional batteries.

The REDTOP high-performance AGM battery is ideal for trucks, SUVs, hot rods, street cars and other high-performance applications that require a spill-proof starting battery.

REDTOP 34

Model: 34
Weight: 37.9 lb
C20 Capacity: 50 Ah
Post Type: SAE Post
CCA: 800 Amp
Width: 6.88 in
Length: 10.06 in
Height: 7.88 in

Application
L/H Positive Terminal
R/H Positive Terminal



Part No.
OPTIMA 34
OPTIMA 34R

The YELLOWTOP high-performance AGM battery is ideal for trucks with winches, vehicles with high-demand electronics and audio systems, commercial vehicles and heavy equipment. You can rely on this battery to provide ultimate starting and deep-cycle power. It also functions well as a forklift battery, tractor battery, or for other applications.

YELLOWTOP D27F

Model: D27F
Weight: 53.2 lb
C20 Capacity: 66 Ah
Post Type: SAE Post
CCA: 830 Amp
Width: 6.76 in
Length: 12.16 in
Height: 8.61 in

Application
R/H Positive Terminal



Part No.
OPTIMA D27F

YELLOWTOP D31A

Model: D31A
Weight: 59.8 lb
C20 Capacity: 75 Ah
Post Type: SAE Post
CCA: 900 Amp
Width: 6.56 in
Length: 12.81 in
Height: 9.38 in

Application
L/H Positive Terminal



Part No.
OPTIMA D31A

YELLOWTOP D34

Model: D34
Weight: 42.9 lb
C20 Capacity: 55 Ah
Post Type: SAE Post
CCA: 750 Amp
Width: 6.88 in
Length: 10.06 in
Height: 7.88 in

Application
L/H Positive Terminal



Part No.
OPTIMA D34

YELLOWTOP D34/78

Model: D34/78
Weight: 43.5 lb
C20 Capacity: 55 Ah
Post Type: Dual SAE/GM
CCA: 750 Amp
Width: 6.94 in
Length: 10.06 in
Height: 7.88 in

Application
L/H Positive Terminal



Part No.
OPTIMA D34/78

YELLOWTOP D35

Model: D35
Weight: 36.4 lb
C20 Capacity: 48 Ah
Post Type: SAE Post
CCA: 620 Amp
Width: 6.75 in
Length: 9.38 in
Height: 7.69 in

Application

R/H Positive Terminal



Part No.

OPTIMA D35

YELLOWTOP D75/25

Model: D75/25
Weight: 37.8 lb
C20 Capacity: 48 Ah
Post Type: Dual SAE/GM
CCA: 620 Amp
Width: 6.81 in
Length: 9.38 in
Height: 7.75 in

Application

R/H Positive Terminal

Part No.

OPTIMA D75/25



16 Volt AGM Power Cell Batteries

D1600 16V AGM Battery

Max Amps
2,400A CA: 675A
Length - 10.24 in,
Height - 7.20 in,
Width - 6.75 in
Weight Kgs. - 21.85
XSD1600



S1600 16V AGM Starting Battery

Max Amps
2,000A CA: 500A
Length - 10.24 in,
Height - 7.20 in,
Width - 6.75 in
Weight Kgs. - 13.9
XSS1600



XP1000 16V AGM Battery

Max Amps
2,400A CA: 675A
Length - 10.24 in,
Height - 7.20 in,
Width - 6.75 in
Weight Kgs. - 21.1
XSP1600



BAR KIT

Side and Top
Terminal Adaptor
XS551



XS 16V HIGH FREQUENCY AGM INTELLICHARGER

The HF Charger series is a group of advanced battery chargers designed specifically for high performance 12V, 14V or 16V sealed lead-acid batteries. These chargers combine the reliability of a High Frequency MOSFET rectified assembly with an advanced microprocessor control board to create a battery charger that can rapidly and safely recharge 12V, 14V and 16V maintenance free, deep cycle, gel-cell, and AGM (Absorbed Glass Mat) batteries in several sizes.

XSHF1615



XP-Series AGM Battery & Charger Kit

XS Power XP1000CK1 XP-Series AGM Battery & Charger Kit

- 16-Volt • CA: 675 • Max Amps: 2400
- 575 with M10 Terminal Hardware Included
- 10.24" L x 6.75" W x 7.20" H • 46.5 lbs

Includes 16V High Frequency Intellicharger (15-Amps), p/n 703-HF1615

XP1000CK1 XP-Series AGM Battery & Charger Kit

XS

INTELLICHARGER 240V

The INTELLICHARGER is an advanced battery charger designed specifically for high performance leadacid batteries. This charger combines the reliability of a transformer and MOSFET rectifier assembly with an advanced microprocessor control board to create a battery charger that can rapidly and safely recharge 12V, 14V and 16V flooded, maintenance free, deep cycle, gel-cell, and AGM (Absorbed Glass Mat) batteries in several sizes. The front panel switches, LED indicators, and charge meter make the INTELLICHARGER very easy to use

XS1005E 12-14-16 Volt Battery Charger



TURBOSTART 16V BATTERIES & CHARGERS

Turbostart continues to be the leader in the 16V motorsports world with the introduction of the S16VL lightweight 16V battery and has now put that same quality and performance into a 12V line of lightweight and high performance AGM batteries. Just like the 16V batteries, the new 12V batteries are built with 100% new lead and use AGM technology which allows for better cranking power and more reserve capacity. Turbostart AGM batteries are sealed to prevent leaks and can be mounted in any configuration needed to fit into any type of vehicle. At Turbostart we understand that in order to finish the race you have to "START" at the beginning of the race and we have proven to do that over and over again. Drag Racing to Restoration...Dirt Track to Daily Driver...and even Rock Crawling to Recreation you can trust Turbostart quality products to help START your venture off right every time.

16V AGM Race Battery

- Length: 10.30"
- Width: 6.75"
- Height: 7.25"
- Weight: 42 Lbs (20 kg)
- CA: 675A
- CCA: 595A
- RC: 85 min

TSS16V



Light Weight 16V AGM Race Battery

- Length: 10.30"
- Width: 6.75"
- Height: 6.00"
- Weight: 32 Lbs (14.5 kg)
- CA: 500A
- CCA: 450A
- RC: 50 min

TSS16VL



TURBOSTART SMART CHARGER

16 Volt, 15 Amp
TSSCHG15A16V



TURBOSTART MULTI-STAGE CHARGER

220 Volt, 12V, 14V, 16V Charger
TSSCHG25AE



BATTERY BOXES & BRACKETS



Optima Battery Mount

Machined from billet aluminum, this battery box is designed to hold Optima batteries.

Product Features
Stainless hardware Included
Suits Red or Yellow top Optima Batteries.

AF64-4366

AF64-4366BLK

Full Polished

Black Anodised



BILLET BATTERY HOLD DOWN TRAYS

Aeroflow Billet Battery Hold Down trays are available in polished alloy and black anodised finishes. Machined from 6061-T6 aluminium. Our trays suit both Odyssey and Powermaster batteries.

Part No

Suits Battery Dimensions

Wide High Deep

AF64-2100 185mm (7-9/32") x 170mm (6-11/16") x 79mm (3-1/8")

AF64-2101 170mm (6-11/16") x 130mm (5-7/16") x 177mm (6-31/32")

AF64-2102 200mm (7-7/8") x 170mm (6-11/16") x 170mm (6-11/16")

Part No

Colour

Description

AF64-2100 Polished Suit Odyssey ODP680 (PC680)

AF64-2100BLK Black Suit Odyssey ODP680 (PC680)

AF64-2101 Polished Suit Odyssey ODP925MJT (PC925)

AF64-2101BLK Black Suit Odyssey ODP925MJT (PC925)

AF64-2102 Polished Suit Odyssey ODP1200 (PC1200)

AF64-2102BLK Black Suit Odyssey ODP1200 (PC1200)

POLISHED ALLOY BALL MILLED

BATTERY TRAY

Ball Milled Battery Mount
Suit Optima 35 series batteries
RPCR6324



RPCR6323

Suits 34 / 78 Series
Optima batteries



BATTERY MOUNT

Billet specialties battery mounts secure your high performance battery with style. Machined from 6061-t6 billet aluminium for Strength our battery mounts holds the battery firmly in place and provides a rigid base to mount to the vehicle.

Product features

- Stainless hardware included
- Recessed bottom tray locks battery in place

BS248920 Billet battery mount black/clear - suits powermaster & odyssey

BS248925 Billet battery mount polished - suits powermaster & odyssey

Billet Specialties

Optima Battery Mount

Precision machined from 6061-T6 billet aluminium, this battery box is engineered to hold an Optima battery in place with style.

Product Features

- Black anodized top plate with clear anodized bottom tray and side bars for corrosion resistance
- Also available with a fully polished aluminum finish
- Stainless hardware Included
- Recessed bottom tray locks battery in place
- For Group 34/78 Optima Batteries Only

BS248915

BS248910

Full Polished

Polished Sides Black Top





Stainless Battery Tray Kit
7-1/2" x 13-1/4"
With countersunk floor so battery sits flat and doesn't hit bolt heads. Includes tray and hold downs
RPCR9323



Battery Tray

Aeroflow's Battery Trays are the perfect mounting solution for those planning to add a second battery, or even relocate or provide a better support and base for an existing battery. It has recessed slots in base so the battery does not make contact with tray fasteners. Dimensions 185mm (7-9/32") x 280mm (11"). Designed to suit common battery sizes up to N50.

AF49-4053

Aeroflow plastic battery tray



Battery hold down clamp

Aeroflow's Battery Hold Down Clamp includes bolts, washers and wingnuts. Bolt hole centre to centre 175mm (6-7/8") and 250mm (9-27/32") bolt length

AF49-4054

Aeroflow Battery hold down clamp
(Clamp is stretchable HD rubber)



Battery box

Aeroflow's Battery Box is ideal for protecting your battery from dirt, dust, moisture and allows correct ventilation. The battery box includes an adjustable tie down strap, allows side and end entry for battery leads. Made from high-impact propylene plastic. Inside dimensions size 260mm (10-15/64") x 180mm (7") x 200mm (7-7/8") size of the contour 340mm (13-3/8") x 245mm (9-41/64") x 200mm (7-7/8")

AF49-4052

Aeroflow plastic battery box

JAZ Sealed Battery Case

- Rotational molded plastic case is resistant to battery acid
- Measures 10-1/2" long, 13" wide and 9-1/2" tall
- Fits group 24 batteries with top or side post terminals
- Completely sealed with gasket in lid
- Vent tube to carry battery gasses outside of vehicle
- Features NHRA & IHRA approved 3/8" hold down rods
- Mounting bracket and all hardware included

Sealed Battery Box
JAZ700-500-01



Sealed Battery Box

MOT4050 Blue Battery Box
MOT4051 - Black Battery Box

- Battery Box is completely sealed and externally vented

- Ideal for relocating a battery to the rear of any race, street, or show vehicle with or without a rear firewall

- Holds a Series 24 battery with either top-post or side-post terminals; Outside Dimensions: 10-1/2" deep, 13" wide, 9-1/2" tall
- Fully approved for racing by NHRA and IHRA

- Does not include battery cable; use with Moroso Battery Cable Kit No. 74055

- Drilling required for battery cable and vent hose holes to allow custom fitting

STARTER MOTORS



1.4KW / 1.9HP HIGH TORQUE STARTER MOTORS

Aeroflow Nippon Denso style high torque starter motors are serviceable and manufactured from aluminium with a multi-angle mounting block that allows different mounting positions to clear multiple header and oil pan configurations. The 1.4kw / 1.9hp starter is recommended for engines up to 400cu and 14:1 compression ratio and utilizes a 4.44:1 gear reduction. Aeroflow starter motors have high heat resistance and are powdercoated black for extra corrosion protection.

Part No **Description**

AF4250-5323 CHEVY 153 - 158 tooth, straight mount

AF4250-5414 LS Series Chevy

AF4250-5308 HOLDEN V8

AF4250-5055 FORD 289 - 302 - 351W & 351C with auto trans

AF4250-1337 CHRYSLER S/B & B/B only suits TF727 trans

2KW / 2.7HP SUPER TORQUE STARTER MOTORS

Aeroflow Nippon Denso style high torque starter motors are serviceable and manufactured from aluminium with a multi-angle mounting block that allows different mounting positions to clear multiple header and oil pan configurations. The 2kw / 2.7hp starter is recommended for 400cu + engines and up to 15:1 compression ratio it utilizes a 2.86:1 gear reduction. It is also slightly longer in length than the 1.9hp starter. Aeroflow starter motors have high heat resistance and are powdercoated black for extra corrosion protection.

Part No **Description**

AF4250-5323M CHEVY 153 - 158 tooth, straight mount

AF4250-5414M LS Series Chevy

AF4250-5055M FORD 289 - 302 - 351W & 351C with auto trans



STARTER MOTORS SERVICE PARTS

Part No **Description**

AF4259-323DE CHEVY end plate suit straight

mount starter Black finish

AF4259-308DE HOLDEN V8 end plate Black finish

AF4259-414DE LS Series Chevy end plate Black finish

AF4259-048DE FORD end plate Black finish

AF4259-ND19509 Pinion gear suit GM & Ford starters

AF4259-ND19743 Pinion gear suit Chrysler starter

AF4259-19606KIT 1.4KW / 1.9HP Solenoid repair kit

AF4259-19750KIT 2KW / 2.7HP Solenoid repair kit

AF4259-545V 1.4KW / 1.9HP Clutch assembly

AF4259-IG16802 1.4KW / 1.9HP Idler gear

AF4259-AG16802 2KW / 2.7HP Armature gear

AF4259-GM53SK GM type starter shim & bolt kit



Meziere "True Start" Starter Motors

Well known among today's racers is the pain of starter failure. Because we are involved in the high performance automotive industry as manufacturers as well as competitors, we know the trouble that enthusiasts are having and we try extremely hard produce products that are needed but unavailable. Our starters are tested to the extreme and are not sold until everything is right. Standard testing includes amp draw, power and rotational speed under load as well as free rev testing to ensure proper balance of internal rotating parts. We are raising the industry standard to bring to you truly trouble-free parts for your vehicle.

Chevy 168 tooth Duty 2.2kw starter inline bolts **MZTS400**

Chevy 168 tooth Duty 2.2kw starter staggered bolts **MZTS301**

Ford 164 tooth Super Duty 2.2kw starter **MZTS408**

Ford 164 tooth Super Duty 2.2kw starter Adj Gear **MZTS409**

DYNA FORCE

HIGH SPEED STARTERS

Anyone who struggles to start their race car engine reliably because the starter can't keep up needs to check out the new High Speed DynaForce Starter. This starter was designed for race engines using magnetos that require higher cranking speed. The 25% extra speed makes it so that even the most stubborn of motors will start. The extreme durability built into these starters ensures they can handle the teams that use them.

- For use on blown alcohol engines, magneto ignitions, or any engine requiring higher cranking RPM

- Additional 25% cranking speed

- 3.73:1 Gear Reduction

- Heavy Duty high temp solenoid for 12-16 volt systems

- Plated disc and contacts reduce arcing and increase continuity

- Billet aluminum adjustable mounting block

Description

Ford 289-302-351 Windsor

Ford BB 429-460

Chev SB & BB 153-168 Tooth

Chrysler SB & BB 318-440

Part No.

MSD50902

MSD50922

MSD50952

MSD50982



Hi-Torque Starters, 12V 1.4 KW Motor

High-torque, gear-reduction design. Offset design results in more clearance between the oil pan and the starter, and can be rotated for additional chassis clearance. The high-torque, high-output motor spins the engine over faster than stock starters, delivering 40-50% more cranking power. 3.75-to-1 sealed gear-reduction drive and full ball bearing construction. Includes shims to set pinion-gear engagement (when necessary).

PR66256 Chevy 12V 1.4 KW Motor

PR66270 Ford, 12V 1.4 KW Motor, Auto Trans.

PR66271 Ford, 12V 1.4 KW Motor Standard Trans.

PR66256S Replacement Solenoid for 66256, 66270, 66271

Proform Heavy Duty High Torque Mini Starter

High torque, gear reduction design. 100% new, not rebuilt. Offset design results in more clearance between the oil pan and the starter and can be rotated for additional chassis clearance. Features GM Performance Parts logo and 2.0kw motor for cranking engines up to 15:1 compression ratio. Suits 153 and 168 tooth flywheels, inline mounting bolts only.

PR141-684 Heavy Duty 2.0kw Mini Starter

PROFORM High-Compression Racing Starters

For engines with monster cubic inches or compression ratios, these 100% NEW starters challenge the specifications, durability, and reliability of anything on the market. Built from scratch with all-new components, the torque rating is a healthy 4.4:1 gear reduction, capable of cranking engines up to a whopping 18:1 compression. Fits Chevy small and big block engines.

PR67051 153 Tooth Flywheel

PR67050 168 Tooth Flywheel

PR67052 Staggered mount with 168 - Tooth Flywheel



CHEV PERMANENT

MAGNET RACING STARTER

For drag racing and applications where a smaller and lightweight starter is desired, TCI® offers the finest quality racing starter available on the market. Manufactured by Hitachi specifically for TCI®, these starters are one-third smaller than most OEM starters, which means increased room for headers and one oil pan, plus increased ground clearance. All racing starters are new, not rebuilt.

- Fits All Chevrolet 153 & 168-Tooth

- 7.5 lbs; 50% Lighter than OE • 1.74 HP • 6:1 Gear Reduction •

- Works w/ up to 11:1 Compression Ratio • 12 Clocking Positions

- Feather Light Permanent Magnet Motor; Small Size Works Well in Dragster Applications

- Full ball bearing construction means less internal friction & more torque transferred to the engine; Heavy duty pinion bearing

- Balanced armature encapsulated in high-temperature epoxy resist heat & vibration

- Heavy-duty solenoid utilizes contact disc instead of bar-type contact for more consistent starts

- Low amperage draw of 210-250 amps at full starting load provides increased spark for ignition system

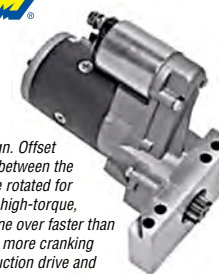
- Individually tested under starting load for ensured dependability & reliability

Description

SB & BB Chev Permanent Magnet Racing Starter

Part No.

TCI351106





Protorque Starters – 1.9HP

CVR Protorque Starters are suitable for tough street and race engines. They are a Nippondenso gear reduction type unit and feature a unique aluminium housing that helps to eliminate hot start problems and is adjustable for header and oil pan clearance.

- Estimated Horsepower: 1.9 HP • Reduction Ratio: 4:1
- Weight: 10 Lbs. (4.6kg)

Description	Part No.
Chev V8 153, 168 Tooth Flywheel	CVR5323
Chev V8 153, 168 Tooth Flywheel - Chrome	CVR5323C
Chev V8 168 Tooth Flywheel, Staggered Mount	CVR5323OS
Chev LS Series Engines	CVR5414
Chrysler SB & BB with TF-727 (Non-Adjustable)	CVR1337
Chrysler SB & BB with TF-727 (Adjustable)	CVR1338
Ford 289-351 Auto and 4 & 5-Speed Manual Trans	CVR5055
Ford 289-351 3-Speed Manual & Powerglide Conversion	CVR5056
Ford 429-460 Big Block & 351-400M	CVR5048
Ford 390, 427, 428 FE Series Engines	CVR5049
Holden V8 253-308	CVR5308
Holden LS Series Engines	CVR5414
Pontiac & Oldsmobile V8 350-455	CVR5311

Protorque Maximum Starters – 3.1HP

CVR Protorque Maximum Starters are the ultimate starter for all out race engines. They are a Nippondenso gear reduction type unit and feature a unique aluminium Housing that helps to eliminate hot start problems and is adjustable for header and oil pan clearance.

- Estimated Horsepower: 3.1 HP • Reduction Ratio: 4.44:1
- Weight: 11 Lbs. (5kg)

Description	Part No.
Chev V8 153, 168 Tooth Flywheel	CVR5323M
Ford 289-351 Auto and 4 & 5-Speed Manual Trans	CVR5055M
Ford 289-351 3-Speed Manual & Powerglide Conversion	CVR5056M

Protorque Marine Starters – 1.9HP

CVR Protorque Marine Starters are specially modified with epoxy coated windings and brass components to handle the corrosive marine environment. They are a Nippondenso gear reduction type unit and feature a unique aluminium housing that is adjustable for header and oil pan clearance.

- Estimated Horsepower: 1.9 HP
- Reduction Ratio: 4:1
- Weight: 10 Lbs. (4.6kg)

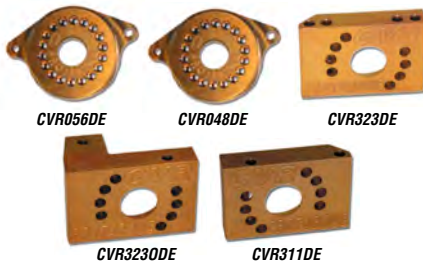
Description	Part No.
Chev V8 153, 168 Tooth/Flywheel – Standard Rotation	CVRM5323
Chev V8 153, 168 Tooth/Flywheel – Reverse Rotation	CVRM5323CC

Protorque Extreme

Designed for large cubic inch, high compression and high horsepower engines. Features 3.5 HP, oversized gears and clutch assembly.

- Adjustable for Header & Oil Pan clearance
- With 5 adjustment positions
- Type of Unit: Nippondenso Gear Reduction
- Estimated Horsepower: 3.5 HP
- Reduction Ratio: 4.44:1
- Weight: 12.7 Lbs.
- Pinion Gear: 11 tooth, 9 tooth (8300)

Description	Part No.
Chev V8 153, 168 Tooth Flywheel	CVR8323
Chev V8 168 Tooth, Flywheel Staggered Mount	CVR8323OS
Chev LS Series	CVR8414
Ford 429-460 Big Block & 351-400M	CVR8048
Ford 289, 302, 351 A/T and 4 & 5 Speed M/T	CVR8053
Chrysler Small & Big Block 6 & 8 Cyl Engines	CVR8338



CVR Starter Service Parts

Starter End Plates

Ford and GM units all interchange by changing the drive-end mounting plates. This gives the ability to convert a GM unit to a Ford unit.

CVR048DE	Used on unit number 5048, 5049, 5055
CVR338DE	Used on unit number 1338 & 1338M
CVR056DE	Used on unit number 5056
CVR323DE	Used on unit number 5323
CVR3230DE	Used on unit number 5323OS

Solenoid Repair Kit

CVRND19606KIT for Protorque
CVRND19750KIT for Protorque Maximum

Idler Gears

CVRIG16802 for Protorque

Pinion Gears

CVRND19509 GM / Ford
CVRND19743 Chrysler



Chev Mini Gear

Reduction Starter

This tuff new 7.5lb starter features multi-position indexing and super compact size. It turns a 6:1 gear reduction with a 1.6 HP permanent magnet motor. Fits Small Block and Big Block applications up to 502 CI and 11:1 compression with plenty of chassis clearance.

Description
Chev Mini Starter, Straight Bolt Pattern – Chrome

Chev Full Size Starter

This full size Chev starter motor suits the staggered bolt pattern and features: All new components, Heat treated shaft, Specially wound copper fields armature & solenoid, 5 roller bearing drive and anti crack nose.

Description
Chev Starter, Staggered Bolt Pattern – Chrome

Oldsmobile Full Size Starter

This full size Oldsmobile starter motors suits the straight bolt pattern and features: All new components, Heat treated shaft, Specially wound copper fields armature & solenoid, 5 roller bearing drive and anti crack nose.

Description
Oldsmobile Starter, Straight Bolt Pattern – Black

Ford Small Block Starter

This full size Ford clapper style starter motor suits Ford 289-351 Windsor and Cleveland engines with automatic transmissions. Also fits manual transmissions when used with the factory spacer. Requires remote solenoid.

Description
Ford Small Block Starter, 2 Bolt – Black

Ford FE Big Block Starter

This full size Ford clapper style starter motor suits Ford 352-428 FE Big Block engines. Requires remote solenoid.

Description
Ford FE Big Block Starter, 3 Bolt – Black



Motorsport Starters

BOBXF128	FORD 6CYL STARTER BA FITS ALL 6 CYL XF- ON
BOBXH136	BOSCH HOLDEN V8 STARTER 304
BOBXM155E	GM VE LS2 6.0L
BOBXM156E	GM XY-VZ LS1 5.7L



XS TORQUE 200 FT/LB STARTER MOTORS

THE choice for highly modified engines or where heat soak or space limitation is a concern (street rods or street machines with close header clearance).

- 4.4:1 Gear reduction
- No heat soak problems
- Recommended for 18:1 Compression
- Machined aluminum adapter block Clears MOST oil pans and headers
- Very high efficiency rating
- Weighs 8.5 lbs

Part No	Description	Finish
PM19507	Ford Flathead 32-52	Chrome
PM9507	Flathead Suit For Flathead 32-52	Natural
PM92507	Flathead Standard engine only	Natural
PM9404	Ford 289 - 351 Windsor & Cleveland - Manual trans 3/8 offset 2.5KW	Natural
PM9503	Ford 289 - 351 Windsor & Cleveland - Automatic trans & 5 Speed Manual.	Natural
PM9606	Ford B/B FE MasterTorque 180ft lb 4:4:1 Ratio Ford 7.3 Diesel 51-58 146 tooth	Natural
PM9501	Chev 153-168T Ultra Tq Rotating Flange	Natural
PM19400	Chev 153-168T Ultra Tq Rotating Flange	Chrome
PM9400	Chev 153-168T Ultra Tq Rotating Flange	Chrome
PM9540	Chev 153-168T Ultra Tq Rotating Flange	Natural
PM9526	Chevy 168T staggerd mount 3 hole 360°	Natural
PM9500	Chevy 168 Tooth Flywheel (Straight Mount)	Natural
PM9600	Chevy MasterTorque 158-168T 180ft lb 4:4:1 Ratio	Natural
PM9000	Hitachi style Chev 153-168T 3:7:1 1.4KW	Natural
PM9004	Hitachi style Chev 153-168T 3:7:1 2KW	Natural
PM9509	Chevy LS LSX 168T 1.6 HP 18:1 comp	Natural
PM9109	Powermax LS1 L/Weight 1.2KW 12 position 6:1 ratio	Natural
PM9502	Pontiac-Chevy ZZ4 Crate Motor 153 Tooth	Natural
PM9511	Buick 401,430,455 Motor Xs Torque	Natural
PM9501	Buick Nailhead 64-66 401, 425 ST300/ST400 Trans	Natural
PM9530	Powermaster Starter Chrysler Hemi 51-58 146T F/wheel	Natural
PM9531	Chrysler Hemi 57-58 172T F/wheel	Natural

PM604 Replacement pinion suit PM9502
PM622 Replacement clutch assembly suit PM9502

MASTERTORQUE STARTERS

PM9604	Ford SB V8 All M/T w/164T Flywheel, 3/8" depth
PM9605	Ford BB 351M, 400, 429, 460

POWERMAX PLUS STARTER

PM9100	Chev 153-168, 170 ft lbs, 6.10:1 Ratio
PM9002	Ford Y-Block 1954-64, 12V Only

ULTRA TORQUE STARTER

- Hard Core Racers ask for it by Name!
- Designed & Made in our U.S.A. Factory
- Indexable feature for clearance
- Great for big cubic inch motors
- The Starter that just keeps on giving!

PM9403 Ford SB V8 All A/T with 157/164T Flywheel 3/4" depth

PM9403 Ford SB V8 All M/T with 157T Flywheel 3/4" depth



RPC MINI STARTER MOTORS

Chevy	RPCR3910 SB/BB Chevy Satin 2.4 HP 153-168 Tooth
RPCR3910C	SB/BB Chevy Chrome 2.4 HP 153-168 Tooth
RPCR3911	SB/BB Chevy Satin 2.4 HP 168 Tooth (Offset Bolt)
RPCR3911C	SB/BB Chevy Chrome 2.4 HP 168 Tooth (Offset Bolt)
RPCR3978	SB/BB Chevy Gear Reduction 3 HP (Tilton Style)

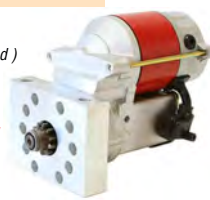
Holden
RPCR3974 Holden High Torque Gear Reduction (Nippon style 1.4kw)

Ford
RPCR3912 Ford Satin 2.4 hp (Windsor & Cleveland)

STARTER MOTOR SHIM KIT

SB & BB Chev shim kit for inline bolt starters
RPCR3987

RPCR3974



STARTER ACCESSORIES

**Starter Heat Shield**

Easy to install kit. Wrap starter and solenoid to reflect radiant heat. Secures with fasteners provided. Provides protection from 90% of radiant heat.

TT14150 Starter Heat Shield 7"x22"

ALTERNATORS

**AEROFLOW ALTERNATORS**

Performance 1 wire self exciting alternator available from 100 up to 140 amp depending on model.

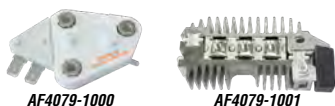
Part No	Description	Finish
CHEVY		
AF4870-1100	100AMP CHEVY Alternator	Chrome
AF4270-1100	100AMP CHEVY Alternator	Black
AF4870-1120	120AMP CHEVY Alternator	Chrome
AF4270-1120	120AMP CHEVY Alternator	Black
AF4870-1140	140AMP CHEVY Alternator	Chrome
AF4270-1140	140AMP CHEVY Alternator	Black

FORD

AF4873-1100	100AMP FORD Alternator	Chrome
AF4273-1100	100AMP FORD Alternator	Black
AF4873-1140	140AMP FORD Alternator	Chrome
AF4273-1140	140AMP FORD Alternator	Black

Replacement Parts

AF4079-1000	Regulator
AF4079-1001	Rectifier
AF4079-1002	Brush set
AF4079-1003	Brush holder assembly
AF4079-1004	Self exciting diodes

**BILLET ALTERNATOR FAN & PULLEY**

Part No	Colour	description
AF64-4300	Polished	Billet Alternator Fan & Pulley
AF64-4300BLK	Black	Billet Alternator Fan & Pulley

**100AMP CHROME ALTERNATORS**

These high quality remanufactured alternators are chrome plated and feature one-wire hookup for easy installation.

RPCR3902 GM / Chevy applications
RPCR3903 Ford 1965 - 89 V6 & V8

**Bosch Alternator**

Bosch have been developing and manufacturing alternators offering top performance and high efficiency for nearly 100 years. The Bosch range contains just the right alternator for every type of vehicle - from small models with a simple electrical systems to the mid and upper models equipped with a variety of safety and convenience functions. Bosch use the highest quality raw materials in all of the alternators to ensure long life and optimal performance. This means premium bearings and non-recycled copper.

Description
Ford Falcon EF-EL 6 Cyl &
Mazda Rotary Series 4/5/6 13B Turbo

Part No.

BOBXF1260A

**March billet alternators**

Stylish billet aluminium alternator replaces. Your plain alternator, 140amp 1 wire connection (does not include pulley or fan)

Description
10Si Style case 1 wire billet case

Part No
MPP9650

**TUFF STUFF ALTERNATORS****Chev & GM External Regulator Alternator**

Fits 1962-71 Chev, Olds, Pontiac and Buick with external regulator. Square 2-pin plug and 6.60" mount centres. Includes Single V-pulley.

Description
100 AMP, External Regulator - Chrome
Wiring Plug (Pigtail) for TUF7102NC

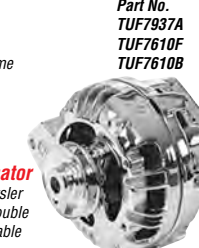
Part No.
TUF7102NC
TUF7520B

**Chev & GM Internal Regulator Alternator**

Fits 1971-86 Chev, Olds, Pontiac and Buick with internal regulator and 6.60" mount centres. Includes Single V-pulley.

Description
80 AMP, Three Wire - Chrome
80 AMP, One Wire - Chrome
100 AMP, One Wire - Chrome
100 AMP, One Wire - Polished Aluminium
Wiring Plug (Pigtail) for TUF7127NA

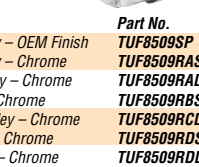
Part No.
TUF7127NA
TUF7127NB
TUF7127ND
TUF7127NDP
TUF7520A

**Chev & GM Mini 1-Wire Alternator**

Fits most Chev applications 1960 to present. One wire hook up with 6.125" mount centres. Pulley sold separately.

Description
100 AMP, One Wire - Chrome
Double V-Pulley - Chrome
5-Groove Serpentine Pulley - Chrome

Part No.
TUF7937A
TUF7610F
TUF7610B

**Chrysler Early Model Alternator**

Remanufactured alternator for Chrysler 1961-85. Available with single or double V-pulley. One wire models are available to replace the external regulator.

Description
60 AMP, External Reg. Single Pulley - OEM Finish
60 AMP, External Reg. Single Pulley - Chrome
60 AMP, External Reg. Double Pulley - Chrome
60 AMP, One Wire, Single Pulley - Chrome
100 AMP, External Reg. Double Pulley - Chrome
100 AMP, One Wire, Single Pulley - Chrome
100 AMP, One Wire, Double Pulley - Chrome

Part No.
TUF8509SP
TUF8509RASP
TUF8509RADP
TUF8509RBSP
TUF8509RCDP
TUF8509RDSP
TUF8509RDDP

Ford Early Small Case Alternator

Replaces 1961-85 Ford small case (6.875" mount centres) with external regulator. Includes single V-pulley. One wire and internal regulator models are available to replace the firewall mounted regulator. Internal regulator models include easy to install wiring harness.

Description
70 AMP, External Regulator - Chrome
100 AMP, External Regulator - Chrome
100 AMP, One Wire - Chrome
100 AMP, One Wire - Black
150 AMP, Internal Regulator - Chrome
200 AMP, Internal Regulator - Chrome

Part No.

TUF7078NA
TUF7078NC
TUF7078ND
TUF7078NF
TUF7771A
TUF7771D

**Ford Late Small Case Alternator**

Replaces Ford 5.0L small case (6.875" mount centres) with internal regulator. Includes 6-rib pulley.

Description
100 AMP, Internal Regulator - Chrome

Part No.
TUF7716B

**Ford Smooth Back 1-Wire Alternators**

Hybrid GM 10Si style alternator with Ford mount. Replaces 1961-85 small case (6.875" mount centres) As cast finish

Description
Ford 1-Wire, 100AMP, 1-V Pulley
Ford 1-Wire, 100AMP, 6-Groove Pulley

Part Number
TUF7068
TUF70686G

**Ford Silver Bullet 1-Wire Alternators**

Hybrid GM 10Si style alternator with Ford mount. Replaces 1961-85 small case (6.875" mount centres) Chrome finish with bullet nose cover.

Description
Ford 1-Wire, 100AMP, 1-V Pulley
Ford 1-Wire, 140AMP, 1-V Pulley
Ford 1-Wire, 100AMP, 6-Groove Pulley
Ford 1-Wire, 140AMP, 6-Groove Pulley

Part Number
TUF7068ABULL
TUF7069ABULL
TUF7068ABULL6G
TUF7069ABULL6G



TUFF7068



TUFF7068ABULL



TUFF70686G



TUFF7068ABULL6G

TUFF STUFF FORD ALTERNATORS

All Tuff Stuff alternators are hand built in Cleveland, Ohio and are tested to meet or exceed OEM specifications. All Tuff Stuff alternators are made from 100% new components and carry a one year limited warranty. Tuff Stuff has alternator applications for virtually all muscle cars, hot rods, customs and light trucks in just about every finish imaginable. Many enthusiasts prefer our clean, simple 1-wire alternator option which features a low idle cut-in internal regulator and provides plenty of charging at low RPMs. Available in chrome plated, polished aluminium, powder coated and plain as cast finishes. All alternators are for 12 volt, negative ground systems, except where noted.

- Silver Bullet Alternator
- 100 & 140 AMP
- Smooth Back
- 1 Wire
- 1-V & 6 Groove Bullet Pulley
- Chrome Finish
- Factory Cast PLUS+ Finish
- 6.875" Mount Centres
- Replaces 1691-85 Small case

Silver Bullet Alternator Smooth Back

Description
1 Wire, 100 AMP 1-V Groove Pulley, Chrome
1 Wire, 140 AMP 1-V Groove Pulley, Chrome
1 Wire, 100 AMP 6 Groove Pulley, Chrome
1 Wire, 140 AMP 6 Groove Pulley, Chrome
Factory Cast Alternator Smooth Back
1 Wire, 100 AMP 1-V Groove Pulley,
Factory Cast PLUS+
1 Wire, 100 AMP 6 Groove Pulley,
Factory Cast PLUS+

Part No.

TUFF7068ABULL
TUFF7069ABULL
TUFF7068ABULL6G
TUFF7069ABULL6G

TUFF7068
TUFF70686G



Billet Aluminium Fan & Pulley

Chrome plated billet aluminium fan and pulley with nose cover. Fits models 7068, 7078, 7127, 7860, 7861, 7866, 7935.

Billet Aluminium Fan & Pulley – Chrome TUF7679A



Alternator Parts & Repair Kits

Alternator repair kits include diodes, regulator, brushes, and necessary insulators.

Description	Part No.
Repair Kit for TUF7127NA	TUF7700A
Repair Kit for TUF7127NB, ND, NDP	TUF7700B
Repair Kit for TUF7509RA	TUF7700C
Repair Kit for TUF7078NA	TUF7700D
Replacement Regulator for TUF7078ND, NF	TUF7530A
Wiring Plug (Pigtail) for TUF7127NA	TUF7520A
Wiring Plug (Pigtail) for TUF7102NC	TUF7520B



Alternator Pulleys

Available as Chrome pulley & fan combo or pulley only. 2.25" diameter.

Description	Part No.
Single V-Belt Pulley & Fan – Chrome	TUF7600A
Double V-Belt Pulley & Fan – Chrome	TUF7600B
5-Groove Serpentine Pulley & Fan – Chrome	TUF7600C
6-Groove Serpentine Pulley & Fan – Chrome	TUF7600D
Single V-Belt Pulley Only – Chrome	TUF7610E
Double V-Belt Pulley Only – Chrome	TUF7610F
5-Groove Serpentine Pulley Only – Chrome	TUF7610B
6-Groove Serpentine Pulley Only – Chrome	TUF7610A
7-Groove Serpentine Pulley Only – Chrome	TUF7610C
8-Groove Serpentine Pulley Only – Chrome	TUF7610D



Propower Alternators

True one wire DELCO race alternators

Part # CVR2180 50 amps

Is the smallest and most compact CVR alternator. Its 50 amp, output makes it ideal for serious drag racing. It has the lowest amps, to weight ratio of all CVR alternators.



CVR DELCO 100 AMP

One Wire Delco Race

Alternator. For drag racing when weight is not as crucial as amperage. This alternator provides low drag, high speed bearings, high output at idle and one wire hook up.

- Voltage: 14.9
- Weight: 8.8 Lbs.
- Type of Unit: Delco External/Internal Fan
- Estimated Amperage: 100 Amps.
- Regulator: Internal Self-Exciting One Wire
- Pulley Type: Steel Single Deep Groove
- Pulley Size: 3.15"
- Bearings: Double Sealed, Low Drag, High Speed

CVR7970CL Delco 100 Amp 1-Wire Alternator



PROFORM GM BLACK

CRINKLE ALTERNATOR

PROFORM's 120 AMP Alternator is a 1-wire, GM 10 SI Case Style complete with Internal Regulator. The External Fan Style Alternator features a Machined Pulley, Black Crinkle Finish and is NOT made with re-man components.

Each alternator is produced by highly specialized machines, assembled by highly trained personnel using dedicated jigs and equipment - 100% new. Sold individually. •100 & 120 AMP •GM 10si 1-Wire Style with Int. Regulator •Machined Pulley •Black Crinkle Finish •100% New •Individual Performance Graph Included •Machined V-Belt Pulley •Individually tested

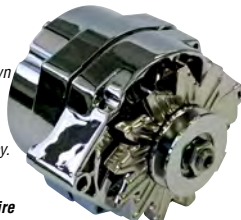
Description	Part No.
100 Amp GM Black Crinkle	PR66448.1N
120 Amp GM Black Crinkle	PR66448.12N



100% New Chrome Alternators

Each unit is supplied with its own individual Quality Assurance graph documenting its performance and is easily identified by the machined pulley. For a new level of quality and reliability, insist on 100% NEW.

PR66445.12N	120AMP 1-Wire
PR66445.14N	140AMP 1-Wire
PR66445N	GM 65AMP 73-'86 Internal Regulator
PR66434	100 Amp, 1 Wire, Natural Finish.



100% New BOWTIE Chrome Alternators

It is now possible to obtain sought-after and popular features in one alternator! 100% NEW with absolutely no re-built components. Assured quality machined pulley. And the popular Chevy Bowtie Emblem in red. Each unit is supplied with its own individual Quality Assurance graph documenting its operating performance. For a new level of functionality, insist on these 100% new Bowtie alternators!

PR141-656	80AMP GM '73-86 WITH INTERNAL REGULATOR.
PR141-657	100AMP BOWTIE 1-WIRE



PROFORM 100 AMP Alternator, 100% New, Chrome

100% New 100 AMP GM alternator. GM internal regulator. Available for about 1/2 the cost of competitive models, these reliable internal-fan units are compact and powerful. Use existing mounting brackets and electrical hook-up.

PR66439 For GM Cars & Trucks



POWERMASTER ALTERNATORS

GM AD244 STYLE Alternators

- Superior output at idle
- Dual internal fans for great cooling
- With 2-Pin or 4-Pin, O.E. hook up or 1-wire option
- Great for LS swaps 1996-2011

PM8302	Natural 165A w/2-pin VR OE only, 6-Rib Pulley
PM18302	Chrome 165A w/2-pin VR OE only, 6-Rib Pulley
PM28302	Polished 165A w/2-pin VR OE only, 6-Rib Pulley
PM38302	Chrome 220A w/2-pin VR OE only, 6-Rib Pulley
PM48302	Natural 220A w/2-pin VR OE only, 6-Rib Pulley
PM58302	Black 220A w/2-pin VR OE only, 6-Rib Pulley
PM68302	Polished 220A w/2-pin VR OE only, 6-Rib Pulley
PM38237	Chrome 220A w/4-pin VR OE only, 6-Rib Pulley
PM48237	Natural 220A w/4-pin VR OE only, 6-Rib Pulley
PM58237	Black 220A w/4-pin VR OE only, 6-Rib Pulley
PM68237	Polished 220A w/4-pin VR OE only, 6-Rib Pulley



AD Style Alternators

- Superior output at idle
- Dual internal fans for high efficiency and excellent cooling
- O.E. GM LS2 hook up, 2 Pin VR
- 165A or 215A
- 6 Rib serpentine pulley

PM8302	Natural 165A w/2-pin VR
PM18302	Chrome 165A w/2-pin VR
PM28302	Polished 165A w/2-pin VR
PM38302	Chrome 215A w/2-pin VR
PM48302	Natural 215A w/2-pin VR
PM58302	Black 215A w/2-pin VR
PM68302	Polished 215A w/2-pin VR



12si Style Alternators

- Excellent idle amperage
- 1 or 3 wire operation
- Distinct look: Tear Drop Design
- Straight mount 6.61"

PM17297 100A w/1V pulley



Chrysler Denso with Internal Fan Alternators

- Newly Designed Voltage Regulator
- Change Voltage Adjustment While Running
- Power Saving Mode; 2 Operating Levels
- Indicator Light Drive
- Entire Circuit Sealed In Epoxy

PM533118 170Amp Denso, XS Volt



NOTE: Can be used on Rotary engines with modifications.

Delco CS130 Alternators - Straight Mount

- Excellent output at idle
 - Internal and external fans
 - Highly efficient
 - Highest output small case Delco
 - Supplied with V-belt and Serpentine Pulleys
- | | |
|----------|----------------------------------------------------|
| PM17802 | 140AMP, Chrome |
| PM178021 | 105AMP, One Wire - Chrome |
| PM378021 | 140AMP, One Wire - Chrome |
| PM678021 | 140AMP, One Wire - Polished |
| PM37402 | 140A w/side battery post & 6-grv pulley - Chrome |
| PM67402 | 140A w/side battery post & 6-grv pulley - Polished |



Delco CS130 Alternators - Left Mount

PM8072 100AMP, One Wire - black (Pulley not Included)

Delco CS130 Alternators - Left Mount

- Highly efficient
 - Dual internal fans
 - Internally regulated
 - Show Polished
- | | |
|----------|-------------------|
| PM27461 | 105AMP, Side post |
| PM274611 | 105AMP, Side post |
| PM674611 | 140AMP, Side post |
| PM678611 | 140AMP, One Wire |



Delco CS144 Alternators

- Highest output Delco
 - Excellent idle output
 - Heavy duty regulator and rectifier
- | | |
|---------|-----------------------------|
| PM37805 | 200AMP Chrome, V Pulley |
| PM37806 | 200AMP Chrome, 6-Rib Pulley |

Denso Style Alternators

- True one wire hookup with set voltage of 14.9
 - High output to weight ratios
 - Low drag, high speed bearings
 - Black heat dispersant coating
 - Pulley not included
- | | |
|--------|-------------------------------------------------|
| PM8158 | 160AMP, 118mm Black Racing Alternator, One Wire |
| PM8188 | 75AMP, One Wire - black (Pulley not Included) |



Denso Style 16 Volt Alternator

- Entire Circuit Sealed In Epoxy
 - Indicator Light Drive
 - Newly Designed Voltage Regulator
 - Power Saving Mode; 2 Operating Levels
 - For 16-Volt Batteries Only
- | | |
|--------|--------------|
| PM8166 | 50 AMP, 93mm |
|--------|--------------|
- Black 16-Volt Alternator, One Wire



Ford 1G Alternator

- Externally regulated
- Early OEM/Retro look
- 1V Pulley

PM7078 65AMP Natural

Ford 2G Alternator

- Internally regulated
- OEM hookup
- 6-Rib Pulley

PM17735 80AMP Chrome

Ford 3G Alternator

- Internally regulated
- OEM hookup
- Excellent output at idle
- Dual internal fans
- 6-Rib Pulley

PM37759 200 AMP Chrome



Ford Upgrade Alternators

- Bolt-on early model upgrade
 - One or three wire operation
 - Gold battery post
 - Proof of Performance tag
 - 140A includes 7" of 8AWG wire
 - 70 AMPS at idle for 100A Alternator
 - 80 AMPS at idle for 140A Alternator
 - Recommended charge wire size: 8 AWG
- | | |
|-----------|------------------------------|
| PM8-37141 | 140AMP, 1V pulley - Chrome |
| PM8-47141 | 140AMP, 1V pulley - Natural |
| PM8-67141 | 140AMP, 1V pulley - Polished |



Early Chrysler Alternators

- Excellent idle output
 - Heavy duty rectifier
- PM175091 Chrome 75A, Dbl Pulley, One Wire, Dbl Field Square Back



Powermaster Street Alternators

These Powermaster street alternators feature all of the quality construction and dependability that Powermaster is famous for. They're available in a variety of amperages and styles, allowing you to choose what you need for your ride and the accessories you run. So whether you need an alternator for your truck, hot rod, musclecar, sport compact, or audio competition vehicle, Powermaster gives you the power you need to get it started and keep it going.

Chevy Internal Regulator 100 Amp Chrome Plated PM17294



Ford G4 200amp Alternator Natural

These Powermaster street alternators feature all of the quality construction and dependability that Powermaster is famous for. They're available in a variety of amperages and styles, allowing you to choose what you need for your ride and the accessories you run. So whether you need an alternator for your truck, hot rod, musclecar, sport compact, or audio competition vehicle, Powermaster gives you the power you need to get it started and keep it going.

PM47787



Ford Upgrade Alternators

- Bolt-on early model upgrade
- no bracket modifications required
- One wire operation only
- Excellent output at idle
- Great choice for Mustangs!

PM8-57101 100A w/1V pulley
PM8-57141 150A w/1V pulley



DENSO Style Race Prepped

- True one wire hookup 12 Volt and 16 Volt
- High output to weight ratios
- Low drag, high speed bearings
- Pulley not included

PM8136 100A 16 Volt (110mm)
PM8146 150A 16 Volt (118mm)
PM8156 180A 16 Volt (118mm)
PM8162 75A 12 Volt (93mm)



Alternator & Bracket Kits For Drag Racing

Our "Pro Series" kits give the convenience of everything for your race car's alternator system in one package. All kits come with a true one-wire alternator, alternator pulley, crank pulley, belt, and bracket kit.

Chev Small Block

PM8-896 50 AMP, Low Mount For Rail Cars, Mounts On Either Side
PM8-898 100 AMP, Low Mount For Rail Cars, Mounts On Either Side
PM8-875 50 AMP, Snug Mount For Body Cars, Mounts On Left Side
PM8-881 100 AMP, Snug Mount For Body Cars, Mounts On Left Side

Chev Big Block

PM8-895 50 AMP, Low Mount For Rail Cars, Mounts On Either Side
PM8-897 100 AMP, Low Mount For Rail Cars, Mounts On Either Side
PM8-882 100 AMP, Snug Mount For Body Cars, Mounts On Left Side



Alternator Bracket Kits

PM1881 SB Chev, L/H Snug Mount - Chrome
PM1882 BB Chev, L/H Snug Mount - Chrome
PM730 SB Ford, for 2 bolt, Clockwise W/pump
PM731 SB Ford, for 2 bolt GM Alternators, Clockwise W/pump



POWERMASTER POWERGEN GENERATORS

Ford Flathead PowerGEN "Front Mount"

PM82013 90A Ford '39-'48 12 Volt "Shorty" 1.5" Shorter, Black
PM82011 90A Ford '39-'48 12 Volt, Black

Ford Flathead PowerGEN "Strap Mount"

PM82023 90A Ford Strap Mt '49-'53 12 Volt "Shorty" 1.5" Shorter, Black

PM282021 90A Ford Strap Mt '49-'53 12 Volt, Polished

PM82021 90A Ford Strap Mt '49-'53 12 Volt, Black

Ford PowerGEN "Swing Mount"

PM282101 90A Ford Swing Mtg 12 Volt, Polished

GM PowerGEN "Short"

PM282111 90A GM Short (5.95 Field Hsg) 12 Volt, Polished
PM82111 90A GM Short (5.95 Field Hsg) 12 Volt, Black



ALTERNATOR PULLEYS

Description

Serpentine, 6 groove 54mm O.D
V-Belt, 10mm wide x 54mm O.D
V-Belt, 10mm wide x 2.35" O.D
Chrome Double V-Belt 3/8" x 2-5/8" O.D
Zinc Double V-Belt 3/8" x 2-5/8" O.D
Chrome Serpentine, 6 groove 54mm O.D.

Powermaster V-Belt Crank Pulley

Unique pulley design allows this crank pulley to be used with SBC balancers. Works with OEM and racing balancers and crank triggers.

PM293

Alternator Pulleys

Powermaster offers lightweight pulleys machined from 6061-T6 billet aluminum and hard coated. Alternator pulleys have a shaft bore of 17mm to ensure fit on MOST ALL

alternators. Includes a 17mm to 15mm reducer bushing.

PM111 Overdrive V-Pulley - 2.35" OD x 10mm wide
PM181 Overdrive V-Pulley - 2.80" OD x 10mm wide
PM191 20 Tooth Gilmer Style Alternator Pulley
PM178 V-Belt 2-5/8" O.D. x 3/8" w/nut (Black) Black
PM179 Serpentine, 6 groove 54mm O.D.
PM182 V-Belt 4" O.D. .669" I.D
PM183 V-Belt 5.25" O.D

Part No.

PM104
PM110
PM111
PM112
PM113
PM114



Crank Pulleys

Designed to be used with Moroso, Delwest or other stackable systems off the front of the crank. Comes complete with guides.

PM292 28 Tooth Gilmer Style Crank Pulley



Ford 9" Third Member



Quick Change Kit



Rear Axle Mounted Alternator Kits

These kits are popular for show cars and race cars. The alternator is driven off the diff pinion instead of the crankshaft which allows for a simpler engine pulley set up and neater engine bay. These kits come with a 50 AMP one-wire alternator, alternator pulley and bracket.

NOTE: Kits require a customer supplied yoke pulley.

PM8-410 Ford 9" Third member

PM410 Ford 9" (Bracket Only)



DYNA FORCE ALTERNATORS 120 AMP & 160 AMP

Whether you need a high output alternator to power your muscle car, street rod or touring machine, MSD has you covered with the DynaForce Alternator. For the street, MSD offers a 120 or 160 amp one-wire alternator. Not only are they designed for extreme output at higher rpm, but MSD balances the current output to keep your electronic components up to speed during idle and lower rpm operation as well. Both the 120 and 160 Amp Alternators feature one-wire installation to keep things clean, easy and effective. The charge post of the alternators is moved to the side of the housing to allow for improved clearance to the block, plus a pulley baffle is included to ensure there is never any fan-to-belt issues (common at high rpm on lesser alternators). The housings are available in four finishes including a natural cast for stock looks, a show quality chrome, black for subtle appearance and a great new satin finish for a smooth finish. The 120 and 160 amp DynaForce Alternators are designed with straight mounts. The mounting tabs fit many GM bracket systems from the mid '60s to the mid '80s.

- Designed for maximum output from idle to high rpm
- Stator and rotor are electrically balanced for optimum performance
- Dual plane balanced rotor assembly delivers high rpm precision and reliability
- Hand assembled in the USA and NEVER rebuilt or refurbished units
- Every unit is delivered with a proof of performance
- Blue-printed assembly process ensures superior operation and longevity
- One wire installation with added fan baffle for belt protection

Description

120 Amp Natural Finish
120 Amp Black Finish
120 Amp Chrome Finish
120 Amp Satin Finish
160 Amp Natural Finish
160 Amp Black Finish
160 Amp Chrome Finish
160 Amp Satin Finish

Part No.

MSD5320
MSD5321
MSD5322
MSD5323
MSD5360
MSD5361
MSD5362
MSD5363

DYNA FORCE RACE ALTERNATORS 50 AMP & 100 AMP

Racers will be excited to see two race prepped alternators as well. One compact, lightweight model that provides up to 50amps, ideal for low content race cars such as circle track cars. For drag cars or other higher content race vehicles, there is a DynaForce 100 Amp output version. The DynaForce race alternators are engineered to perform in severe racing environments. They're easily identified with their durable MSD red wrinkle finish and feature one wire installation. A benefit to the race units are that they can be used to charge either 12 or 16 volt electrical systems! If you have a 16 volt battery and system, simply turn the adjustable potentiometer to achieve over 16 volts. For circle track cars running an HEI or other inductive ignition, this boosted output can help the ignition output through high rpm. Show the two race units The 50 Amp DynaForce is based on a compact housing design commonly referred to as a 'Denso' housing. The unit accepts many aftermarket bracket assemblies to accommodate different applications.

•Adjustable for 12 and 16 Volt Batteries

Description Part No.
50 Amp Red Finish MSD5375

IGNITION CONTROLS

WARNING: Make sure your MSD Ignition has a registered C-Tick Sticker. It is illegal to sell or use MSD ignitions without the approved C-Tick sticker.



STREET FIRE CDI

The Street Fire Capacitive Discharge Ignition

is perfect for Performance enthusiasts with a tight budget. The Ignition offers capacitive discharge technology and will fire a

series of multiple sparks that last for 20° of crankshaft rotation when the engine is running under 3,000 rpm. This ensures combustion of the air/fuel mixture and produces great throttle response and smooth idle. The CDI is built around a durable cast aluminium housing and easily connects to points, amplifiers and magnetic pickup distributors. An adjustable rev limiter will protect the engine in the event of driveline failure. This rpm is adjustable with plug-in rpm modules, available in 100 rpm increments. If you have a 4, 6 or 8-cylinder engine, the Street Fire CDI will connect and fire it up.

MSD5520 Street Fire CDI Ignition



LS IGNITION CONTROL

As the popularity of GM LS engines continue to grow, so does the demand for a powerful, reliable and easily adaptable ignition system. MSD has answered this demand with an updated and improved version of the popular 6LS box. Whether using a stock crate engine or building a custom powerhouse, the MSD LS Ignition provides the control you need to achieve the performance you want. Dial in the perfect tune for your LS using the easily adjustable preset timing curves or hookup to your computer and program a custom setup with our user friendly MSD View software. New features of the LS Ignition include: high speed data acquisition, an optional coolant temperature sensor input, idle timing control, as well as individual cylinder timing. These features are in addition to the existing programmable step retard, launch retard and RPM rev limiters from its predecessor.

- Fits most LS Engines
- No PC required for basic functionality
- Six pre-programmed timing tables for easy set-up
- Rotary selector switch allows timing changes on the fly
- Nitrous and boost compatible
- High speed data acquisition
- Fully Sealed direct plugin connectors
- Programmable step retard
- Launch and max rev limiters
- Optional coolant temperature sensor input
- Launch retard
- Idle timing control
- Individual cylinder timing
- Compatible with all MSD, Accel and GM LS coils

MSD6014 Red MSD LS Ignition Control
MSD60143 Black MSD LS Ignition Control



Digital 6A Ignition Control

The MSD 6A Ignition Control set the standards that other ignitions strive to reach. For 2011, the bar has been raised even higher as we introduce the all new Digital 6A ignition Control! MSD started with a clean slate and drew up plans for an all new housing. We kept the same footprint as the traditional 6AL but lowered the profile for a sleek look. The wiring is all routed out one end of the unit through a sealed and locking connector. This eases installation and keeps your wiring looking neat and clean. Inside the Digital 6A you'll find a microprocessor that monitors and controls every firing. The circuits are updated with efficient components that help the ignition produce more power while drawing less current! In fact, the new Digital 6A deliver over 530 volts to the coil with up to 135mJ-145mJ of spark energy – for every firing! Increased output combined with MSD's proven multiple spark series is a win-win situation! The new Digital 6A is supplied with the wiring harness and the components you'll need for installation. The ignitions are compatible on 4, 6 or 8-cylinder engines with 12-volt, negative ground electrical systems. They'll accept trigger inputs from breaker points, amplifiers and magnetic pickups.

MSD6201 MSD Digital 6A Ignition
MSD62013 MSD Digital 6A Ignition BLACK



Digital 6AL Ignition Control With Soft Touch Rev Control

The MSD 6AL Ignition Control set the standards that other ignitions strive to reach. In fact, you'll find ignitions from other companies that carry the 6AL name (and in some cases, the same part number). MSD started with a clean slate and drew up plans for an all new housing. We kept the same footprint as the traditional 6AL but lowered the profile for a sleek look. The wiring is all routed out one end of the unit through a sealed and locking connector. This eases installation and keeps your wiring looking neat and clean. The rev limiter was moved right on top of the housing for easy access to the two rotary dials to set the limit in 100 rpm increments. Inside the Digital 6AL you'll find a microprocessor that monitors and controls every firing and rev limit. The circuits are updated with efficient components that help the ignition produce more power while drawing less current! In fact, the new Digital 6AL delivers over 530 volts to the coil with up to 135mJ-144mJ of spark energy for every firing! Increased output combined with MSD's proven multiple spark series is a win-win situation!

The new Digital 6AL are supplied with the wiring harness and the components you'll need for installation. The 6AL is also supplied with vibration mounts. Both ignitions are compatible on 4, 6 or 8-cylinder engines with 12-volt, negative ground electrical systems. They'll accept trigger inputs from breaker points, amplifiers and magnetic pickups.

MSD6425 Digital 6AL Ignition With Rev Control
MSD64253 Digital 6AL Ignition With Rev Control BLACK



6AL-2 Ignition Control

The 6AL-2 ignition control combines a new housing, new digital controls and more power in a sleek package. Inside the new cast aluminum housing you'll find an advanced micro-controller that manages the timing and rpm of the ignition. The spark output of the new box has been turned up to 535 volts of primary voltage with spark energy reaching up to 135millijoules! The multiple sparks of the 6AL-2 burn in the cylinder for 20° of crankshaft rotation to ensure complete combustion. Two more great features are the rev limiters! There are two rev limiters; one for high end overrev protection and another you can activate off a clutch or transbrake to set a launch limit. This feature will help your car blast off the starting line! Adjustments are made via four rotary dials for 100 rpm increment control! The all new capacitive discharge ignition will easily connect to nearly any 12-volt negative ground distributor system, even Hall-effect pickups. The ignition is supplied with wiring and vibration mounts for a complete installation. It's even compatible of 4, 6 and 8-cylinder engines. Must be used with the MSD HVC Blue Coil, PN 8252

MSD6421 6AL-2 Ignition Control
MSD64213 6AL-2 Ignition Control-Black

Programmable 6AL-2

The Programmable 6AL-2 Ignition will provide street and performance cars to take advantage of tuning-in an ignition curve or boost timing map from a PC. Also, using MSD's Pro-Data+ software will provide simple adjustments to a two step rev limiter, step retard and more! The Programmable 6AL-2 shares the same advanced features of the new 6AL-2 with 535 primary volts and spark energy reaching 135 mJ! Vibration mounts, wiring and a PC cable are supplied. Must be with the MSD HVC Blue Coil, PN 8252

MSD6530 Programmable 6AL-2

MSD 6LS IGNITION CONTROLLER

There's no denying that the hottest engine around is GM's Gen III engine, most often referred to as the LS-1, LS-6 or now the LS-2. Our engineers have been working overtime to provide the components you need to fire up performance! The 6LS Ignition Controller can now be installed on EFI equipped engines or with a carburetor. To take advantage of the programming on an EFI engine, you'll need the new PN 8886 Harness. The 6LS Controller allows you to run a pre-programmed timing curve or you can hook up your laptop and build a custom curve. Our Windows based software, the Pro-Data+, makes it easy to map a complete timing curve, program a launch rev limit, set a step retard or even plot a boost timing map.

MSD6010 MSD 6LS Ignition Controller, for Gen III Engines
MSD6012 6LS-2 Ignition Controller for LS2/LS7
MSD8886 GEN III EFI Harness
MSD88862 LS2 WIRING HARNESS



This new Harness allows you to run the 6LS Ignition Controller, PN 6010, with the factory EFI system!

DIS Dual Coil Ignitor

In the past, adding ignition boxes and coils to factory transistorized ignitions was virtually impossible. All that has changed now that MSD has developed the Dual Coil Ignitor and CPC Signal Converter. The MSD6302 and MSD6304 both allow you to install an MSD DIS-2 or DIS-4 on 4-cylinder engines with either waste spark or coil-per-cylinder ignitions. Both require MSD coils to be installed for a complete package.

MSD6302 DIS COIL IGNITOR 2 CHANNEL
MSD6304 DIS COIL IGNITOR 4 CHANNEL

6 BTM IGNITION CONTROL

The 6 BTM is ideal for engines with a turbo or supercharger. Not only will the engine benefit from MSD's full power CD sparks, but there is also an adjustable boost/timing retard circuit to prevent detonation. When your supercharger (turbo or blower) forces the air/fuel ratio into the engine, the cylinder pressure inside the combustion chamber increases. The result is a great amount of power but this can also lead to detonation which can result in severe engine damage. The 6 BTM lets you dial away detonation by retarding the timing in relation to the boost pressure. By electronically controlling the ignition timing your engine can run on the threshold of detonation to obtain maximum power and efficiency. The BTM features a dash mounted control knob that lets you adjust the amount of timing retard. It can be adjusted from 0° per pound of boost to 3° per pound. The boost pressure is monitored by a sensor built into the MSD. The 6 BTM also shares the Soft Touch Rev Control of the 6AL Ignition for overrev protection. The BTM is supplied with rubber shock mounts and rpm modules for 3,000, 6,000, 7,000 and 8,000 rpm.

MSD6462 MSD 6 BTM Ignition Control with Boost Timing Master, 4, 6 (even-fire only) and 8-Cylinder

NOTE: Not compatible with distributorless systems. With an MSD 6 Ignition, some factory and aftermarket tachometers and fuel injection systems may require an MSD Tach/EFI Adapter.



MSD DIGITAL-6 PLUS IGNITION CONTROL

The MSD Digital-6 Plus Ignition Control combines terrific power, digital accuracy and great accessories making it ideal for street/strip applications. Every spark of the Digital-6 Plus Ignition is packed with 135 millijoules of spark energy and 535 primary volts. When used with the MSD HVC Coil, PN 8252, a spark with over 300 milliamps burns across the plug gap for 400 microseconds. Below 3,300 rpm the Digital-6 Plus produces a series of sparks that burns in the cylinder for up to 20° of crankshaft rotation. This incredible heat ensures combustion to produce great power, quick throttle response, smooth idle and quick starts. 4, 6 (even-fire) and 8-cylinder engines

MSD6520 MSD Digital-6 Plus Ignition Control

MSD OFFROAD REV CONTROL

This Rev Control plugs directly into the 6-Offroad Ignition Control. It allows you to set an rpm limit that will save your engine from overrev damage in the event of driveline failure, a slick spot on the trail or missed shifts. The rpm limit is adjustable with special Weatheright RPM Modules and is supplied with 4,000, 6,000 and 8,000 rpm modules.

MSD8769 Offroad Rev Control

MSD 6-OFFROAD IGNITION CONTROL

The MSD 6-Offroad Ignition Control will provide your engine the spark power it needs to get you over, through, under and around any obstacles you encounter. From an idle to 3,000 rpm the MSD produces multiple sparks rather than just a single spark which is a great benefit when you're crawling over rocks or creeping up steep grades. This spark series lasts for 20° of crankshaft rotation and ensures complete combustion of the fuel mixture producing quick throttle response and a smooth idle. To battle the harsh off-road elements, the 6-Offroad is completely potted with an epoxy compound called CibaTM. This material encases the circuits creating a water and vibration proof ignition. Weatheright connectors are also installed to provide positive locking and water resistant electrical connections.

The 6-Offroad will install to virtually any vehicle with a 12 volt electrical system and a distributor. It will connect to points, amplifiers or magnetic pickups on 4, 6 or 8-cylinder engines.

MSD6470 MSD 6-Offroad Ignition Control

NOTE: The MSD 6-Offroad Ignition Control features a special connector that plugs directly into an external rev limiter, the Offroad Rev Control, MSD8769.

MSD 6M-2 MARINE IGNITION CONTROL

The MSD 6M-2 Ignition Control is designed for performance marine applications where a high energy and reliable ignition is a necessity. The capacitive discharge (CD) design of the MSD produces full power sparks throughout your boat's entire rpm range. Below 3,000 rpm, a series of multiple sparks burn in the cylinder for 20° of crankshaft rotation ensuring complete combustion. Together, these sparks produce easier starting, great throttle response, more power and reduced plug fouling during long-idle. To protect the 6M-2's electrical circuitry from marine conditions, the entire unit is potted with CibaTM compound. This material prevents the electrical components from coming into contact with water or other chemicals that could cause damage. Weatheright Connectors with multi-ribbed seals are used to make the electrical connections to the 6M-2. These connectors securely lock together and each terminal has its own barrel so there is no chance of shorting. The 6M-2 can be triggered by either a magnetic pickup (distributor or crank trigger), amplifier or by a breaker points distributor. The cable harness has the proper connector so you can plug the 6M-2 into one of the Pro-Billet MSD Marine Distributors.

MSD6560 MSD 6M-2L Marine Ignition with rev limiter



MSD DIGITAL 6M-3L MARINE IGNITION

We've raised the bar and added an all-new UL listed marine ignition box to our line-up. The 6M-3L is a fully sealed unit with a single wiring connector making installation neat and easy. Three rotary dials and an LED display simplify setting the cylinder select, start retard and rev limiter. Plug-in rev limiter chips and hard to read dials are a thing of the past. For diagnostic purposes, the LED display can also be set to a live tach mode on V8's and even display battery voltage with the turn of a knob. The 6M-3L is a capacitive discharge ignition that multi-sparks from idle to 3,000 RPM providing a clean idle and quick throttle response. Above 3,000, capacitive discharge sparks will run clean through 12,000 RPM. Boasting more features and higher spark energy than its predecessor, the 6M-3L is the performance upgrade your boat needs!

- Large, easy to read LED display
- Shift interrupt feature eases shifting
- MSD's smoothest rev limiter yet, protecting parts and saving your engine
- Records highest RPM the engine turned for last 20 minutes of run time
- Easy setup of features with three rotary dials on the face of the unit
- Built-in Start Retard adjustable in 0, 10 or 20 increments for quick, easy starts and extend starter life
- LED display shows rev limit, highest RPM turned, cylinder select, start retard, battery voltage and can be set to tach mode
- Full delivery of spark energy and easy starting down to 6 volts battery supply
- Highly efficient, low current draw for extended battery life
- Fully potted housing to withstand demanding marine conditions
- Sealed connector for clean wiring and trouble-free operation
- Works on 4, 6 and 8 cylinder engines
- Reverse polarity and overheat protection provide ultimate reliability
- Can be triggered by magnetic pickup, amplifier, and points inputs

MSD6564 MSD Digital 6M-3L Marine Ignition

MSD 6CT IGNITION CONTROL

Superior design makes it the most advanced ignition to ever hit a circle track. Packed with legendary MSD Ignition power, the 6CT offers a slew of features. A large digital LED display makes it easier than ever to see the rev limiter setting when dialling it in using the laser etched rotary dials on the face of the unit. Rev limiting is controlled via microprocessor making it so smooth the chassis is virtually undisturbed when charging into turns. The rotary dials are also used to set cylinder select for 4, 6, and 8 cylinder engines, and to adjust the built-in start retard providing options of 0°, 10° or 20° of timing retard for quick starts. As an added bonus the LED display can be used as a live tach or will display your race cars battery voltage. The unit records the highest RPM your engine turned during the race which can be easily recalled on the LED display as well. The 6CT offers all this and more in a fully potted, tamper proof housing that utilizes a single connector to keep wiring tidy.

- MSD's smoothest rev limiter yet! Won't upset the chassis and easy on parts
- Large, easy to read LED display
- Simple setup of features such as the rev limiter with three rotary dials on the face of the unit
- Built-in Start Retard adjustable in 0°, 10° or 20° increments for quick, easy starts and extend starter life
- LED displays rev limit, highest RMP turned, cylinder select, start retard, battery voltage and can be set to tach mode
- Full delivery of spark energy down to 6 volts battery supply
- Highly efficient, low current draw for extended battery life
- Fully potted housing to stand up to demanding race conditions
- Single plug-in connector for clean wiring
- Tamper proof screws to prevent modification of unit
- Records highest RPM the engine turned for last 20 minutes of run time
- Works on 4, 6 and 8 cylinder engines
- Reverse polarity and overheat protection provide ultimate reliability

MSD6427 **MSD 6CT Ignition Control**

**MSD 6T CIRCLE TRACK IGNITION**

The MSD 6T is the winningest ignition in stock car and road racing! To withstand severe jolts and vibrations of harsh racing, the 6T's capacitor and transformer receive additional bracing for a solid mount. All of the circuits and components then receive an extra thick coating of Humi-Seal adding even more vibration protection. Top it all off with a set of sturdy vibration mounts and you have one of the toughest ignitions offered! Even in the toughest conditions the 6T Ignition Controls deliver race winning performance!

MSD6400 **MSD 6T, Circle Track**

MSD 6CT PRO CIRCLE TRACK IGNITION

Based on the superior design of the MSD 6CT, the 6CT PRO adds another offering to MSD's line of technologically advanced ignitions for circle track racing. Packed with legendary MSD Ignition power, the 6CT PRO offers a slew of features. A large digital LED display makes it easier than ever to see the rev limiter setting when dialling it in using the laser etched rotary dials on the face of the unit. Rev limiting is controlled via microprocessor making it so smooth the chassis is virtually undisturbed when charging into turns. The rotary dials are also used to set cylinder select for 4, 6, and 8 cylinder engines, and to adjust the built-in start retard providing options of 0°, 10° or 20° of timing retard for quick starts. As an added bonus, the LED display can be used as a live tach or will display your race cars battery voltage. Like the 6CT, the 6CT PRO records the highest RPM turned by the engine for the last 20 minutes of run time. However, the RPM recording can be quickly reset with a momentary push button (customer supplied) instead of having to leave the unit powered up for 20 minutes straight. The 6CT PRO offers all this and more in a fully potted housing that utilizes a single connector to keep wiring tidy.

- MSD's smoothest rev limiter yet! Won't upset the chassis and easy on parts
- Large, easy to read LED display
- Records highest RPM the engine turned for last 20 minutes of run time
- Highest RPM recording can quickly be reset with an external momentary switch
- Easy setup of features with three rotary dials on the face of the unit
- Built-in Start Retard adjustable in 0°, 10° or 20° increments for quick, easy starts and extend starter life
- LED display shows rev limit, highest RMP turned, cylinder select, start retard, battery voltage and can be set to tach mode
- Full delivery of spark energy down to 6 volts battery supply
- Highly efficient, low current draw for extended battery life
- Fully potted housing to stand up to demanding race conditions
- Single plug-in connector for clean wiring
- Works on 4, 6 and 8 cylinder engines
- Reverse polarity and overheat protection provide ultimate reliability

MSD6428 **MSD 6CT Pro Circle Track Ignition**

**MSD SCI & SCI-L IGNITION CONTROLS**

Smaller displacement engines that run through high rpm are in dire need of a high output CD Ignition. At higher rpm, stock inductive ignitions cannot produce full power sparks resulting in a loss of top end power or even a miss. This is even more prevalent when a turbo or nitrous is added to the mix to increase cylinder pressures. The MSD SCI Series Ignitions feature capacitive discharge (CD) circuits which deliver powerful sparks at any rpm. Below 3,000 rpm the SCI Ignitions produce a series of sparks that last for 20° of crankshaft rotation. These sparks will smooth the idle, produce quick starts and lightning quick throttle response. There are two models available of the SCI Ignition; the standard SCI, PN 6300, and the SCI-L with an adjustable rev limiter, PN 6320. Both can be used on most engines with a distributor.

MSD6300 **MSD SCI Ignition Control**

**LS CIRCLE TRACK IGNITION CONTROL**

CT525 crate engines and built LS mills alike need a way to control 8 coils, RPM and timing. The 6014CT makes this easy with factory connectors that plug directly into the LS cam sensor, crank sensor and coils. If running a CT525 a preset timing curve and rev limiter setup is preprogrammed.

For built LS engines that require a little more attention, plug your laptop in to program a timing curve and rev limiter with the user friendly MSD View software. Supply the unit with power and ground and you're off to the races!

- Direct plug-in to factory GM LS sensors and coils
- Pre-programmed to run the GM CT525 crate engine out of the box
- Laptop programmable RPM limit, timing curve and coil selection for custom tuning
- Auto detects coils, cam sensor and crank sensor
- Will run 24x 1x, 58x 1x and 58x 4x crank / cam sensor combinations
- Self-powered with USB for laptop programming
- Steady, accurate timing control
- Dedicated plug for Tech Official

MSD6014CT **LS Circle Track Ignition Control**

**PROGRAMMABLE MIDGET IGNITION**

The Programmable Midget Ignition is a complete electronic distributorless system consisting of a powerful capacitive discharge Ignition Control, a four tower high output coil pack and uses two non-magnetic pickups with a trigger wheel as a crank trigger source. Adding to the accuracy and high output of this ignition system, is the advantage of being able to precisely program the timing throughout the engine's entire rpm range. By using the optional Hand Held Programmer, PN 7550, or MSD's Pro-Data+ software package on a Windows based PC, racers can program two different timing curves down to .1° per 100 rpm increments! Other features of the Programmable Midget Ignition include a rev limiter to protect the engine from overrev damage, a start retard and a circuit that monitors the battery supply voltage.

The Midget Ignition produces full power capacitive discharge sparks at any rpm so you can be assured of complete combustion. To control this power and the programs, a 15 MHz microcontroller analyzes the various inputs and is capable of extremely quick compensations to maintain exact timing and rpm. The Midget Ignition is supplied with the Ignition Control, two Non-Magnetic Pickups, Trigger Magnet, On/Off Switch and Software.

MSD6214* **MSD Programmable Midget Ignition**
MSD8240* **Midget Coil Pack**
MSD31689 **Universal Midget Super Conductor Lead Set**

NOTES: Coil Pack, PN 8240, must be purchased separately. Crank Trigger Wheel must be fabricated for each application.

**MSD HVC COIL**

The new HVC Coil is designed exclusively for the HVC Professional Racing Ignition Control. The E-Core design of the HVC Coil is more efficient in producing more output with less loss. • E-Core design produces more voltage and current while running 50% cooler than canister coils. • Massive laminations and windings are engineered for less energy loss. • Delivers high voltage to ionize the plug gap while the spark glows with high current.

MSD8250 **MSD 6 HVC Coil** (Only for use with MSD HVC Ignition Control)

**MSD 6 HVC PROFESSIONAL RACING IGNITION**

The MSD 6 HVC Ignition is specifically engineered for professional racing applications that endure high rpm for a long duration. The result is a reliable ignition that produces more output energy and voltage with less current draw! All of the MIL-Spec (MIL-86A) wiring is routed into NASCAR mandated Weathertight connectors. Matching harnesses are supplied with the HVC Ignition.

MSD 6 HVC Professional Racing Ignition Control with built-in rev limiter (Requires Coil MSD8250)

Deutsch Connectors **MSD6631**
Soft-Touch Rev Limiter, Deutsch Connectors **MSD6601**
MSD6632

**MSD 6TN AND 6ALN IGNITIONS**

The ultimate ignitions to perform throughout tough racing conditions! The "N" Series Ignitions feature the mandatory 6-Pin Weathertight connector to meet NASCAR's ignition wiring rule, 20-6.1. This special connector provides a tight, positive locking connection with individual seals to keep dirt and moisture away from each connection. All of the MSD's primary wiring meets MIL-86A specifications with special tinned conductors for superior crimps. Inside the strong cast aluminum housing, the multiple sparking CD circuits are encased in a clear two part silicone elastomer for the ultimate in vibration protection. A special clear base plate is also installed for easy tech inspection. Add a set of sturdy vibration mounts and the 6TN and 6ALN are virtually vibration proof! The 6TN is equipped with a special 4-Pin connector that plugs directly into an MSD Soft Touch Rev Control, PN 8738, while the 6ALN has a built-in Rev Control. These rev controls are adjustable with plug-in modules and will save your engine from overrev damage caused by missed shifts or driveline failure.

MSD6401 **MSD 6TN, 4, 6 (Even-Fire V6 only) & 8-Cyl**
MSD6430 **MSD 6ALN, 4, 6 (Even-Fire V6 only) & 8-Cyl**

NOTE: The 6ALN is supplied with a 3000, 6000, 7000 and 8000 rpm module. MSD 6 Series Ignitions are not compatible with distributorless systems.

**MSD 7AL-2PLUS IGNITION**

The "Plus" model updates the original 7AL-2 with improved internal components plus our engineers added a 2-Step Rev Control and a useful diagnostic LED. Over 50% more spark energy! Visually, you'll notice the two terminal strips that allow for easier wiring in your race car. The LED over the power connections will come in handy for troubleshooting as it flashes only when the coil fires. That way you know that the coil, the trigger source and ignition are all functioning properly. The mounting pattern is the same as the 7AL-2 and is supplied with vibration mounts and a few rpm modules.

MSD 7222* **MSD 7AL-2 Plus Ignition Control**
MSD72223 **MSD 7AL-2 Plus Ignition Control BLACK**

NOTE: MSD 7 Series not compatible with distributorless systems.

**MSD 7AL-3****PRO DRAG RACE IGNITION**

The MSD 7AL-3 Ignition Control has been a favorite of sportsman racers as well as racers that run multi-stage nitrous systems. The ignition combines high output spark energy for high compression race engines combined with the most popular drag racing accessories including a 3-Step rev limiter, 4-stage retards, a start retard and RPM Activated Switch. In 2013, MSD is relaunched the 7AL-3 with upgraded features, a new look and updated internal components including surface mount circuitry. The new ignition, PN 7330, is easy to spot with a black anodized housing and features a new adjustable start retard circuit. Racers will also be happy to learn that the ignition can now be used on 4, 6 or 8-cylinder engines.

MSD7330 **MSD 7AL-3 Ignition Control, V8 only**

MSD 8-Plus

The MSD 8-Plus Ignition produces the same extreme output of the original 8-Series, yet is now in a smaller housing with improved efficiency and internal components. One distinct change is now a built-in 2-Step Rev Control. Now you can switch between two rev limits without extra wiring or housings. For those that are looking for a dual fire MSD 8, the new 8-Plus is all you need. Our engineers were able to deliver an ignition that is capable of firing two coils at once for those extreme racers using dual plug race setups.

Part No MSD7805

MSD7720



PROGRAMMABLE DIGITAL-7 PLUS

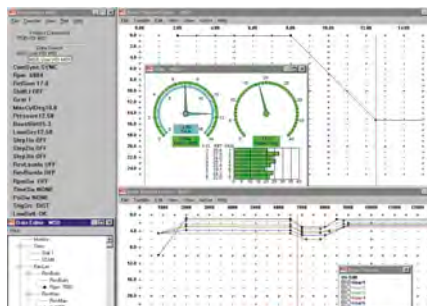
If you're a consummate engine tuner and know how to take advantage of minute changes in timing during a quarter mile pass, then the Programmable Digital-7 Plus is the ignition for you! All of the standard programmable features such as Individual Cylinder Management, Step Retards, Rev Limits, Shift Points and more are included in the Plus version but you also get more. Much, much more. A MAP sensor is required for the boost circuit. The Ignition is supplied with wiring harnesses, mounting hardware, an RS232 computer harness and the Pro-Data+ software on a floppy disk. (The Hand Held Monitor, PN 7550, can also be used for programming.) It will accept trigger signals from a points/ECU output or a magnetic pickup. The recommended Coils are MSD8251 or MSD8261.

MSD7531 Programmable Digital-7 Plus

MAP SENSOR

A MAP sensor is required for the Boost Retard feature. Be sure to know the approximate amount of boost you will be running in order to select the correct sensor.

MSD23111 1-BAR, 2 - 15 psi
MSD23121 2-BAR, 2 - 30 psi
MSD23131 3-BAR, 2 - 45 psi



Pro-Data+ software

The Pro-Data+ software makes setting up your Programmable Ignition easy! There is a Gear Retard chart where you map out each curve and another chart for the boost retard curve. Just a click of your mouse adds or moves points on each curve. There is also a boost pressure gauge along with a retard dial and tach so you can view the changes in real time.

PROGRAMMER/MONITORS

If you do not have a laptop or PC, all of the CPC Ignition Control's optional programs can be set with this hand held Programmer/Monitor. The LCD will display the programming options which you can select to adjust or view the program that is already in the ignition. The unit is easy to handle, even with race gloves on, and weighs in at under half a pound.

MSD7550 Programmer/Monitor



HIGHER OUTPUT RACE ONLY DIS IGNITION CONTROLS

The DIS Ignitions all deliver a stout, CD spark that is capable of burning the majority of air/fuel mixtures. There are of course exceptions, such as full bred race engines running high boost pressures from turbos, blowers or nitrous. To answer these needs, a Higher Output version of the DIS Ignition Controls. The DIS Plus HO Ignitions produce an incredible 170 millijoules of spark energy with 470 primary volts. This increased output will light up fuel mixtures even under extreme cylinder pressures. The DIS-HO boxes are not CARB approved and are designed for drag racing applications only. **NOT FOR STREET USE SHORT DURATION.**

MSD62153* DIS-4 PLUS HO, 2, 3 or 4-Coil Packs



DIS PLUS IGNITION CONTROLS

The mid 1980's were the beginning of the end for distributors in regard to new cars. The Buick Grand Nationals started using coil pack technology while many other GM vehicles were using dual tower coil packs sometimes known as Waste Spark systems. When Ford moved to the 4.6L Modular engine in the '96 Mustang, there were two coil packs with four towers each set up as a Waste Spark. Other common applications came from Mitsubishi and eventually Chrysler systems. MSD's DIS Ignition Controls are designed for engines with coil pack, waste spark ignition systems. The DIS-2 has two channels, to fire two coil packs, while the DIS-4 is capable of firing up to four coil packs (or even for individual coils). Each Control delivers full power Capacitive Discharge sparks from idle through racing rpm. Below 3,000 rpm there is a series of multiple sparks that last for up to 20° to improve idle, starting and throttle response. The adjustable features of the DIS Ignitions have also been upgraded with rotary dials. These provide easier, and more precise adjustments of the overrev limiter and the holeshot rev limit. Also, there is now a step retard that can be wired directly to a nitrous system or switch for activation!

MSD 62152 MSD DIS-4 Plus
(For use on 6 or 8-cylinder engines with two, three or four coil packs.)



SYNCHRONIZATION PICKUP KITS

To take advantage of the Programmable Digital-7's Individual Cylinder Management system, a synchronization pickup must be incorporated so the ignition knows exactly which cylinder is firing. MSD offers two ways to accomplish this.

SPARK PLUG WIRE SYNC KIT

This pickup simply installs to the number one sparkplug wire and senses the trigger signal and sends this information to the Ignition through a fiber optic cable.

MSD7555 Spark Plug Wire Sync Kit



CAM SYNC PICKUP

The Pickup Kit is supplied with a non-magnetic pickup, connectors, the magnet and retainer. You will need to fabricate a bracket assembly and install the magnet to the cam gear.

MSD2346 Universal Cam Sync Pickup Kit

DISTRIBUTORLESS TACH DRIVER

Ever wonder how you can install an aftermarket tachometer on a vehicle with no distributor and multiple coil packs? MSD has the answer with the new Distributorless Tach Driver! The compact Tach Driver measures only 1.5"x 3.5"x 2" and is potted with a polyurethane compound for vibration and water protection so it can easily be mounted under the hood. It wires inline on the coils' 12 volt supply wire where it senses the current going through this wire and converts this information into a 12 volt output signal that most aftermarket tachometers use as a trigger signal. It can be used on 4, 6 or 8-cylinder engines.

MSD8913 Distributorless Tach Driver

NOTE: Not for use on Chevrolet LS-1 style engines.



DUAL CHANNEL IGNITION ADAPTER

In some instances when you install an MSD Ignition, the factory ECU may not be able to distinguish when the coil fires. This is the signal that is also responsible for firing the injectors (or the tachometer), which may cause a no-run situation. The Dual Channel Ignition Adapter simulates the original coil trigger signal thus allowing the ECU to properly trigger both the tach and fuel injection with the MSD DIS Ignition installed. In most cases, the Adapter plugs directly into the MSD's Harness. For vehicles using an MSD DIS-2 Ignition, only one PN 8912 is required. For DIS-4 applications, two PN 8912's are required.

MSD8912 Dual Ignition Adapter

MSD8917 Dual Ignition Adapter '03 and Newer Vehicles

MSD89121 Ford Coil-On-Plug Vehicles



NEW PRODUCT

LSA

PERFORMANCE UPGRADES

LSA Fuel Rails
-80RB SUITS STD
Length 14mm injectors
AF64-2124BLK

GM LSA Phenolic 10mm Supercharger Hat & Intercooler Spacer Kit
AF1850-1006

AF64-2129
LSA Supercharger coupler

AF50-1002 LSA supercharger cooler water fill tee
Cooler adapter fittings
AF50-1000 (female) and **AF50-10001** (male).

GM LS3/LSA Phenolic 10mm Intake Spacer Kit
AF1850-1005

AF64-2126 LSA blower hub
AF64-2127 2.4" (60mm) dia.
AF64-2128 2.55" (65mm) dia.

MSD7720

MSD

MSD7730



MSD7761

MSD77303

MSD Power Grid System

MSD set the standard in programmable ignition systems. In fact, every NHRA Pro Stock championship in the last few years has been with an MSD Programmable 7. Drag radial, twin turbo outlaws cars and 10.5-tire classes all rely on the advanced programming of MSD's Programmable 7 Ignitions. Wait until they see the Power Grid. The Power Grid Ignition System is the next evolution of our Programmable 7-Series Ignition Controls. The Grid incorporates an efficient 32 bit microcontroller and an all new software program, called MSD View, and is **USB compatible**. The Windows based software is designed with tabs to help racers easily select different programming windows and parameters. Also, the data acquisition files of the ignition are now captured on a micro SD card for ease of storage and reviewing. The Power Grid Ignition incorporates CAN-Bus technology which reduces the amount of wiring and simplifies the addition of accessory modules. The CAN-Bus is a common harness that accessory controls are connected to and easily brought into the programming library of the View Software. With this technology, racers can connect the Power Grid system directly into their Racepak Data Recorder and other Racepak products. The Power Grid Controller is the brains behind the entire system and can be used with any MSD Ignition or the Pro Mag to provide advance ignition tuning capabilities. While it is compatible with all MSD boxes, the new Power Grid System Controller has been specially designed to mount to the Power Grid-7 box. Also, this new Ignition packs higher output than the current programmable units!

The Power Grid Controller is supplied with the View Software, wiring harness, micro-SD card and mounting hardware. The ignition, available separately, is supplied with the harness and mounting hardware.

MSD7720	MSD Power grid 7 ignition controller
MSD7730	RED MSD Power grid system controller
MSD77303	BLACK MSD Power grid system controller
MSD7740	MSD Power grid 4 connector can bus hub
MSD7751	MSD Power grid manual launch control
MSD7761	MSD Power grid rev & time base & slew rate module
MSD7762	MSD Power grid boost retard module
MSD7763	Boost Controller, Up to 43.5 PSI
MSD77403	Black MSD Power grid 4 connector can bus hub

POWER GRID POWER MODULE ONLY

The MSD Power Module is a fully programmable, four stage solid state relay that can handle up to 20 Amps of current per channel. The Power Module eliminates the need for electromechanical relays, fuses and timers. Outputs can be controlled independently or simultaneously, giving great flexibility. It can be configured as a digital output (i.e. ON/OFF) or as a Pulse Width Modulated output (i.e. PWM) with user-programmable frequencies up to 10 Kilohertz. Outputs can use Time, RPM or temperature to control fans, pumps, nitrous systems and much more. A High Speed Data Logger can be used to record all functions when paired with the MSD PN 7730 Power Grid.

- Takes the place of 4 electromechanical relays
- Built-in overcurrent protection, no fuses needed
- 80 Amp capacity, 4 channels rated up to 20 Amps each
- Each channel is controlled via input wires or as programmed in the MSDView software
- Can be used stand alone or with MSD Power Grid PN 7730
- Trigger signals can include power, ground, temperature, or time
- Data Acquisition available when used with MSD Power Grid
- Available in Red (PN 7764) or Black (PN 77643)

MSD7764	RED Power Grid Module
MSD77643	BLACK Power Grid Module



PRO MAG A/FUEL POWER GRID

The Pro Mag A/Fuel Power Grid Controller is designed for use with the MSD Pro Mag 44 in drag racing applications, which compete in the Top Alcohol Dragster category or sanctioning bodies that allow electronic ignition timing control when using a single or dual Pro Mag system. Although the Power Grid Controller has dual outputs it can be used with, a single Pro Mag or Dual Pro Mag that allows you to control Ignition Timing based on Time. The additional features such as Individual Cylinder Timing, which allows you to change timing on each cylinder or the Pedal Retard that allows retarding timing upon pedal lift with and Inhibit delay and an auto pickup signal selector. This means that in the case of a crank trigger pickup failure, it will trigger the dead channel running magneto seamlessly.

- Provides a programmable time-based timing curve with up to 30 points
- Stores up to 12 different timing maps
- Easily transfer or change timing maps while in the staging lanes
- Limited Bluetooth Connection
- Individual Cylinder Timing
- Data Acquisition
- Configure Power Grid data to Racepak

MSD8772 Pro Mag A/Fuel Power Grid



MSD WIDE BAND O2 FOR POWER GRID

Add valuable data logging capability to your Power Grid with the addition of the plug-n-play Wide Band O2 Module. Aside from providing O2 data to your Grid, the module also provides a 0-5v output to drive an air/fuel ratio gauge or provide a signal to other data loggers. Multiple modules and sensors can be connected to a single Power Grid setup if desired. The completely sealed unit uses a Bosch 4.9 oxygen sensor, and is easy to set up and no free air calibration is required.

- Plug-n-play with MSD Power Grid
- Easy set-up! No free air calibration required
- Completely sealed unit for durability in race environments
- Bosch 4.9 oxygen sensor
- 0-5v output to run an air/fuel gauge or data logger
- Dual-colour LED provides on board diagnostics
- Multiple modules can be used on a single Power Grid
- Data logs air-fuel ratio and heater voltage
- Fuel Calibration Options for gasoline, methanol, ethanol, E85, propane and diesel
- Custom Fuel Calibration option can be programmed by user

MSD7765 MSD Wide Band O2 for Power Grid

6-Hemi Ignition Controller

Hemi fans old and new will be excited to see that the 6-Hemi Controller will connect to factory EFI Hemis or will drive the coil packs of a carbureted retro-fit engine! The Controller plugs into each coil pack along with the crank and cam sensors to provide you the ability to modify the timing curve, set a two step rev limit, nitrous retard or even a boost/timing map! The 6-Hemi Controller is designed to operate with both styled coil packs that are offered on the new engines. A wiring harness for each application is sold separately.

MSD6013 6-Hemi Ignition Controller



6-Hemi Harnesses

Chrysler used two different coil packs on the late model Hemi engines. For connections on a carbureted engine a Harness will be required. For EFI engines, the Harness and an Adapter will be required.

Harness:
'03-'05 - MSD 88863
'06-'08 - MSD 88864

Adapter for Factory EFI:
'03-'05 - MSD 88815
'06-'08 - MSD 88816



6- MOD IGNITION CONTROLLER

New technology to go old school! When you retro-fit a Ford 4.6L or 5.4L (SOHC/DOHC) with a carbureted intake manifold, you'll need this new Controller to handle the ignition chores. The Controller plugs into the coil packs and sensors of the engine for a direct installation. From a PC, using Pro-Data+ software, you can program a custom timing curve, a step retard, two step rev limiter and even a vacuum advance. A great system for street rods and retro muscle cars.

MSD6011 Ignition Controller for Carb Ford Modular Engines



E6 IGNITION CONTROL

- Multi- Spark CD, for race or street, up to 14.5:1 compression ratio, nitrous-oxide, supercharged and turbo
- More HP, torque, crisper throttle response
- For 4, 6, 8 cylinder with distributor
- HI-6 delivers higher spark-gap current than comparable digital CD ignitions
- "Plug-n-Go" universal harness included
- Sequential rev limiting stops engine damaging "popping and banging" at rev limit
- Bigger rotary switches with precise "Click-In" detents for easy rev limit adjustments; no "chips" needed; adjusts in 100 RPM increments
- Shock mounts included for race conditions.
- Points, module, mag triggered
- Fully potted with new, soft urethane for heat, dirt and moisture protection
- Surface-mount, fully digital components; the most reliable CD ignition available

FAST6000-6400 Single stage Rev Limiter
FAST6000-6424 Dual stage Rev Limiter

E6 IGNITION CONTROL & COIL KIT

- FAST E92 Coil
- Multi-Spark CD, for race or street, up to 14.5:1 compression ratio, nitrous-oxide, supercharged and turbo
- More HP, torque, crisper throttle response
- For 4, 6, 8 cylinder with distributor
- HI-6 delivers higher spark-gap current than comparable digital CD ignitions
- "Plug-n-Go" universal harness included
- Sequential rev limiting stops engine damaging "popping and banging" at rev limit
- Bigger rotary switches with precise "Click-In" detents for easy rev limit adjustments; no "chips" needed; adjusts in 100 RPM increments
- Shock mounts included for race conditions.
- Points, module, mag triggered
- Fully potted with new, soft urethane for heat, dirt and moisture protection
- Surface-mount, fully digital components; the most reliable CD ignition available

FAST6000-6405 Single Stage Rev Limiter
FAST6000-6424KIT Dual Stage Rev Limiter

Coil Wire Harness Plug

Suit I91 & E92Coils

XR700 Points-To-Electronic Ignition Conversion Kits

The Fireball XR700 is designed for replacement of breaker points and failed OE modules in street driven vehicles. XR700 units are compatible with the original coil and ballast resistor. Because there are no contact points or rubbing block to wear out, you set the engine timing once.

FAST700-0226XR700 - Ford V8, Acc34, Delco 4,6,8
FAST700-0231XR700 - Bosch, Lucas, Jap 4,6,8Cyl, Mallory/Marelli 4 Cyl

FAST700-0300XR700 - Lucas 4,6,8,12 Cyl
FAST700-0309XR700 - Mallory V8 YL & Unilite.
FAST700-0292 74-83 Imports 4 & 6 Cylinder Bosch, Hitachi & Nippondenso OE Electronic modules.



XR3000 Points-To-Electronic Ignition Conversion Kits

The XR3000 points conversion ignition is the high performance version of the proven XR700, and produces up to 150% greater spark gap energy than stock points-type systems. Significant extension of the upper RPM ignition performance limit. Allows use of high output coils without requiring ballast resistor. Suit most points type distributors. Maximises spark duration, for quicker starting and responsive off-idle performance.

FAST3000-0226 XR3000 - Ford V8, Acc 34, Delco 4,6,8 Cyl
FAST3000-0231 XR3000 - Bosch, Lucas, Jap 4,6,8 Cyl
FAST3000-0300 XR3000 - Lucas OPUS 4,6,8,12 Cyl
FAST3000-0309 XR3000 - Mallory V8 YL & Unilite



XR700 and XR3000 Features

INFRARED OPTICAL TRIGGER Infrared beam is unaffected by oil, moisture and dust to provide precise, stable ignition.

EASY INSTALLATION No special tools or wiring required.

RUGGED LOW PROFILE EXTRUDED ALUMINIUM HOUSING Easy to mount in cramped engine compartments

FULLY PROTECTED Two step acrylic conformal coating and epoxy encapsulation protects components and increases resistance to shock, vibration and moisture. Resistant to typical underhood temperature extremes and can be mounted safely in the engine compartment

OPERATING SPECIFICATIONS

Operating Voltage 6 - 18 V (Reverse Polarity Protected), negative ground only.

Coil Current Limit 4.5 amps for XR700 (limited by ballast resistor)
5.5 amps for XR3000

RPM Range 6,500RPM for XR3000, 6,000RPM for XR700
RPM range higher for 4 and 6 cylinder engines

Primary Voltage Output 400 volts (inductive discharge)

Primary Energy Output 90 millijoules for XR3000 with PS91

60 millijoules for XR700 with PS20/40 coil

Primary Spark Gap Current 100 millijoules for XR3000 with PS91

60 millijoules for XR700 with PS20/40 coil

Spark Duration 300 microseconds at 6,000 RPM

Operational Limit Continuous maximum RPM at 185 degF

XR700 & XR3000 Parts

Ignition Modules & Optical Triggers

FAST700-0001 XR700 Ignition Module

(12 Volt Neg or Pos Ground)

FAST700-0020 Optical Trigger for XR700 or XR3000

FAST700-2226 Installation Kit Ford V8, Accel 34, Delco 4,6,8 Cyl

FAST700-2300 Installation Kit 4,6,8,12 Cyl Lucas Elec

SUPERSTOCK BREAKERLESS ELECTRONIC COIL

Excellent high performance coil for vehicles that have been converted from points to a breakerless electronic distributor or electronic ignition system, where a canister type oil filled can coil is preferred. Designed with optimized low resistance, high turns ratio windings to work specifically with ACCEL 41, 51, 52, 61 & 71000 Series breakerless electronic replacement distributors. Engineered for higher energy output resulting in quicker starting, improved throttle response and more high RPM power. Special crimped and soldered internal connections ensure positive contacts. High performance tan Alkyd tower provides "flashover" protection to primary terminals.

Specifications:

Primary Resistance 0.7 Ohms

Secondary Resistance 10.8 k Ohms

Turns Ratio 113 : 1

Maximum Voltage 45,000 volts

AC8145 SuperStock coil (Yellow)

AC8145C SuperStock coil (Chrome)



FAST PS20/PS40 COILS

The PS20 and PS40 Coils are designed to enhance the output of factory ignition systems. They fit in place of most OEM canister coils, and thanks to their lower resistance and optimized turns ratio, will produce a higher output spark when used with breaker points, amplified ignitions or with the FAST® XR-I Points Replacement system. These coils will reliably deliver a high output spark through 6,500 RPM on mild street performance applications and are oil filled to keep the windings cool. Both coils are supplied with a ballast resistor which is required if you plan to fire up your original breaker point style ignition system.

PS20 Premium Street Coil, Black

PS40 Premium Street Coil, Nickel Plated

FAST730-0020

FAST730-0040



FAST PS50/PS60 COILS

The PS50 and PS60 Coils are ideal for street cars packing a little more power and are running a FAST I6 Ignition or XR-3000 Breakerless Conversion System. These coils feature lower resistance windings to ensure the most voltage possible is brought into the coil with an optimized turns ratio for the best output. This combination is ideal for engines that endure higher RPM and performance such as circle track, road racing and off-road racing. The coils are filled with oil for optimum cooling and are housed in a sturdy steel canister that can handle the abuse of racing. They're topped off with an alkyd moulded top and brass, screw-type terminals.

PS50 Performance Coil, Black

PS60 Performance Coil, Nickel Plated

FAST730-0050

FAST730-0060

BLASTER COILS FOR POINTS, ELECTRONIC OR MSD IGNITIONS

With a stock points style ignition, a ballast resistor must be placed in-line with the positive terminal of the coil.

The following Blaster Coils are supplied with a 0.8 ohm ballast resistor plus a terminal and boot to fit most applications. Mallory Unilite applications also require the ballast resistor. Points ignition systems require this ballast resistor included with kit in addition to any original resistor or resistor wiring. NOTE: The ballast is not necessary if an MSD 6 or 7 series Ignition Control is being used with the points distributor.

MSD8200 Blaster 2 Kit, Chrome

MSD8203 Blaster 2 Kit, Red



FOR MSD IGNITION AND LATE MODEL APPLICATIONS

The following Blaster Coils share the same special windings and high voltage output as the other Blaster 2 coils, but do not include a ballast resistor. When you are using an MSD Ignition Control, the Ignition is responsible for delivering the voltage to the coil so a ballast is not necessary.



MSD8202

MSD8203

MSD8202 Blaster 2 Red Housing

MSD8223 Blaster 3 Coil features an extra tall tower design to improve the coil wire attachment and spark isolation. Supplied with a 90° terminal and boot

MSD BLASTER HIGH VIBRATION COIL

In applications such as off-road, marine or other harsh conditions, the MSD Blaster High Vibration Coil is the best choice. The sturdy metal housing of the High Vibration Coil is completely potted with a premium grade epoxy to completely encase the coil's primary and secondary windings. This method of construction is designed to protect the coil's internal components from high and low frequency vibrations that are commonly experienced in racing. To form the spark plug tower, alkyd material was used for its high dielectric characteristics. This special material will not carbon track when high voltage is passed across its surface making it ideal for coil tower applications. The primary coil terminals are made of brass and are spaced far apart to prevent any possibility of arcing to ground. For convenience, a standard canister type coil mount, MSD8213, can be used plus the coil can be mounted in any position.

MSD8222 MSD Blaster High Vibration Coil



RPCR9366

RPCR9650

Chrome Coil Brackets

Chrome plated steel coil brackets for most cylindrical ignition coils. Uses bolt and nut instead of self tapping screw for durability.

RPCR9650

Ford Style Coil Bracket

RPCR9366

GM Stand-up Style Coil Bracket



AeroFlow Stainless Steel Coil Bracket

The AeroFlow coil bracket offers easy, universal mounting for your typical 54-57mm (2-13/64") size cylinder shaped coils. The bracket features a bolt and nut type fastening instead of the easily stripped self-tapping screw and manufactured from stainless steel and plated for a high durable lustre.

AF42-1250



BILLET COIL MOUNT BRACKET

AeroFlow coil mounting bracket offers easy, universal mounting for standard sized ignition coils that are 2-1/8" (55mm) diameter. The bracket is available in polished and shiny black anodised finishes.

Part No	Colour	Description	ID
AF64-2900	Polished	Canister coil mount	55mm (2-11/64")
AF64-2900BLK	Black	Canister coil mount	55mm (2-11/64")



STREET FIRE IGNITION COILS

MSD Street Fire Ignition Coils are designed to deliver quality at a value price and feature factory style housings that ensure a direct bolt in replacement. Increased turns ratio combined with lower primary resistance results in more output voltage.

MSD5524

Canister Coil

MSD5526

GM Dual Connector Coil

MSD5527

Ford TFI Coil

COILS



IGNITION COILS

Excellent High performance replacement for import and local vehicles with a canister type oil filled ignition coil. Re-Engineered windings for even faster throttle response and higher RPM power. AeroFlow's Xpro Coil is effective to over 10,000 RPM. Available in male terminal type and female socket types in black or chrome finishes. Mounting options available separately are AF42-1250 (stainless Steel coil mount) or AF64-2900 (polished billet alloy) or AF64-2900BLK (black anodised billet alloy).

SPECIFICATIONS:

PRIMARY RESISTANCE	1.2 ohms
SECONDARY RESISTANCE	5.6k ohms
FREQUENCY	236hz
MAXIMUM VOLTAGE	45,000 volts

Part No	Finish	Description
AF4220-8202	Black	Female socket type ignition coil
AF4820-8202	Chrome	Female socket type ignition coil
AF4220-8223	Black	Male terminal type ignition coil
AF4820-8223	Chrome	Male terminal type ignition coil

Racing Coil

- Specifically developed by ACCEL coil engineers for maximum performance in racing applications.
- Superior to other performance coils for total available voltage, spark energy, and spark duration.
- Special spring-loaded windings and silica steel cores eliminate vibration-induced failure.
- Vacuum-filled with premium grade transformer oil and gasketed to ensure positive insulation of all windings.
- Extra-tall Alkyd coil towers eliminate "flashover" to primary terminals.

NOTE: For Racing use with CD ignitions only!

ACT140002 Racing Coil Universal CDI



MSD HEI COIL

HEI owners now have a choice to replace their stock coil with the MSD High Energy Unitized Coil for GM HEI Distributors. This new coil is a direct replacement of the stock coil. The coil features special low inductance, high temperature windings which charge faster to give you increased spark energy at higher rpm. The premium epoxy filled construction is designed to withstand harsh race applications as well as the wear and tear that daily usage dishes out, and still deliver more spark energy to the spark plugs. Recommended with MSD module MSD8304.

MSD8225 MSD HEI Coil

**High-Performance 50,000 Volt HEI Coil**

Results in more completely burned fuel. Offers 15,000 more volts than stock

PR66943C

**Ford High-Performance Coil**

For Ford Cars & Trucks

PR66959C

**HEI Super Coil**

- Delivers increased spark energy for faster starting, improved idle quality, crisper acceleration, and better top end performance.
 - No need to remove or re-time distributor.
 - Does not affect engine computer (ECM) operation
 - Silicone coil gasket, carbon brush and brush spring included.
 - Coil winding design is equipped with special low resistance magnet wire at increased turns ratio for greater output.
- NOTE: HEI Super Coil wire colours must match original HEI coil wire colours.

AC140003 HEI Super Coil (red and yellow wires)

AC140005 HEI Super Coil (red and white wires)

**Super Coil**

- Universal 12 Volt High Output coil engineered to improve the performance of any street-driven or racing engine equipped with a points ignition.
- Unique winding design with premium grade magnet wire and mylar construction delivers superior spark energy.
- Molded case with generous surface area provides high thermal conductivity for cool operation.
- Extra-tall coil tower with integral voltage dam prevents "flashover" to primary terminals.

AC140001 Super Coil
NOTE: ACCEL 140001 Super Coils are supplied with a 0.85 ohm Ballast Resistor which must be used in conjunction with the vehicle's original ballast resistor, if equipped.

**RPC E-CORE COIL**

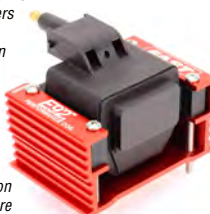
E-Core coil red 12v universal (PS91 Crane style).

RPCR2041

**FAST E92 E-CORE IGNITION COIL**

- The FAST E92 E-Core Ignition Coil is the perfect solution for customers who currently run a FAST E6 CD Ignition or other modern ignition system. Designed to electrically match the FAST E6 CD Ignition, this coil provides a guaranteed perfect electrical match and ensures that both components deliver maximum performance.
- The FAST E92 E-Core Coil Ignition is able to provide up to 70% more output than standard OEM coils due to the computer-designed, robust gauge windings. This results in less resistance and better heat dissipation for improved higher RPM performance. The FAST E92 E-Core Ignition Coil is completely over-molded to ensure maximum protection from rusting and corrosion. The over-molded design also allows the unit to be significantly lighter than the standard OEM component.
- Perfect electrical match to the FAST E6 CD Ignition
 - Provides up to 70% more output than OEM coil
 - Completely over-molded coil provides protection from rusting & corrosion
 - Over-molded coil allows for an overall lighter unit

FAST308250 FAST E92 E-Core Ignition Coil

**FAST E93 E-COIL RACING COIL**

When it comes to high compression and cylinder pressures with redline revving RPM, the E93 Coil is the best choice. This coil was engineered from the inside out to handle the needs of race engines. Inside the low profile coil housing is heavy gauge wiring for use on both sets of windings resulting in a highly effective turns ratio of 60:1. The internals are encapsulated in urethane for protection against extreme vibration and abuse from racing environments. The secondary tower is also lengthened to aid in spark isolation and terminal connection.

FAST730-0192

**FAST I91 INDUCTIVE COIL**

The I91 Coil is designed for use with FAST high output inductive ignition systems such as the I6 Ignition Control or the XR-3000 Electronic Conversion Systems. The internal design is optimized to produce a long duration spark coupled with higher voltage output making it ideal for street and performance applications.

FAST730-0891

**COIL WIRE HARNESS PLUG**

I91 & E92 Coils
E93 Coil

FAST6000-6718

FAST6000-6465



FAST6000-6718 FAST6000-6465

**MSD PRO POWER COIL**

The MSD Pro Power Coil is the best choice for short duration applications such as drag racing. The special windings of the Pro Power Coil have extremely low resistance to produce the highest voltage possible with great spark energy when used with an MSD 7, 8 or 10 series Ignition Control. To isolate the high voltage, the coil wire tower rises tall above the primary terminals and uses a spark plug style terminal for a firm connection to the coil wire. The housing is molded from a high dielectric polyester material and a Ciba Arathane compound adds vibration protection to the coil windings. Vibration mounts are also supplied.

MSD8201 Pro Power Coil
MSD8218 Billet Mount, BB Chevy

This aluminum bracket is sold separately and mounts on the back of big block Chevrolet cylinder heads to ease the mounting of the Pro Power Coil.

NOTE: Not recommended with MSD 6 or Digital-7 Series ignition. Coil and mount sold separately.

**MSD 10 PLUS COIL**

This new coil is used exclusively with the MSD 10 PLUS Ignition Control. The MSD 10 PLUS uses MSD's Patented Stacker Ignition technology to combine the best characteristics of a Capacitive Discharge Ignition with an Inductive Ignition. The result is a spark with incredible voltage and long duration and this coil is designed exclusively to handle it all.

MSD8208 MSD 10 PLUS Coil, for MSD 7502 Ignition Only

Note: Cannot be used with the dual coil MSD 10, MSD7500 or MSD7501.



MSD82658



MSD8262

BLASTER GM LS SERIES COILS

Looking to replace your worn out LS coils with a more efficient upgrade? The new MSD Blaster LS Coil line is ideal for your modern GM muscle car or truck. The coils are designed as a bolt-in replacement yet have been thoroughly tested and detailed by our experienced engineering team. The improved efficiency of these Blaster Coils will give your LS the ignition boost you're looking for.

MSD8262 Blaster Coil LS1/LS6 (Single)

MSD82628 Blaster Coil LS1/LS6 (Set of 8)

MSD82658 Blaster Coil LS2/LS3/LS7/LS9 (Set of 8)

MSD826283 Black Blaster Coil LS1/LS6 (Set of 8)

MSD82878 Blaster Coil LS2/LS3/LS7/LS9 (Set of 8)

MSD828783 Black Blaster Coil LS2/LS3/LS7/LS9 (Set of 8)

MSD55088

MSD55118

**MSD STREET FIRE LS SERIES COIL**

These new coils mount directly in place of the factory coils and accept the factory connectors. Spark energy is increased thanks to improved materials and windings that were spec'd by MSD engineering.

- Capacitive discharge technology
- Multiple sparks improve starting and idle
- Full power output at high RPM
- Perfect for budget minded enthusiasts
- Ensures combustion/great throttle response

Description

Street Fire LS1/LS6 Coils (Set Of 8)

Street Fire LS2/LS3/LS7/LS9 Coils (Set Of 8)

Part No

MSD55088

MSD55118

**LS SERIES COIL BRACKET**

What to do with those pesky coils in such a confined space? In addition to new LS Slant-Edge valve covers, Proform has designed an attractive way to lift your coils off your valve cover so you can see the Chevrolet emblem. A unique rail mounting system attaches to the threaded holes on the valve cover, and the individual coils attach to the rail so they can be mounted in multiple positions. All necessary hardware included.

GM LS Series Coil Bracket for LS3/LS7

PR69521

**REMOVEABLE COIL MOUNTING BRACKET**

Fits LS series engines. Hinged to provide quick access to valve cover fasteners and moves coils toward back of motor to free up area on front of valve cover for breathers, vacuum pump fittings, fill caps, etc. Fits O.E.M. and larger aftermarket coils with 2-9/16" bolt spacing. Use with Moroso Fabricated Aluminium Valve Cover MO68355

Coil Mounting Bracket, Hinged, Removeable MO72396

**EXTENSION CORD FOR GM LS IGNITION COILS**

If you're thinking of relocating your LS ignition coils somewhere out of sight, then you'll need at least one of these extension cords, because you'll have to relocate the wiring harness also. This cord has authentic Delphi connectors and is build and tested to withstand life in the engine compartment.

PR69525 18" Extension Cord for GM LS Ignition

Coil Wire Harness.

PR69526 46" Extension Cord for GM LS Ignition

Coil Wire Harness.

**LS IGNITION COILS**

Aeroflow now offer a powerful performance upgrade for the Chev LS Engine. These coils are a direct bolt-in and are engineered with high quality internal materials and components for coils that will produce higher voltage and spark energy. The coils are available to suit LS1, LS2, LS3, LS4, LS6, LS7 and LS9 series engines. SOLD INDIVIDUALLY

AF4020-8262 will suit LS1 & LS6 series (Single coil)

AF4020-8265 will suit LS2, LS3, LS4, LS7 & LS9 series (single coil)

AEROFLOW
PERFORMANCE PRODUCTS**LS SERIES BILLET COIL RELOCATION MOUNTS**

Aeroflow have developed a light weight and versatile solution to relocating your LS series style coils. Perfect for conversions or simply running remote coils. Coil mounts can be split to run 2 or 4 coils mounted side by side. Stylish and functional CNC machined from Billet 6061-T6.

Part No	Colour	Description	Bolt Spacing
AF64-4032	Polished	LS1 & LS6 mounts	65mm
AF64-4032BLK	Black	LS1 & LS6 mounts	65mm
AF64-4034	Polished	LS2, LS3 & LS7 mounts	72mm
AF64-4034BLK	Black	LS2, LS3 & LS7 mounts	72mm

REMOTE COIL MOUNTING BRACKET

Fits LS series engines and relocates ignition coils from valve cover. Features non-magnetic, stainless steel studs used to help prevent potential crossfire from the coils. Fits O.E.M. and larger aftermarket coils with 2-9/16" bolt spacing.

Remote Coil Mounting Bracket with Spacers M072395

ATOMIC LS SERIES**COIL COVERS**

If you desire a clean and customized look to your engine compartment, our new Atomic LS coil covers are designed to fit over the valve covers and coil assemblies to effectively hide the coil packs and wiring. The cast aluminum covers align with the Atomic Smart Fuel Rail assemblies and provide a completely smooth contoured finish to the edge of the valve cover. The Atomic Coil Covers will work with OEM coils as well as MSD's Multiple Sparking Coils.

Description

Atomic LS Coil Covers-LS2/3/7 Red
Atomic LS Coil Covers-LS1/6 Red
Atomic LS Coil Covers-LS2/3/7 Black
Atomic LS Coil Covers-LS1/6 Black

Part No
MSD2970
MSD29701
MSD2971
MSD29711

BLASTER SS COIL

Don't let the compact size of the Blaster SS Coil fool you because it is packed with performance! The efficient E-core windings are designed to produce high amounts of current without sacrificing the voltage output. The secondary windings are wound on a segmented bobbin which improves the placement and distribution of the high voltage. This unique winding design also reduces the chance of voltage breakdown between the primary and secondary windings. For even more protection, these windings are encased in a polyurethane compound for complete protection against vibration. The Blaster SS features brass terminals and a sturdy Rynite housing. It can be used with stock ignitions or ready to run distributors and is supplied with vibration mounts.

MSD8207 Red Blaster SS Coil
MSD82073 Black Blaster SS Coil
MSD8839 Replacement Vibration Mounts

SS IGNITION COILS

Engineered with advanced bobbin technology, high turns ratio windings encased in a protective polyurethane compound for higher energy and voltage outputs. Results in quicker starts, improved idle quality, crisper throttle response and cleaner high RPM power. These coils are compatible with OEM ignition and capacitive discharge ignition systems. Coil comes complete with vibration mounts and terminals for easy installation.

Turns ratio: 70:1
Primary resistance: .355 ohms
Secondary resistance: 4.4K ohms
Inductance: 6.9 mH
Maximum voltage: 40,000 Volts
Peak Current: 300 Ma
Spark Duration: 220 uS
AF4020-8207

IGNITIONS**COILS**

	Blaster 2 3 Series	Blaster SS MSD8207	HEI Coil MSD8225	Blaster GM Ford & OEM Coils	Blaster HVC MSD8232	Pro Power MSD8201	Pro Power HVC MSD8251	Blaster HVC II MSD8253	HVC II MSD8261	HVC Coil MSD8250	10-Plus Coil MSD8208
Factory Points or Electronic Ignition											
Blaster Ignition, MSD 5, Stacker, MSD7000											
MSD HEI Module, MSD8364											
MSD 6A, 6AL, 6ALN, BTM, 6T, 6TN, 6-Offroad, SCI, SCI-L											
Digital-6+, Digital-SCI+											
6-HVC Professional Racing, MSD6600											
MSD 7AL-2, 7AL-3											
Digital-7 Series											
MSD 8											

BLASTER DIS RACING COIL

For all-out race cars with multi-channel coil drivers this new Blaster Coil will provide the incredible voltage your vehicle needs. This coil will top off your MSD DIS HO Ignition system with its low resistance and quick rise time. This combination can produce a spark with incredible voltage that's capable of burning the fuel mix in any cylinder!

MSD8230 Blaster DIS Racing Coil

Note: Designed for engines equipped with an MSD DIS Ignition system only.

BLASTER™ SINGLE TOWER COIL

For performance applications with multi-channel coil drivers this Single Tower Blaster Coil is a great choice. The Coil will also top off your MSD DIS-HO Ignition system when it is set up for a coil-per-cylinder ignition system. The coil's low resistance and quick rise time make it ideal for high revving, multi-coil performance systems.

MSD8232 Blaster Single Tower Coil

GM SINGLE CONNECTOR COIL

- Direct replacement coil is designed with improved materials and windings to produce a strong output
- This improved spark helps burn the fuel mixture more efficiently, resulting in a smooth idle and improved midrange RPM power
- The coil is designed to deliver a strong spark and will connect to factory wiring
- Note when installing an MSD Ignition with this coil, use a PN 8877 harness for a direct plug-in installation
- Direct performance replacement for GM Coil, 1996-1999
- 80:1 turns ratio and lower primary resistance produce high voltage output

• Works with stock ignition as well as MSD Ignitions

MSD8231 GM SINGLE CONNECTOR COIL

BLASTER TFI AND GM COIL

Top off your Ford or GM Ignition system with these great new replacement coils. The Blaster TFI and GM Coils have MSD performance in factory style housings! MSD designed these Coils by combining our Blaster Coil experience with E-core coil efficiency. Each coil has a unique turns ratio plus there is lower primary resistance than the stock coil. This all amounts to a bolt-in replacement coil that produces more output voltage. The Coils will work with stock ignition systems as well as MSD equipped cars and trucks.

Installation Tip: If you plan to install an MSD Ignition with your Blaster TFI Coil, use a MSD 8874 Harness for a direct plug-in installation. For the Blaster GM Coil, use a MSD8876 Harness.

MSD8226 Blaster GM Dual Connector Coil

MSD8227 Blaster TFI Coil

accepts an HEI style plug terminal and boot and strong vibration mounts are supplied for a secure mount.

MSD STREET FIRE IGNITION**COIL WITH 6-TOWER PACK**

These new coils mount directly in place of the factory coils and accept the factory connectors. Spark energy is increased thanks to improved materials and windings that were spec'd by MSD engineering.

- Capacitive discharge technology
- Multiple sparks improve starting and idle
- Full power output at high RPM
- Perfect for budget minded enthusiasts
- Ensures combustion/great throttle response

Description
Ford 6cyl 6 Tower Coil Pack

Part No
MSD5529

DODGE COIL

MSD8228
Late Model Dodge,
Pin Connector

FORD 4-TOWER COIL

MSD 8241 For 1995-1998
4.6L, DOHC/SOHC
Ford Coil Pack, 4-Tower

MITSUBISHI/NEON/TALON

MSD offers these two 4-tower coils as replacements for a variety of years ranging from 1994-2002 on vehicles including Mitsubishi's, Neons and others. The difference between the two coils is the wiring connector.

MSD8229 Round Terminals
MSD8239 Flat Terminals

GM DIS COIL (Commodore V6)

Used on vehicles from the mid 1980's to late 1990's. Suits 3.8L V6 Commodore VN Series II on

MSD8224 GM 2-Tower Coil Pack
Installation Tip: If you plan to install an MSD DIS Ignition, use Interface Modules, MSD8870.

COIL INTERFACE MODULE

These Modules make installing an MSD DIS Ignition Control easier on GM engines. The Module simply installs between the ignition module and the coil pack to separate the coil primary terminals and the ignition module wires.

MSD8870 Coil Interface Module, GM 2-Tower Coil Packs
MSD8224 GM Coil Pack Used on a variety of GM engines from the mid '80's through the late '90's.

Blaster Coils for Late Model Hemi and Ford Motor Motors

- Improved Spark Energy
- Patented winding design and materials
- Direct bolt-in to factory connectors

Fire up your late model Hemi or Mod Motor with a set of MSD's Blaster Packs. The Coils are a direct bolt-in and deliver increased spark energy over the factory models. Our engineers spec'd superior materials and winding ratios to increase the output of the coil while retaining the factory fit.

Blaster Hemi Coils, 8-Packs

MSD82568 Early Model, '03-'05
MSD82558 Late Model, '06-'08

Blaster Coil-on-Plugs for Ford, 8-Pack

MSD8242 99-04 4.6L SOHC Individual
MSD82428 99-04 4.6L SOHC Set of 8
MSD82438 05-08 SOHC Ford Set of 8
MSD82448 FORD 5.4L 4-Valve DOHC

BLASTER COIL**5.0L COYOTE**

The all new Ford 5.0L Coyote engine is hot, but MSD now offers a coil that will make it even hotter! MSD developed a replacement coil that incorporates improved windings and material to increase the output of the coil. Also, when other modifications are being added, you can rely on the Blaster Coil to recover quicker through high rpm with a powerful spark to promote combustion.

MSD82488**Blaster Coil 5.0L Coyote (Set of 8)****STREET FIRE COIL****5.0L COYOTE**

These coils mount directly in place of factory style versions and accept the OEM connectors as well. Performance output is improved thanks to a careful selection of better materials and efficient winding ratios.

MSD55158**Street Fire Coil 5.0L Coyote (Set of 8)****BLASTER HVC II**

This coil utilizes an iron U-Core design with a segmented bobbin for improved voltage distribution. The bobbin is molded from a special Dupont Rynite material and wound specifically to produce the most current possible with incredible voltage and lightning quick rise time. The blue housing is also molded from high dielectric Rynite material. The brass primary terminals are spaced far apart and the secondary tower is well protected for increased spark isolation. The housing is completely potted with an epoxy compound for vibration resistance and installs with sturdy vibration mounts.

MSD8253* **Blaster HVC II Coil, for 6 Series Ignition Controls****PRO POWER HVC IITM COIL**

MSD engineers drew upon their experience with Top Fuel cars and coils used with our Pro Mag 44 to create the new HVC II Coil for use with the MSD 7 Series Ignition Controls. The new HVC II Coil is completely built in-house so our engineers have exclusive control over their performance and quality. The Coil utilizes an iron U-Core design with a segmented bobbin for improved voltage distribution. The bobbin is molded from Dupont Rynite FR946 material which has incredible dielectric capabilities at high temperatures. MSD also incorporated a cutting edge winding material that has an improved insulation and is also capable of enduring extreme voltages. Together, these materials create a durable coil with incredible voltage capabilities, lightning quick rise time and lengthy spark duration. The housing, also molded from Rynite material, features far spaced brass primary terminals and a well protected secondary tower for increased spark isolation. The housing is completely potted with an epoxy compound for vibration resistance and installs with sturdy vibration mounts. For use with MSD 7 and 8 Series Ignitions.

MSD8261 **HVC Pro Power II Coil, for 7 Series Ignition Controls****HIGH VOLTAGE/HIGH****CURRENT PERFORMANCE****COILS**

Coils have always had to compromise voltage output against current output. More voltage increases the initial ionization of the spark plug gap, but lowers the amount of current, or heat, that follows across the plug gap. When a coil is designed to produce more current, the voltage output generally suffers which taxes the ease of ionizing the gap. The MSD HVC Coils are designed to produce maximum voltage and energy!

To accomplish this combination of high voltage and current MSD uses an E-core winding design. This is a very efficient design where less loss occurs during the transfer of electricity due to the closed core of the coil. Another benefit is that the coils run extremely cool, even at high racing rpm, thanks to the efficient design and huge laminations.

BLASTER HVC COIL

The Blaster HVC is designed & recommended for high rpm, long duration applications such as road course and circle track racing using an MSD 6 Series Ignition.

MSD8252 **Blaster HVC, for 6-Series Ignitions****MSD HVC COIL**

The HVC Coil is designed exclusively for the HVC Professional Racing Ignition Controls, MSD6631.

MSD8250 **MSD 6 HVC Coil (Must be used with the 6 HVC Professional Ignition)****PRO POWER HVC COIL**

The Pro Power HVC Coil is designed for racing applications with an MSD 7 or 8 Series Ignition Control.

MSD8251 **Pro Power HVC, for 7-Series Ignitions**

NOTE: For use with MSD 7 or 8 Series Ignitions only.

**Drag Race Coil**

Intended for drag racing use only, not for continuous operation. Engineered for maximum output even at engine speeds in excess of 12,000 RPM. Optimized for use with Accel's 300+ and 400+ Racing Ignition Systems. Features epoxy encapsulation for maximum vibration and shock resistance and light weight black anodized extruded aluminium housing with extra large heat sink for maximum cooling.

Drag Race Coil**AC140010****Holley****HOLLEY IGNITION COIL**

The Holley dual tower coils provide higher spark energy than even high power single racing coils, while still providing the durability of a factory ignition system. Excellent for any supercharged, turbocharged, nitrous, or high compression engines, or anyone wanting the unmatched timing accuracy and spark energy this system offers.

H0556-104**COIL-NEAR-PLUG SMART COIL**

This coil is designed for use with Holley® HP and Dominator ECUs, as well as other EFI systems that can drive "smart" ignition coils. Although it is designed for high powered race applications, it can be used on street driven vehicles as well.

- Peak Voltage – 44,000 Volts
- Peak Output – 102 Mj
- Maximum Battery Voltage 17.0 Volts
- Includes mating connector and pins

H0556-112**BOSCH****BOHEC716****BOSCH HEI STYLE TRANSFORMER COIL****BOMECH717****BOSCH SOCKET STYLE TRANSFORMER IGNITION COIL****Universal Coil On/Near Plug Harness**

Universal Coil On/Near Plug Harness – Use to connect Holley PN 558-312 or factory GM LSx coil harnesses to Holley HP or Dominator ECU's

- For use with Holley HP or Dominator ECUs
- Universal
- Connects 558-312 or factory GM LSx coil harnesses

H0558-307**MSD COIL WIRE RETAINER**

The MSD Coil Wire Retainer holds the boot securely in the coil. The lower portion of the retainer snaps around the body of the coil under the flange and is held in place with a nylon tie wrap. Some coils are shorter than others, so a spacer ring is included to adapt to them. With this combination the coil wire cannot vibrate loose during severe racing conditions. The MSD Coil Wire Retainer fits most of the MSD Blaster Coils (except the Ford Blaster 2F and Blaster 3) and most aftermarket canister type coils.

MSD8217 **Coil Wire Retainer, Canister Coils****COIL WIRE**

MSD offers these two style coil wires to make the change easy.

Also, remember that the coil wire see eight times the use of each plug wire so changing the coil wire as a maintenance is also a good idea.

MSD84039 **8.5mm Super Conductor**

18" long, 90° terminals and boots are installed on both sides to connect to an HEI style terminal. A Power Tower is also supplied to adapt a socket style cap.

**AUTOMATIC COIL SELECTOR AND TACH SPLITTER**

Running redundant ignition systems gives you a piece of mind during long races, but how do you swap the coil wire to the back up ignition? Pulling into the pits to have someone physically move the coil wire from the primary coil to the backup coil takes far too much time. The MSD Automatic Coil Selector solves this problem by automatically sensing which coil is being fired and then transfers that coil's high voltage to the distributor cap. The Automatic Coil Selector has two posts that connect to the high voltage coil towers of the ignition coils while a third post connects to the distributor cap. When a racer switches from their primary ignition to the backup ignition, the Coil Selector automatically switches to the backup coil.

As the diagram shows, you must have two ignition controls, two coils and a single-pole, double throw transfer switch. All it takes is a flip of the switch to run a completely new ignition system.

MSD8210 **Automatic Coil Selector**

TECH NOTE: The Automatic Coil Selector cannot be used with an MSD 7, 8 or 10 Series Ignition.

**FIREWALL FEED-THRU**

Molded from Rynite® and nylon, the Firewall Feed-Thru provides 1/2" of insulation to ensure that the coil's spark reaches the distributor.

The Firewall Feed-Thru mounts in a 1" hole directly to the firewall and has high tension towers on each side connected through a brass rod for full spark transfer. Available in Red and Black/Red.

MSD8211 **Firewall Feed-Thru, Red/Black****HEI DISTRIBUTORS****GENUINE STROMBERG**

Reliable electronic ignition - 12v negative ground No points. No condenser. No black (or red) box. Simple two-wire hook-up OE-style timing adjuster.

Stock black cap Old-school performance tag with unique ID Triggers most multi-spark CD ignitions. NEW FROM STROMBERG for your flathead Ford. The e-FIRE distributor, with electronic ignition, traditional looks, easy installation and simple set-up.

Every e-FIRE distributor looks like it belongs on your traditional flathead motor, with a regular black cap and an old-school performance tag. It's also as short as we could make it, which is important if you're building a hot rod.

Everyone has electronic ignition. No points, no condenser, no black (or red) box and very little maintenance. Just higher efficiency, economy and accurate spark timing.

It's easy to install, with just two wires to a regular coil, and adjusts just like a stocker with the static timing screw on the side so you don't have to unbolt it and turn the whole body. The advance rate (and max total advance) is tuned specifically to suit the flathead V8 motor and every e-FIRE distributor is machine tested and ready to run.

NOTE: Must be used with a points style coil only, with a resistance of at least 3.0 Ohms (Ω) or 1.5 Ohms with a ballast resistor. DO NOT use a low-resistance or HEI-style coil.

Part No	Description
STROM21A-12	2 bolt 12V
STROM21A-6	2 bolt 6V
STROM11A-12	3 bolt 12V
STROM11A-6	3 bolt 6V





HEI Electronic Racing Distributor

Includes 50,000 Volt Coil, Designed for pre-1987 and non computer controlled late model applications

RPCR3925 SB/BB Chevy
RPCR3926 Ford 289-302
RPCR3927 Cleveland 351

Ford HEI Distributors

High energy electronic distributors for Ford V8 engines. Requires external coil.

Ford 351 Windsor RPCR3936
Ford 302-351 Cleveland & 429-460 RPCR3937



HEI RACING DISTRIBUTOR

WITH COIL

Designed to meet the high performance demands of racing competition, this high-performance distributor produces a 50,000 volt spark through 7,500 RPM with true spark alignment for instantaneous response, a high performance curve, a premium cap with brass terminals, and a low-saturation ignition module.

All have die-cast aluminum housings, polished to a brilliant billet-look appearance.

PR66941R Red Cap
PR66941BK Black Cap

Custom-Curved Chevy HEI Billet Electronic Distributors with Coil

Choose from 3 custom-curved billet aluminum distributors, calibrated for your specific Chevy small or big block application without the high prices of the modified stock distributors our competitors offer. Equipped with premium red cap with brass terminals, adjustable vacuum advance, 50,000 volt highoutput coil, and low saturation ignition module.

Select from the following curves:

- (H) Heavy vehicles - high load - low vacuum camshaft.
- (M) Medium weight vehicles - short duration - high torque cam. Most popular.
- (L) Light vehicle - rapid acceleration - typical race profile cam.

PR66996(H) Chevy S/B & B/B Billet Distributor

PR66997(M) Chevy S/B & B/B Billet Distributor

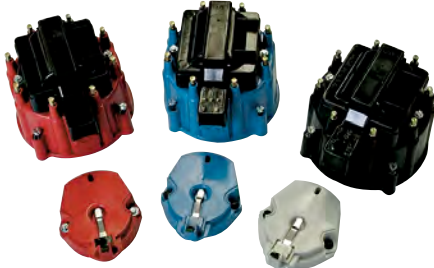
PR66998(L) Chevy S/B & B/B Billet Distributor

Same as above, but without vacuum advance:

PR66999(H) Chevy S/B & B/B Billet Distributor

PR67019(M) Chevy S/B & B/B Billet Distributor

PR67020(L) Chevy S/B & B/B Billet Distributor



High-Power 50,000 Volt HEI Coil and Cap Kit, Blue Cap

50,000 Volt coil and premium hi-dielectric caps with brass terminals, and premium rotor. Supplied in clamshell packaging.

PR66942BC Blue
PR66942KC Red
PR66942RC Black

High-Performance Ignition Module Upgrade Your HEI!

Engineered with low saturation for maximum spark intensity.

PR66944C.....Ignition Module
PR66944RC.....Ignition Module, High Output 9,000 RPM



GM V8 HEI Dust Cover

PR66957C

Cap & Rotor Kit

Fits GM V8.

PR66947BCBlue Cap
PR66947BKBlack Cap
PR66947RCRed Cap
PR66947CCClear Cap



CHEVROLET S/B & B/B HEI

Chevy V8 HEI distributor complete with coil

Part No	Description	Cap Colour
AF4210-8362BLK	Black anodised body	Black Cap
AF4010-8362BLK	Machined aluminium body	Black Cap
AF4010-8362R	Machined aluminium body	Red Cap

Service & Replacement Parts

AF4590-8362 Black HEI distributor cap (coil sold separately)

AF4595-8362 Red HEI distributor cap (coil sold separately)

AF4590-5596 Ignition Module

AF4590-5525 Black HEI coil

AF4590-84101 Rotor button

AF4590-8531 Chevy V8 steel distributor gear

AF4590-31035 Adjustable vacuum advance canister Silver

AF4590-31335 Adjustable vacuum advance canister Black

AF4590-83621 Magnetic pickup assembly

AF4590-8428 Timing advance spring & bush kit

MSD Pro-Billet HEI

The Chevrolet HEI Distributor is a favorite for muscle cars, street rods and even circle track racers. The integrated coil keeps underhood wiring clean, and for race cars, the idea of running one wire to the distributor keeps things simple. However, when it comes to performance, the stock HEI falls short. MSD answers the need for a strong, accurate and high performance HEI with our Pro-Billet HEI. The distributor is supplied with our Digital HEI Module and Coil so there is plenty of spark energy combined with improved dwell and timing control. Tig welded on top of the distributor shaft is MSD's adjustable centrifugal advance assembly. Three sets of springs and four stop bushings let you dial in up to 24 different timing curves to match your driving needs. Plus, there's a vacuum advance for those concerned with economy.

NOTE: The MSD8365 is designed to replace GM HEI Distributors that use a 4-Pin ignition module.

MSD8365 MSD Pro-Billet Chevrolet HEI

MSD84742 Kit with Distributor, Leads, Separators & Clamp

MSD83653 Black MSD Pro-Billet Chevrolet HEI

MSD STREET FIRE™ HEI

DISTRIBUTOR

Street Fire components will offer a quality designed alternative to the bottom bargain parts that are springing up all over. We're so assured with the quality of our new Street Fire HEI Distributor that we provide a one year warranty with it! We know the importance of a centrifugal advance in a distributor so our engineers made sure that the StreetFire received an advance assembly with coated weights and welded weight pins (not just pressed in like other models). Another area that you cannot afford to scrimp on is with a distributor gear. The Street Fire is fit with the same gear that is used on our Pro-Billet models. The metallurgy of this gear has been refined for years to perform through the harshest conditions. Inside, the ignition module and coil work together to produce a stout spark to light the fuel mixture for great performance. The high voltage is transferred through a new rotor to the brass terminals of the distributor cap and out to the plugs.

The Street Fire Distributor is the first product to come from our new value branded ignition line.

MSD8362 Street Fire HEI Distributor

MSD5501 Street Fire GM HEI Cap/Rotor

MSD5525 Street Fire Coil GM HEI

MSD5596 Street Fire Module

MSD5597 Street Fire Vacuum Advance, adjustable

THE ULTIMATE HEI KIT

The Ultimate HEI Kit has everything you need to make your early model GM HEI Distributor a great performance distributor!

The MSD HEI Module features special circuitry that produces 50% higher coil drive currents than a stock module resulting in higher spark energy at racing rpm. By matching the Coil specifications with the module, MSD also delivers more accurate timing and dwell control.

To ensure all of this new power makes it to the plugs, the kit is supplied with a high quality rotor and a durable cap with brass terminals for superior conductivity. Even a new dust cover to top it all off is supplied. Don't mess around with stock appearing ignition modules and cheap overseas models. The MSD Ultimate HEI Kit delivers proven performance!

MSD8501 Ultimate HEI Kit

Note: For use with non-computerized (4-pin module) HEIs only.

DIGITAL HEI MODULE AND COIL

MSD offers a Digital HEI Module and performance coil that will fire up your stock HEI Distributor. The Module is a direct plug-in for the 4-pin HEI module and will produce up to 7.5 amps of current. This increased energy will continue through racing rpm reaching 9,000 rpm! The Digital Module is extremely accurate in its delivery of this energy resulting in more accurate ignition timing. Another unique feature is an adjustable rev limiter. You can dial in an engine saving rev limit ranging from 5,000-10,000 rpm. The other unique feature of this module is it's patent pending technology that can detect if an illegal traction control has been installed. For street cars, you'll never know this feature is there, but for circle track racers that are breaking the rules, they'll find themselves with a low rpm limit activated! If a traction control event is detected, the Digital HEI module will go into a rev limit mode. To get the most performance out of the Digital HEI Module, MSD offers a performance Coil as well. This Coil drops right in place of the original coil and fits under the stock coil cover.

MSD83647 Digital HEI Module

MSD8225 MSD HEI Coil

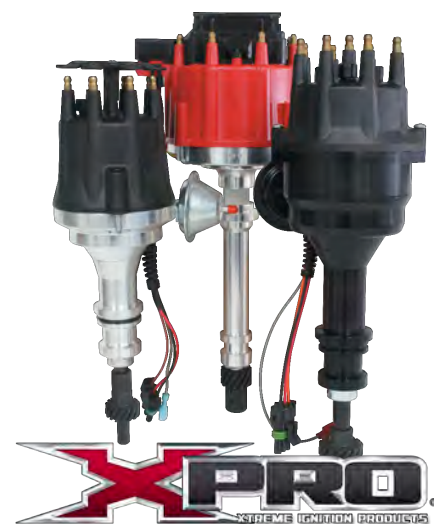
HEI DUST COVER

The Modified HEI Dust Cover allows you to remove the stock HEI coil in your distributor cap and replace it with an externally mounted coil such as the Blaster 2 Coil. This increases the reliability and the performance of the stock HEI system. The Modified Dust Covers are made from high quality plastic that resists spark loss and uses brass conductors to ensure low resistance connections. Designed to be installed on stock HEI distributor caps with no modification.

MSD8401 Modified HEI Dust Cover

MSD8402 Factory Style HEI Dust Cover

DISTRIBUTORS



XPRO DISTRIBUTORS & IGNITION ACCESSORIES

Aeroflow now offer a line of performance Xpro distributors for the most popular V8 engines. The bodies are machined from 6061-T6 billet aluminium and utilise a chromium manganese titanium steel gear. These distributors are ready to run and do NOT require an external ignition box. The internal ignition module features a built in adjustable rev limiter. Aeroflow Xp

ro distributors are easy to install with only 3 wires to connect with weather tight connector and wiring harness included. Simply connect power, coil negative and earth. they also come with a grey output wire that is used to send a tach signal and set your built in rev limiter or trigger your aftermarket EFI system.

**HOLDEN 253 - 304 - 308 - 355****XP RO READY TO RUN DISTRIBUTOR**

Holden V8 ready to run XP RO distributors come complete with ignition module and built in adjustable rev limiter. These distributors are ready to use and do not require any external ignition boxes.

Part No	Description	Cap Colour
AF4210-85891BLK	Black anodised body	Black Cap
AF4010-85891BLK	Machined aluminium body	Black Cap
AF4010-85891R	Machined aluminium body	Red Cap

Service & Replacement Parts

AF4590-84333	Black distributor cap
AF4595-8433	Red distributor cap
AF4590-19970	Ignition Module
AF4590-84661	Magnetic Pickup
AF4590-8467	Rotor button
AF4590-23102	Holden V8 steel distributor gear
AF4590-88621	Wiring Harness
AF4590-8463	Adjustable vacuum advance canister Silver
AF4590-84633	Adjustable vacuum advance canister Black
AF4590-8468	Vacuum advance lock-out bracket
AF4590-84661	Magnetic pickup assembly
AF4590-8464	Timing advance spring & bush kit

**FORD 289 - 302 WINDSOR BILLET XP RO READY TO RUN DISTRIBUTOR**

Ford Windsor V8 ready to run XP RO distributors come complete with ignition module and built in adjustable rev limiter. These distributors are ready to use and do not require any external ignition boxes.

Part No	Description	Cap Colour
AF4210-8352BLK	Black anodised body	Black Cap
AF4010-8352BLK	Machined aluminium body	Black Cap
AF4010-8352R	Machined aluminium body	Red Cap

Service & Replacement Parts

AF4590-84313	Black distributor cap
AF4595-8431	Red distributor cap
AF4590-19970	Ignition Module
AF4590-84661	Magnetic Pickup
AF4590-8467	Rotor button
AF4590-85833	289-302 Windsor V8 steel distributor gear
AF4590-88621	Wiring Harness
AF4590-8463	Adjustable vacuum advance canister Silver
AF4590-84633	Adjustable vacuum advance canister Black
AF4590-8468	Vacuum advance lock-out bracket
AF4590-84661	Magnetic pickup assembly
AF4590-8464	Timing advance spring & bush kit

**FORD 429 - 460, 302 - 351 CLEVELAND XP RO READY TO RUN DISTRIBUTOR**

Ford Cleveland V8 ready to use XP RO distributors come complete with ignition module and built in adjustable rev limiter. These distributors are ready to use and do not require any external ignition boxes.

Part No	Description	Cap Colour
AF4210-8350BLK	Black anodised body	Black Cap
AF4010-8350BLK	Machined aluminium body	Black Cap
AF4010-8350R	Machined aluminium body	Red Cap

Service & Replacement Parts

AF4590-84313	Black distributor cap
AF4595-8431	Red distributor cap
AF4590-19970	Ignition Module
AF4590-84661	Magnetic Pickup
AF4590-8467	Rotor button
AF4590-85813	Ford 429-460/Cleveland V8 steel distributor gear
AF4590-88621	Wiring Harness
AF4590-8463	Adjustable vacuum advance canister Silver
AF4590-84633	Adjustable vacuum advance canister Black
AF4590-8468	Vacuum advance lock-out bracket
AF4590-84661	Magnetic pickup assembly
AF4590-8464	Timing advance spring & bush kit

**CHEVROLET S/B & B/B****XP RO READY TO RUN DISTRIBUTOR**

Chevy V8 ready to run XP RO distributors come complete with ignition module and built in adjustable rev limiter. These distributors are ready to use and do not require any external ignition boxes.

Part No	Description	Cap Colour
AF4210-8360BLK	Black anodised body	Black Cap
AF4010-8360BLK	Machined aluminium body	Black Cap
AF4010-8360R	Machined aluminium body	Red Cap

Service & Replacement Parts

AF4590-84333	Black distributor cap
AF4595-8433	Red distributor cap
AF4590-19970	Ignition Module
AF4590-84661	Magnetic Pickup
AF4590-8467	Rotor button
AF4590-8531	Chevy V8 steel distributor gear
AF4590-88621	Wiring Harness
AF4590-8463	Adjustable vacuum advance canister Silver
AF4590-84633	Adjustable vacuum advance canister Black
AF4590-8468	Vacuum advance lock-out bracket
AF4590-84661	Magnetic pickup assembly
AF4590-8464	Timing advance spring & bush kit

**HEI DISTRIBUTOR KIT**

The MSD HEI Distributor Kit allows you to get rid of your bulky GM HEI distributor (large cap with internal coil) and bolt in some true MSD performance in a smaller package. The Ready-to-Run distributor features a built-in spark energy intensifier which provides a much more powerful spark than the stock HEI. MSD's race proven mechanical advance allows you to tune in an ignition curve while a vacuum advance provides street economy. An MSD Blaster SS Coil tops off the system to deliver the high voltage sparks to the distributor.

MSD8474 HEI Distributor Kit, Chevy V8

NOTE: Replaces 4 and 5-pin HEI modules only. On 5-pin systems the Knock Sensor is not retained.

**NEW MSD BLACK Distributors**

MSD85555	Pro Billet V8 Chevy
MSD83603	Ready to Run V8 Chevy
MSD83523	Ready to Run Ford 289/302
MSD85793	Pro Billet Small Cap Ford 302
MSD83503	Ready to Run Ford 351C-460
MSD83653	Black MSD Pro-Billet Chevy HEI

**Ignition Kits**

MSD84745	Ford ready to run 289, 302 kit
MSD84746	Ford ready to run 351W kit
MSD84747	Ford ready to run 351C & 460 kit
MSD84741	Chevy ready to run kit

This kit is supplied with everything you need for your ignition including a Ready-to-Run Distributor, Blaster SS Coil, 8.5mm Spark Plug wires with separators and even a billet Hold-Down Clamp. The Ready-to-Run Distributor is a great choice for your engine. It features a high output module that produces a vigorous jolt across the plug gap and the installation is simple with just three wires to connect! Also, a steel gear is installed for compatibility with hydraulic roller camshafts.

Digital E-Curve Distributors

The Digital E-Curve Distributor will drop right in your engine, easily connect to the coil and fire up! There are no external controls or boxes to mount and connect, and you can set a timing curve with the twist of a rotary dial!

That's right, no more springs or stop bushings to change. A new digital module lets you select from nearly 100 different advance curves, including a vacuum advance! Simply remove the cap and rotor to access the rotary dials and select a curve to match your application. You can also set an rpm limit that will protect your engine from overrev damage caused by a missed shift or driveline failure. This limit is adjustable from 5,000-10,000 rpm. These adjustments are possible due to an advanced digitally-controlled ignition module. Not only does the module offer these adjustable options, it also produces a hearty jolt of energy to the coil to produce a powerful spark to fire up your engine's performance. Also, a magnetic pick-up is used for reliable and accurate trigger signals throughout the entire rpm range of your engine. The E-Curve Distributor is topped with MSD's Rymite molded cap and rotor and is supplied with a heavy-duty gear and a matching 3-Pin Weathertight wiring harness.

- Digitally controlled stand-alone distributor with adjustable electronic advance
- Set a centrifugal advance and vacuum advance curve electronically
- High output ignition module produces a powerful spark for improved performance
- Simple three wire connection and you're ready-to-run
- Dial-in a rev limit to protect your engine from overrev damage

Chev V8 Small Block & Big Block

MSD8394

Ford 289-302 Windsor

MSD8503

Chrysler Small Block 318-340-360

MSD8504

**Pro-Billet Ready-To-Run Distributors**

The Pro-Billet Ready-to-Run distributor is the perfect upgrade for outdated points distributors or bulky HEIs. Simply install the distributor in the engine, connect three wires, the coil and fire it up! A maintenance-free magnetic pick-up accurately triggers the module. The increased output of the amplifier easily outperforms stock ignitions and will smooth out the engine's idle, improve starting and provide a much higher rpm range. The Ready-to-Run features MSD's adjustable mechanical advance which allows you to custom tailor an ignition curve to match your engine's needs. There is also a vacuum advance canister to help improve economy. For positive street performance, the Ready-to-Run is the best choice.

Holden V8 253-304-308

MSD85891

Chev V8 Small Block & Big Block

MSD8360

Chev V8 Small Block & Big Block BLACK

MSD83603

Chrysler 340-409

MSD8393

Ford 289-302 Windsor

MSD8352

Ford 289-302 Windsor BLACK

MSD83523

Ford 289-302 Windsor Steel Gear

MSD83521

Ford 351 Windsor

MSD8354

Ford 351 Windsor Steel Gear

MSD83541

Ford 302-351 Cleveland & 429-460

MSD8350

Ford 302-351 Cleveland & 429-460

MSD85793

Ford 302-351 Cleveland & 429-460 Steel Gear

MSD83501

Ford FE 332-428

MSD8595

Ford Y-Block 239-312

MSD8383

Ford Flathead 1949-53

MSD8573

Chrysler Small Block 273-360

MSD8388

Chrysler 383-400

MSD8386

Chrysler 426-440

MSD8387

Chrysler Hemi 331-354

MSD8391

Chrysler Hemi 392

MSD8389

Buick Nailhead 322-425

MSD8524

Pontiac 262-455

MSD8528

Oldsmobile 260-455

MSD8529

Street Pro-Billet Distributors

The Street Pro-Billet is a popular route for people looking for proven race performance for their street cars. A vacuum advance canister provides economy and the proven MSD mechanical advance gives you the opportunity to dial-in a timing curve to fit your needs.

Inside, an oversized steel shaft is QPQ-coated for low friction and rides in a sealed ball bearing at the top of the distributor with an extra-long sintered bushing at the bottom. This combination keeps the shaft steady creating accurate spark delivery at any rpm. The Street Pro-Billet relies on a magnetic pick-up to trigger the MSD Ignition Control which delivers the powerful sparks to the coil. This pick-up is extremely accurate and never needs adjusting.

NOTE: Must be used with an MSD 6, 7, 8 or 10 Series Ignition.

Chev V8 Small Block & Big Block

MSD8361

Chev V8 with Mechanical Tach Drive

MSD8572

Ford 302-351 Cleveland & 429-460

MSD8477

Ford 289-302 Windsor

MSD8479

Ford 351 Windsor

MSD8478



Pro-Billet Distributors

This is our most popular performance distributor! The housing is machined from a billet of 6061-T6 aluminum on a state-of-the-art CNC machine producing exact tolerances. For high rpm stability, a .500" steel shaft is supported by a sealed ball bearing and a long sintered bushing. This shaft also receives a QPQ coating for friction reduction and resistance to corrosion. A precision machined reluctor is attached to the shaft which triggers the magnetic pick-up mounted in the housing. This high output magnetic pick-up is the most accurate way to trigger your ignition. Plus, with no moving parts to wear or adjust, the pick-up is maintenance free! Just above the pick-up is MSD's adjustable mechanical advance assembly. Different springs and stop bushings are supplied so you can tune an advance curve to match your application.

NOTE: Must be used with an MSD 6, 7, 8 or 10 Series Ignition.

Holden V8 253-304-308	MSD8589
Chev V8 Small Block & Big Block	MSD85551
Chev V8 Small Block & Big Block BLACK	MSD85555
Chev V8 Small Block & Big Block (Marine)	MSD8560
Chev V8 with Dual Magnetic Pick-ups	MSD8356
Chev V8 with Mag Pick up & Non-mag sync	MSD2345
Chev V8 with Hall Effect Cam Sync Pick-up	MSD23451
Ford Small Cap Ford 302	MSD85793
Ford 5.0L EFI 1986-93 (Uses Stock Connector)	MSD8456
Ford FE 332-428	MSD8594
Ford Flathead 1942-48 (2-Bolt Front Mount)	MSD8351
Ford Flathead 1932-41 (3-Bolt Front Mount)	MSD8353
Pontiac 326-455	MSD8563
Oldsmobile 260-455	MSD8566
Ford Y-Block 239-312	MSD83831
Chrysler Hemi 392	MSD83891

Pro-Billet Small Diameter

This Distributor was designed for racers and street rodders that have space limitations due to firewall interference, blowers or oversized intake manifolds such as tunnel rams. The distributor is 3/8" narrower and almost 1" shorter than a standard distributor. Proven performance features include a high output magnetic pick-up and precision machined reluctor for accurate ignition triggering. A fully adjustable mechanical advance allows you to tailor the advance curve to your specific application. Topping it all off is our own small diameter cap. This is molded out of durable Rynite® material and comes with an optional wire retainer. NOTE: Must be used with an MSD 6, 7, 8 or 10 Ignition.

Chev V8 Small Block & Big Block	MSD8570
Ford 302-351 Cleveland & 429-460	MSD8577
Ford 289-302 Windsor	MSD8579
Ford 351 Windsor - RED	MSD8578
Ford 351 Windsor - Black	MSD85783
Chrysler 383-400	MSD8545
Chrysler 440-426	MSD8546

Pro-Billet Extra Small Diameter

This Chevy distributor is the smallest ever built by MSD! It is specifically designed for racers and street rodders with space limitations due to firewall interference, blowers or oversized intake manifolds such as tunnel rams. It measures 1/2" narrower and over 1" shorter than a standard distributor. • CNC machined billet aluminum housing is 1/2" smaller in diameter and over 1" shorter than conventional Chevy V-8 distributors with the "points" type cap • Supplied with small diameter HEI style distributor cap and rotor • Will not accept a vacuum advance canister • O-ring seals can be added to modified blocks to improve oil pressure control • Must be used with an MSD 6, 7, 8, or 10 Series Ignition • Special oil tract improves lubrication to the distributor and cam gear • Maintenance-free magnetic pickup and precision reluctor create stable trigger signals throughout the rpm range • Easy-to-adjust mechanical advance with supplied springs and stop bushings (except locked out versions) • Adjustable slip collar mounting flange for engines with modified deck heights • Polished steel shaft is QPQ coated and guided by a sealed ball bearing and extra-long sintered bushing • Advance plate and weights are fine blanked from chrome moly steel and QPQ coated for friction reduction • Advance weight pins are staked and tig welded to the plate • Nylon pads ensure smooth operation of the advance weights • Mechanical advance assembly can be locked out for crank trigger systems

Chev V8 Small Block & Big Block	MSD85701
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Flat-Top Pro-Billet Distributor

This distributor sits low in the engine block, then is topped with our special Crab Cap that positions the spark plug terminals horizontally to give you plenty of clearance. The distributor incorporates a mechanical advance assembly that you can easily tune with the supplied springs and stop bushings. For trigger accuracy, a maintenance-free magnetic pick-up is used. This pick-up plugs directly into an MSD Ignition Control. The Flat-Top Distributor is supplied with our Dupont, Rynite molded distributor cap and rotor along with a heavy duty gear for long life in your engine.

NOTE: Must be used with an MSD 6, 7, 8 or 10 Ignition.

Chev V8 Small Block & Big Block	MSD84891
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CHEVY PRO-BILLET DISTRIBUTOR FOR LATE MODEL/MODIFIED RACING

Designed to handle the rigors and harsh racing conditions of late model, modified, and off-road racing.

Starting at the top of the distributor, a larger diameter distributor cap is securely bolted to the billet aluminum housing. The extra width prevents the chance of spark scatter during high rpm racing. Under the injection molded rotor is a billet steel reluctor and proven magnetic pickup assembly. The steel reluctor offers the material and strength required to be modified for advanced cylinder-to-cylinder timing orders. These components are parylene coated to prevent corrosion and the timing is locked-out for a solid signal from idle to redline. Inside the CNC-machined housing, a sealed ball bearing assembly guides a .500" shaft that receives a friction reducing QPQ coating. Mounted to the base of this shaft is an oversized (+.006") bronze distributor gear to ensure the proper mesh with the cam gear. •CNC-machined billet aluminum housing provides a solid foundation •Adjustable slip collar allows for precision installation with modified blocks or intakes •Billet reluctor and a magnetic pickup produce accurate trigger signals •Large diameter Ford style cap prevents spark scatter and securely bolts in place •A Weather tight connector seals and locks the pickup wiring

Billet Ford Distributors

For Ford enthusiasts that are serious about performance! Just under the brass terminals of the MSD cap and rotor is an easy-to-adjust mechanical advance assembly. The assembly is fine blanked from chromo-moly steel, TIG-welded for strength plus receives a QPQ coating. The precision weights glide on nylon bushings for smooth advancement and different springs and stop bushings are supplied so a variety of advance curves can be tuned. The steel shaft that spins the advance and reluctor receives a friction reducing coating plus is guided by a sealed ball bearing and long sintered bushing. This combination provides stable timing signals and spark delivery at any rpm. Triggering chores are handled by MSD's race proven, maintenance-free magnetic pick-up.

NOTE: Must be used with an MSD 6, 7, 8 or 10 Series Ignition.

Ford 302-351 Cleveland & 429-460	MSD8580
Ford 289-302 Windsor	MSD8582
Ford 289-302 Windsor Steel Gear	MSD8598
Ford 302-351 Cleveland & 429-460 (Steel Gear Installed)	MSD85801
Ford 351 Windsor	MSD8584
Ford 351 Windsor with Victor Jr Manifold	MSD85805
Ford 351 Windsor with Hydraulic Roller Cam	MSD85840

Billet Chrysler Small Block Distributor

Remove the MSD cap and Race Rotor and you'll find easy access to the adjustable mechanical advance assembly. This advance is designed for accuracy and strength with TIG-welded weight pins, nylon pads for smooth movement of the weights and a QPQ coating for friction reduction. Different advance springs and stop bushings are supplied so you can custom tailor a timing curve to fit your Chrysler's needs. Supporting the advance assembly is a hardened, polished steel shaft. Two ball bearing guides are used to support the shaft producing incredible stability. Precision paddles of a zinc-plated reluctor pass a maintenance-free magnetic pick-up creating a trigger signal that tells the MSD to fire.

NOTE: Must be used with an MSD 6, 7, 8 or 10 Series Ignition.

Chrysler Small Block 273-360	MSD8534
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Pro-Billet Can Sync Distributor

Features an adjustable cam sync pickup as well as a magnetic pickup inside the distributor to trigger the ignition control. The Hall-effect sync pickup is adjustable up to 60° BTDC to meet the needs of most aftermarket ECUs and even is crimped with a common 2-pin Weathertight connector. A great new feature is the two piece adjustable rotor that is supplied. This assists in setting up the proper rotor phasing for accurate timing and spark control. Each Cam Sync Distributor is topped with MSD's adjustable two piece rotor to provide rotor phasing adjustments. This distributor must be used with an MSD 6, 7, 8 or 10-Series Ignition.

MSD2358	Ford 289,302 with Steel gear
MSD2359	Ford 289,302 with Iron gear
MSD2360	Ford 289,302 with Bronze gear
MSD2362	Ford 351 with Steel gear
MSD2357	Chevy

Note: must be used with an MSD 6,7,8 or 10-Series ignition

MSD HVC Series Professional Racing Distributors

Developed to handle miles of 9,000+ rpm racing. Inside, there are two Hall-effect style pick-ups that can be switched for redundant systems. These pick-ups are stacked so any individual cylinder timing will not be affected between pick-ups. Also, the secondary pick-up is adjustable +/-8° so teams can easily tune to their needs. The timing is locked out on these distributors and for stability there is a 1.58" diameter precision ball bearing which also holds the endplay at zero. Engine pressures are sealed off through a double seal assembly and the large Dupont Rynite injection molded distributor cap is securely bolted to the billet base. The HVC Distributors are supplied with a cap and rotor. A 6-foot harness is available separately, PN 8857, to connect the distributor to the ignitions. Also, a gear is not installed and must be purchased separately.

Chev V8 Small Block & Big Block	MSD83921
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Crank Trigger Distributors

The MSD Billet Crank Trigger Distributors are designed to fit in tight quarters and still accurately deliver the sparks. Crank Trigger Distributors are designed to be used with a crank trigger only. The distributors have no magnetic pick-up or advance assemblies. NOTE: Must be used with an MSD Crank Trigger and Ignition Control.

Chev V8 Small Block & Big Block	MSD84697
Chev V8 with Crab Style Cap	MSD8489
Chev V8 with Crab Style Cap (Extra Tall)	MSD8486
Ford 351 Windsor	MSD8378
Ford 302-351C & 429-460 with Sheet Metal Intake	MSD8569

Pro-Billet Distributors with Slip Collar

If you have a slightly taller block or have decked the heads, the distance between the distributor mounting pad and the cam gear/oil pump drive may be different. MSD offers these Distributor with an adjustable slip collar with 1.5" of adjustment so you can be sure the distributor is installed correctly. The distributor shares the same features of the standard Pro-Billet Chevrolet model including a ball bearing guide, long sintered lower bushing and an oil seal. To trigger the MSD Ignition a maintenance-free magnetic pick-up is secured in the billet base of the distributor. Just above this pick-up assembly is an adjustable mechanical advance assembly.

NOTE: Must be used with an MSD 6, 7, 8 or 10 Ignition.

Chev V8 Small Block & Big Block	MSD85561
Chev V8 Small Block & Big Block (Extra Tall)	MSD8547
Chev V8 with Locked out Timing and Bronze Gear	MSD85501

Pro-Billet Front Drive Distributors

MSD's Pro-Billet Front Drive Distributor is the solution for race engines that don't have room for a standard distributor due to firewall clearance or intake combinations. The MSD Front Drive Distributor is belt-driven from a pulley installed on the camshaft. For increased strength and durability a 9mm belt is used which is wider than any other drive assembly. The distributor head is CNC-machined from a billet of aluminum and is secured to a strong precision bracket. This system is an extremely accurate way to distribute the spark energy from your MSD Ignition! We revised the front drive with our standard Ford-style cap and rotor. This creates a downsized package for an easier fit in tight engine compartments. The Front Drive Distributor is supplied with mounting bolts, cam pulley and drive belt. NOTE: Must be used with a Jesel Camshaft Belt Drive Kit and an MSD Flying Magnet Crank Trigger.

Chevrolet Small Block	MSD8510
Chevrolet Big Block (Std Cam Location Only)	MSD8520
Chev/Holden LS Series Engines	MSD8712
Universal Kit (Fabrication Required)	MSD8511

Pro-Billet Honda Distributor

Finally, a performance distributor for Honda and Acura engines! This all new Pro-Billet Distributor is designed for the popular Honda/Acura '96-'01 JDM/USDM 1.6/1.8L B-Series DOHC VTEC engine platform. The Pro-Billet Distributor is designed for performance from the inside out starting with a precise billet aluminum housing. Inside this strong new housing is a ball bearing guide for high rpm stability. Hall-effect pick-up assemblies are used to improve trigger signals and are also compatible with the factory ECU. The Distributor uses a small external ignition module that creates a much higher energy spark to the Blaster SC coil. This inductive spark also has longer spark duration and even fires multiple times at lower rpm. This increased spark output improves combustion resulting in improved performance through the entire rpm range.

NOTE: External Ignition Module and Coil must be purchased separately.

Honda 1996-01 1.6/1.8L B-Series DOHC VTEC Engines	MSD8488
Ignition Driver, required with Distributor	MSD6305
Blaster SC Coil, recommended with Distributor	MSD8235

Marine Distributor Ready-to-Run

MSD's new Ready-to-Run marine distributors are the perfect upgrade for boats that are relying on worn-out breaker points or weak ignition systems. These new distributors feature a powerful ignition module built into the billet aluminum housing. That means no extra ignition box is needed! This module produces a stout inductive spark that will improve combustion of the fuel mixture for better drivability. Beneath the durable bolt-down injection-molded cap, a maintenance-free magnetic pickup produces accurate trigger signals, while an oversized shaft is guided by a sealed ball bearing. An easy-to-adjust mechanical advance allows you to custom-tailor a timing curve to match your application. Their Ready-to-Run design makes installation a breeze. Simply drop one in the engine and connect three wires and you're ready-to-run across the lake! All are equipped with flame arrestor holes machined into their CNC-machined aluminum housings, and are supplied with a cap, rotor, gear, and weathertight wiring harness.

MSD83506 Marine 351c-460 ready-to-run
MSD83606 Marine chevy ready-to-run

**MSD DISTRIBUTOR CAPS**

MSD molds the most popular V8 distributor caps in-house. These caps are injection molded from DuPont® Rynite material and feature spark plug-style terminals. These terminals offer improved locking connections and the Rynite material is extremely strong with excellent dielectric properties. Plus, most caps have an optional wire retainer that is supplied with these caps to lock the wires in place.

MSD8433 MSD Pro Billet & Ready-To-Run - Red
MSD84333 MSD Pro Billet & Ready-To-Run - Black
MSD8408 MSD Ford Style & Cap-A-Dapt - Red
MSD84083 MSD Ford Style & Cap-A-Dapt - Black
MSD8431 MSD Small Diameter Distributors - Red
MSD84313 MSD Small Diameter Distributors - Black
MSD84314 MSD 8488 Honda Pro Billet Distributor - Red
MSD8541 MSD Crab Style Cap - Red
MSD8437 Chev V8 Socket Style & MSD - Maroon
MSD8434 VW distributor cap suit 8485

**MSD HEI COMPONENTS**

With the introduction of our 20 Amp Extreme HEI Module, we needed an HEI Cap and Rotor that could withstand the high output. The answer was to mold our own HEI Cap, Rotor and Coil Cover. The Cap and Rotor will fit our HEI Pro-Billet Distributor, PN 8365, plus will work on stock applications.

MSD8411 V8 HEI Cap
MSD8410 Rotor
MSD8402 Coil Cover
MSD8401 Modified Coil Cover

**MSD COIL COVERS FOR STOCK HEI CAPS**

People like the functional wire retainer and the looks of our HEI Coil Cover, so we molded one that will work with stock size V8 HEI Caps.

MSD8402 Coil Cover for Stock HEI Caps
MSD8401 Modified for External Coil Applications

**MSD CAP-A-DAPTS**

If the Pro-Cap doesn't work on your application, these MSD Cap-A-Dapts will do the trick. The MSD Cap-A-Dapt adapts a large, Ford style cap onto your MSD distributor. This large cap spaces the spark plug terminals farther apart which prevents the chances of cross-fire and ionization from occurring. Spark plug style terminals used on the cap for tight connections that will not vibrate loose. The rotor is injection molded out of Rynite® for incredible strength and resistance to spark. Thick vanes are incorporated to stir up the air in the cap for even more prevention of ionization occurring. Three Cap-A-Dapts are available; two with a fixed rotor and another with an adjustable, two piece rotor. The Two Piece Rotor allows you to adjust the rotor tip to cap terminal alignment so you can adjust the rotor phasing. All of the MSD Distributors are phased at the factory, but if you are running a Multi-Step Retard or Timing Controller, having the ability to adjust the rotor phasing is beneficial. The Cap-A-Dapts will install on most MSD Billet and Pro-Billet Distributors (except the Ford FE, PN 8594). Both kits are supplied with a high quality cap with brass terminals, rotor and cap spacer.

MSD8445 Cap-A-Dapt, Fixed Rotor
MSD8420 Cap-A-Dapt, Adjustable Rotor
MSD8441 Cap-A-Dapt, Small Diameter Distributors

CRANK TRIGGER DISTRIBUTOR ROTORS

Molded from strong, durable Rynite material these rotors are designed specifically for MSD Crank Trigger Distributors. The rotor tip is secured with a screw for high rpm racing applications.

MSD8567 Rotor for Crab Cap Distributor
MSD8568 Rotor Base for Crab Cap Distributor
MSD8457 Rotor and Base for Low Profile Distributor

**RACING ROTORS**

These rotors are designed with high rpm and performance in mind which is why they are standard on most MSD Pro-Billet Distributors. Both rotors are injection molded from Rynite material for incredible strength and high dielectric properties. Plus the stainless steel/brass rotor tip is also screwed in place so it can handle extreme rpm and high heat conditions. The rotors also feature deep molded vanes to stir up the air inside the cap to prevent spark ionization. The rotor screws are set deep in the housing to prevent spark scatter.

MSD8467 Racing Rotor, for MSD and GM Distributors with Window Caps

NOTE: Will not fit PN 8485 and PN 8473 Distributors.

MSD8423 MSD Ford Distributors and Cap-A-Dapts
MSD8421 Adjustable Rotor for Cap-A-Dapt

**REPLACEMENT ROTORS**

MSD Distributor Rotors are molded from high quality, voltage insulating material to resist carbon tracking while ensuring that the ignition spark reaches the spark plug terminals. For optimum voltage carrying capabilities the rotor tips are made from low resistance brass for maximum voltage transfer.

MSD8470 Rotor for VW, MSD8485, and Ford 2.3L,
MSD8473 Distributors only

MSD8410 Rotor, GM and MSD HEI

MSD8427 Rotor, GM & MSD Small Cap HEI (MSD8366)

MSD8070 Rotor for Ford & MSD 5.0L Late Model

MSD8072 Rotor for Ford Socket Cap

MSD84673 Rotor for Crab Cap on MSD8351, MSD8353 & MSD8541

MSD84674 Rotor for MSD8488 Honda Pro Billet Distributor

MSD8470 VW Rota Suite 8485 & 8473

**Street Fire OEM Replacement Distributors**

These Street Fire Distributors are ready to drop into your engine and replace the worn OEM piece. A factory style ignition module is included along with a durable new cap and rotor. The cast housing features a long sintered bushing to add stability and timing accuracy.

GM EFI V8 1988-95 MSD5591
GM Vortec V8 1996-00 MSD5592
Ford 5.0L 1986-93 MSD5594

**Chrysler Electronic Conversion Distributor Kits**

These complete high performance distributor kits will convert your old point-type ignition to new electronic ignition. Each kit includes distributor with high performance advance curve, along with an electronic control unit, wiring harness, ballast resistor, and detailed installation instructions.

PR66991273-318-340-360
PR66993361-383-400
PR66995413-426W-440-426 Hemi

**DISTRIBUTOR PARTS****CAP AND ROTOR KITS**

The cap and rotor of any ignition system must be considered maintenance items. Just like when you change the oil and filter of your car, you should always replace the cap and rotor as a set. To make things easy, we now offer these Cap and Rotor Replacement Kits.

MSD8430 GM V6 EFI, 4.3L
MSD8416 GM V8 HEI, Internal Coil, OE
MSD8482 Ford V8 TFI
MSD8414 Ford V8 Duraspark with Spacer
MSD84335 MSD Cap MSD8433 & Race Rotor
MSD84315 Small Diameter cap MSD8431 & Race Rotor
MSD84085 Large Cap Ford MSD8408 & Rotor

STREET FIRE CAP & ROTOR KITS

These new cap and rotor kits are designed to deliver quality at a value price and are supplied with brass terminals and a heavy duty rotor.

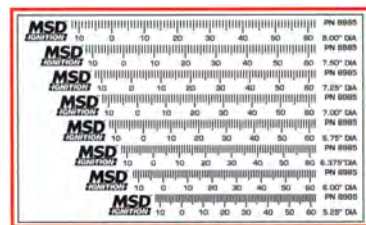
MSD5505 Ford/MSD TFI V8
MSD5506 Ford V8 Socket Cap
MSD5500 GM Points Style with Socket Cap
MSD5501 GM HEI V8 Internal Coil
MSD5502 GM External Coil V8 EFI

MSD TIMING TAPES

Accurate ignition timing is one of the most vital adjustments

you can make to your engine. Proper timing can mean the difference between winning and losing a race or even blowing an engine (as a worst case scenario). Recognizing the importance of the timing, MSD offers these Timing Tapes. The MSD Timing Tape comes with eight different tapes to fit common balancers ranging from 5.25" to 8" in diameter. The tapes are marked off in one degree increments from 14° ATDC to 64° BTDC and are printed on a tough, chemical resistant material. Not only do the MSD Timing Tapes help you get an exact timing setting, they allow you to see exactly where the Total timing is set. Remember, the Total timing is just as critical, if not more, than the initial timing and the MSD Timing Tape will help you ensure that it is set accurately.

MSD8985 MSD Timing Tapes

**MAGNETIC PICKUP**

The MSD Magnetic Pickup replacement is the same high output assembly that is currently found in all MSD Distributors. It is supplied with the two pin connector installed.

NOTE: Not for use as a replacement on OEM Distributors.

MSD84661 Magnetic Pickup Assembly,
 All MSD Billet and Pro-Billet Distributors

REPLACEMENT 6FT 2-PIN**MAGNETIC TRIGGER CABLE**

When you need to replace your worn-out or burned cables, MSD offers all of the cables you will ever need. You could also use these cables to connect your MSD unit to your distributor.

MSD8860 replacement 6ft 2-pin magnetic trigger cable

**MSD Billet Reluctors**

These MSD billet reluctors are designed to obtain maximum performance. Many engine builders actually modify the reluctor of their distributor to obtain different timing for each cylinder.

These reluctors are CNC-machined from billet steel for absolutely precise dimensions and strength. The steel allows for extra machining without losing strength, so the reluctors can be tailored to meet your specifications.

MSD8415 MSD RELUCTOR WHEEL 8 LEG BILLET STEEL

**VACUUM ADVANCE**

This is the replacement canister for MSD distributors equipped with vacuum advance except the PN 8365 HEI Distributor. Vacuum

MSD8463 Advance Mechanism

VACUUM ADVANCE LOCKOUT

This bracket allows you to easily remove the vacuum advance from MSD distributors that are cw rotation (except PN 8365) and small diameter distributors.

MSD8468 Vacuum Advance Lockout



LOW RESISTANCE HEI BUSHING

The carbon rotor button in a stock HEI distributor cap has very high resistance. When the high voltage of an MSD 7 Series Ignition is added, this resistance builds up heat and can actually melt the distributor cap. The solution to this problem is the use of the MSD Low Resistance HEI Bushing which will pass the secondary voltage from the distributor cap to the rotor without excessive heat buildup.

MSD8412 Low Resistance HEI Bushing

MSD ADVANCE WEIGHTS KIT

Weight kits fits all MSD Distributors. Allows you to tailor your timing curve for your particular application.

MSD8628 Advance Weights Kit
All MSD Distributors

ADVANCE KITS

The MSD Distributor Advance Kits are the same kits that come with your MSD Distributor. The kit contains an assortment of springs, advance limit bushings.

MSD8464 Advance Kit,
All MSD Distributors

DISTRIBUTOR GEARS

MSD distributor gears are made of a special alloy iron that is treated to a low friction coating process.

To you this means long life, an easy break-in period and reliable performance!

IRON GEARS

MSD Iron Gears Feature: Increased outer hardened layer thickness (RC 55-60). Micro polished surface for smooth contact. Proprietary formulated ductile iron. Melonite O/PQ coated reduces friction and initial wear. Interstitial carbide concentration improves wear resistance and running properties.

MSD8561 Iron Melonized Chevy Gear, .500" ID (Marine)

MSD8532 Iron Chevy Gear, .500" ID, Oversize 0.006" OD

MSD8582 Iron Gear, Ford 351W, .531" ID

MSD8583 Iron Gear, Ford 289, 302, .468" ID

MSD8581 Iron Gear, Ford 351C, 351M,

400, 429, 460, FE, .531" ID

NOTE: Some Ford Gears do not have roll pin holes

MSD8583 Non-EFI 302 with Roller Cam, 0.468" ID MSD85833



BRONZE GEARS

MSD Bronze Distributor gears are machined from quality AMPCO 45 aluminum bronze containing 5% nickel. This special combination creates high strength gear teeth that are less prone to wear even with high volume oil pumps.

MSD8471 Chevy Gear, .500" ID

MSD85631 Gear, Pontiac V8, .500" ID

MSD8583 Gear, Ford 289, 302, .468" ID

MSD8581 Gear, Ford 351C, 351M,

400, 429, 460, FE, .530" ID

MSD8585 Gear, Ford 351W, .530" ID

BRONZE OVERSIZE GEARS

Absolute timing accuracy cannot be achieved until every mechanical detail is handled. MSD's new bronze oversized gears help obtain perfect timing by meshing to the camshaft gear properly.

MSD Chevrolet Distributors

+0.003" MSD84721

+0.006" MSD8472

Replacement Slip Collar

This replacement slip collar suits all MSD distributors with the adjustable slip collar.

MSD8539 Replacement Adjustable Slip Collar



Chev Iron Distributor Gear

Fits Chevy small block and big block engines with 0.491" shaft. Replacement component for Proform and other brands of distributor. Not for use with roller camshafts..

Chev Distributor Gear - .491" Shaft

PR66961C

Holden V8 Distributor

& Oil Pump Gears

Distributor and oil pump gears for

Holden 253-304-308 V8 engines.

Bronze gears are required for engines with steel billet roller cams and the hardened iron oil pump gear is suitable for factory roller and aftermarket flat tappet cams.

Description Part No.

Bronze Distributor Gear HA-99GER1825-00

Bronze Oil Pump Gear HA-99GER1824-00

Hardened Iron Oil Pump Gear HA-99GER1722-00



Oil Pump / Distributor Gears

Crow Cams has you covered with oil pump and distributor gears for those hard to find local applications.

Description

Falcon 6 XD on distributor gear with 0.490" shaft

Falcon 6 points distributor gear with 0.530" shaft

Holden V8 treated oil pump gear. Suits roller cams

Valiant 265 15 tooth oil pump gear

Part No.

CCDG2

CCDG2A

CCDG4

CC60062



Carbon Ultra-Poly Composite Distributor Gears

COMP Cams is proud to introduce the latest innovation in distributor gears. Manufactured from a super-strong Carbon Ultra-Poly Composite material, these gears represent the next evolution in distributor gear technology. Having undergone stringent testing in various street and performance applications, the Composite Distributor Gears are a proven solution to wear issues associated with bronze gears and steel core camshafts.

- NASCAR proven to yield precise timing & extended durability
- 300% increased durability over bronze gears with steel camshafts
- Available in several shaft diameters

Application	Shaft	Part No.
Chev Small & Big Block	.491"	C012200
Chev Small & Big Block	.500"	C012140
Chev Small & Big Block (.006" Oversize)	.500"	C012146
Chev Small & Big Block (.009" Oversize)	.500"	C012149
Ford 302-351 Windsor	.530"	C035100
Ford 302-351 Windsor	.467"	C035200

Bronze Distributor Gears

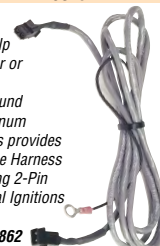
One of the first requirements when installing a steel roller cam is the addition of a bronze distributor gear. A stock cast iron gear is not compatible with a steel camshaft. COMP Cams gears are machined from AMPCO-45 extruded aluminium bronze with 5% nickel added. These gears feature a high-strength tooth design that resists wear - even when used with high pressure oil pumps. These extra-tough gears are the answer when higher mechanical properties are demanded.

Application	Shaft	Part No.
Chev Small & Big Block	.491"	C0412
Chev Small & Big Block w/ MSD Dist.	.500"	C0410
Chrysler Small Block 273-360	.484"	C0420
Chrysler Big Block 383-440	.484"	C0424
Chrysler 426 Hemi	.484"	C0424
Ford 289-351 Windsor	.467"	C0431
Ford 289-351 Windsor	.500"	C0438
Ford 302-351 Windsor SV0	.530"	C0435
Ford 302-351 Cleveland	.500"	C0432
Ford 302-351 Cleveland	.530"	C0436
Ford Big Block 429-460	.500"	C0432
Ford Big Block 429-460	.530"	C0436
Ford FE Big Block 352-428	.467"	C0433
Ford FE Big Block 352-428	.500"	C0432

SHIELDED MAG CABLE

This Shielded Magnetic Pickup Cable will help protect the trigger signal from the distributor or crank trigger pickup from Electro Magnetic Interference (EMI). The pickup wires are wound together and routed through a special aluminum skinned sleeve that connects to ground. This provides a ground shield around the trigger wires. The Harness is six feet long and is equipped with matching 2-Pin connectors. Recommended with MSD Digital Ignitions and aftermarket EFI racing systems.

Shielded Magnetic Pickup Cable, 6' MSD8862



VIBRATION MOUNTS

MSD8800 Vibration Mounts,

7AL-2, 7AL-3, 8 &

10 Series, 4 Pack

MSD8823 Vibration Mounts,

5 & 6, Digital

7 Series, 4 Pack

MSD8825 Vibration Mounts, Pro Power Coil, 3 Pack



NOISE FILTER

MSD8830 MSD Noise Filter w/Cover,

26 kufd

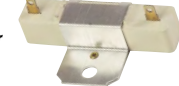
MSD8829 MSD Noise Filter Cover,

(supplied with the MSD8830)



BALLAST RESISTOR

MSD8214 0.8 ohm Ballast Resistor



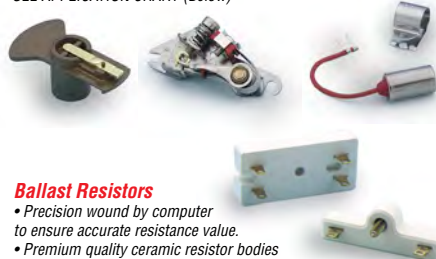
FAST BALLAST RESISTOR

FAST9000-0015 1.4 ohm



ACCEL Racing Caps, Rotors, Points & Condensers

SEE APPLICATION CHART (Below)



Ballast Resistors

- Precision wound by computer to ensure accurate resistance value.
- Premium quality ceramic resistor bodies provide maximum durability and superior heat transfer.
- Special resistance wire maintains stable coil current to prevent overheating and to promote long points life.
- Recommended whenever a new coil is installed.

AC150001 0.85 Ohm 140001 Super Coil.

NOTE: No ballast resistor is required when using ACCEL 41000 Series and 51000 Series Unispark Breakerless Distributors or when using ACCEL 300+ Ignition Control Modules — no matter which coil is used.

Adjustable Vacuum Advance

- Permits practically infinite adjustment to both amount and rate of ignition advance.
- Instantly increases horsepower and throttle response
- Provides maximum possible spark advance while preventing damaging detonation ("ping").
- Includes allen wrench and detailed instructions.

AC31034 GM/Delco V8 Points-Type Distributors

AC31035 GM/HEI V8 Dist.w/Vacuum Advance



High Performance Module For Accel

Electronic Breakerless Distributors

The advanced engineering for the HEI ultra performance module has been repackaged into a smaller size to fit inside the bowl of the ACCEL electronic breakerless distributors. The high amperage dwell circuit ensures full coil saturation for high RPM performance. Surface mount electronic technology maximizes efficiency, output and reliability. ACCEL 51000, 61000 and 71000 Series Electronic Breakerless Distributors are equipped with the 35366 module while the 52000 series use the 35372 module, both of which operates on 12 volts, so there is no need to run a ballast resistor. Accel coils to use with these modules include p/n's: 8145, 8145C, 140001, 140008 and 8140HV.

Accel Electronic Breakerless Module

For 51000, 61000 & 71000 Series Distributor

Accel Electronic Breakerless Module

For 52000 Series Distributor

For 41000 Series & GM HEI

AC35366

AC35372

AC35361



High Performance

Dist.	Standard Height		Low Profile		Large Diameter			Race Points		Condense
	Cap	Rotor	Cap	Rotor	Cap	Rotor	Adaptor	48 oz.	32 oz.	
All 20000 Series	.	.	.	.	.	.	.	AC110129	AC110128	AC100107
All 29000 Series	AC120323	AC130316	AC120324	AC130317	.	.	.	.	.	.
All 30000 Series	.	.	.	.	.	.	.	AC110129	AC110128	AC100107
All 34000 Series	AC120326	AC130319	.	.	.	.	.	.	AC110228	AC100107
All 35000 Series	AC120323	AC130316	AC120324	AC130317	.	.	.	.	.	.
All 37000 Series	AC120323	AC130316	AC120324	AC130317	.	.	.	AC110129	AC110128	AC100107
All 39000 Series	AC120323	AC130316	AC120324	AC130317	.	.	.	.	.	.
All 41000 Series	AC120326	AC130319	.	.	.	.	.	.	.	.
All 43000 Series	AC120323	AC130316	AC120324	AC130317	.	.	.	.	.	.
All 44000 Series	AC120323	AC130316	AC120324	AC130317	.	.	.	.	.	.
All 45000 Series	.	.	.	.	AC120223	AC130225	AC130501	AC110129	AC110128	AC100107
All 46000 Series	.	.	.	.	AC120223	AC130225	AC130501	.	.	.
All 48000 Series	.	.	.	.	AC120223	AC130225	AC130501	.	.	.
All 51000 Series	AC120326	AC130319	.	.	.	.	.	.	.	.
All 61000 Series	AC120326	AC130319	.	.	.	.	.	.	.	.
All 71000 Series	AC120403	AC130402	.	.	.	.	.	.	.	.
GM/HEI	AC120128	AC130120	.	.	.	.	.	.	.	.

§ - Use Cap Holddown Kit P/N 31030 to convert from Low Profile Cap and Rotor to Standard Height Cap and Rotor.

† - Use Cap Holddown Kit P/N 31031 to convert to Low Profile Cap and Rotor on all ACCEL distributors except 44000, 45000, 46000 Series.

Use P/N 31047 on 44000 Series.

HEI Advance Curve Kit

Designed to fit all GM HEI distributors with E Clips.

The kit includes two weights, special centre plate, three sets of colour coded springs and two pairs of nylon bushings. Also included is a comprehensive instruction sheet, complete with graphs showing typical advance rates using various spring/weight combinations.

MG929 GM HEI Dist, 74-79 w/out engine computer.

Advance Curve Kits

This kit allows full advance between 2,000 and 2,800 RPM. get maximum power and engine acceleration. GM Advance Curve Kit, Delco distributors pre 1969, with 2 weights, 1 bushing and 3 sets of **springs, heavy, medium and light**

MG925A

GM Advance Curve Kit, Delco

distributors 1969 and later with 2 weights, 1 bushing and 3 sets of **springs, heavy, medium and light** for multiple curve ranges

MG927

Distributor Shim Kit

Having the distributor at the correct height in the block, especially with milled heads or deck, prevents oil pump bind and spark scatter. These shims are designed to be installed between the block and the distributor mounting flange to give the correct spacing. Three nylon shims with thicknesses of .030", .060" and .100" are included.

MG6059 Distributor Shim Kit

Distributor Gear

Alloy Aluminum/Bronze gear includes attaching pin. Recommended for use with all hi-performance steel alloy and billet cams. Fits .491" diameter shaft.

MG1044 Fits Chevy SB & BB V8 and 200-229 cu. in. V6, standard rotation



DISTRIBUTOR HOUSING

SHIM KIT

Fits: Small Block, Big Block, and 90° V6 Chevy engines. Eliminates oil pump bind and spark scatter when using a distributor in an engine with resurfaced heads or decks. Made from high impact nylon to exact GM gasket specs. Kit insures leak-free operation and contains one each .030", .060" and .100" shims.

Distributor Housing Shim Kit, 1.290 I.D. & 1.830 O.D

MO26150

ADVANCE CURVE KITS

Re-curve your distributor for full spark advance at the optimum RPM. Three sets of advance springs allow you to adjust the rate of spark advance. Weights and centre plates precision stamped with smooth edges. HEI kit features a special design centre plate to eliminate over-centering of the centrifugal weights. Comes with complete installation instructions.

MO72300 Advance Curve Kit, all GM HEI distributors.

MO72310 Advance Curve Kit, 1957-75 GM/Delco non-HEI



JESSEL PRO SERIES DISTRIBUTOR DRIVE PARTS

Description	Part No.
Distributor Cap Replacement (Grey Moroso)	JECAP-42170
Rotor Replacement (Grey Moroso)	JERTR-47630
Cap Adaptor Replacement (Grey Moroso)	JEADP-40180



Ignition Coil Ballast Resistors

MSD700 Ballast Resistor (0.75-1.5ohms)

Ignition Modules

Mallory's UNILITE and Magnetic Breakerless Ignition Modules are self contained module assemblies which have no moving parts to wear out.

Using Mallory's breakerless ignition circuit, combined with modern surface mount Thermal Clad construction, these ignition modules can drive both OEM and high performance ignition coils. For best results always use a Mallory PROMASTER Coil. Hookup is as easy as a three wire connection.

MSD605 UNILITE Ignition Module.
MSD609 Magnetic Breakless Module.



Super Duty - High Energy Distributor Cap

For more than 35 years, the traditional replacement distributor cap for the Mallory (YL Bowl) YD, YL/HP, 25, 26, 27, 37, 38, 47, 50, 57 and 60 Series 8 cylinder automotive distributors has been the Part No. 209. Now it shares that spotlight with a red, screw down, Super Duty High Energy Distributor Cap, Part No. 208. This new cap features:

- Screw mounted spark plug wire retainer.
- Brass contact terminals with spark plug type ends for better wire retention.
- Positive locking screw down distributor cap.
- Specially designed cap with a larger contact terminal diameter than the standard distributor cap.
- Counterbalanced rotor with specially designed ribbing to prevent cap tracking.
- Thermoplastic materials for high dielectric strength and impact resistance qualities that prevent damage.

For first time installations, select the complete Conversion Kit. The kit contains distributor cap, rotor and mounting hardware. Parts are also available separately.

MSD208M	Super Duty High Energy Dist. Cap
MSD305	Replacement Rotor 47 Series
MSD307	Replacement Rotor 27 Series
MSD308	Replacement Rotor 25 & 26 Series



MSD205M



MSD209

Distributor Caps

Part No.	Application
MSD225	Mallory 4Cyl. YL, 25, 26 and 37 Series (early)
MSD271	Mallory 4Cyl. YL, 23, 24, 27 and 47 Series (late)
MSD226	Mallory 6Cyl. YL, 25, 26 and 37 Series (early)
MSD270	Mallory 6Cyl. YL, 23, 24 and 27 Series (late)
MSD209	Mallory 8Cyl. YL, 25, 26, 27, 37 and 47 Series
MSD221	Mallory 8Cyl. YL, 25, 26, 37, 38 and 50 Series with flat cap.
MSD205M	Mallory 8Cyl. Super Mag II, III and IV Magneto, SPRINTMAG II Magneto, Crank Trigger Distributor. (Supersedes MA255)
MSD29744	Wire retainer for MA29745 Cap
MSD29749	Mallory Supermag and Comp 9000 Cap Adapt



Rotors/Shutters/Adapters

MSD310	ROTOR 4 & 6Cyl 27 Series
MSD309	ROTOR 8Cyl YL Series
MSD319	ROTOR 8Cyl 25 Series with MA221 Cap
MSD339	ROTOR / SHUTTER UNILITE 6 Cyl
MSD335	ROTOR / SHUTTER UNILITE 8 Cyl
MSD322	ROTOR / SHUTTER YL UNILITE 8Cyl 47 Series
MSD29772	ROTOR COMP 9000 RH, 8Cyl. 90 Series
MSD29773	ROTOR COMP 9000 LH, 8Cyl. 90 Series
MSD29746	ROTOR/SHUTTER COMP 9000 R/H, 8Cyl. 91 Series
MSD29747	ROTOR/SHUTTER COMP 9000 L/H, 8Cyl. 91 Series
MSD305	ROTOR 8Cyl. 47 Series Using 208 Cap
MSD306	ROTOR 8Cyl. 37 Series Using 208 Cap
MSD07	ROTOR 8Cyl. 27 Series Using 208 Cap
MSD308	ROTOR 8Cyl. 25 and 26 Series Using 208 Cap
MSD28997	SUPERMAG ROTOR DRIVE L/H ROTATION
MSD28997A	SUPERMAG ROTOR DRIVE R/H ROTATION

Points

MSD25042	YL STANDARD
MSD25042X	YL HEAVY DUTY
MSD102X	RACE POINTS
MSD102X	COMP 9000
MSD24875BX	DOUBLE LIFE & SUPERMAG
MSD25758M	SUPERMAG I, II, IV AND SPRINTMAG I, II



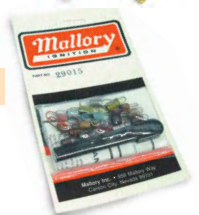
Condensors/Brackets

MSD400	YL & 4 LOBE CONDENSER
MA28005	SUPERMAG IV CONDENSER & BRACKET
MA28005A	SPRINT MAG CONDENSER



Advance Curve Kits

MA29015	YL ADVANCE CURVE KIT
MA29014	COMP 9000, YL/YH ADV. CURVE KIT
MA28820	YL DEGREE KEYS



Vacuum Advance Chamber

MA29332	REPLACEMENT FOR 27 and 47 Series
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Active Power Filter

MA29351	Active Power Filter.
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Wiring Harness

Mallory Electronic Distributors and conversion kits. Three wire harness for Mallory 34, 37, 38, 45, 46, 47, 50, 54, 57, 60, 82, 87, 89, 91, 93 and 94 Series Distributors and Mallory Conversion Kits 501, 502, 503, 504, 505, 507, 511, 511D, 512, 517, 518, 541, 542, 543, 544, 545, 545M, 546, 547, 548, 549, 551, 552, and 553.

MA29349 Wiring Harness

OIL PUMP PLUGS & DRIVES

Pro-Billet Oil Plugs

Our Chevrolet Front Drive Distributors brought the need for a distributor plug. Both are billet aluminum and feature a slip collar to ensure correct installation depth.

Oil Plug for Wet Sump Engines **MSD8513**



CAM SYNC PLUGS

MSD's cam sync plugs are the perfect solution when running an aftermarket sequential EFI system with coil-per-cylinder ignition. The cam sync plug installs in place of a traditional distributor, providing a half-effect cam sync signal needed for the EFI system to reference the #1 cylinder. For wet sump applications, the plug also drives the oil pump. MSD's cam syncs are plug and play with Holley EFI systems and can easily interface with most aftermarket EFI systems.

- Built-in L.E.D. makes set-up and indexing quick and easy
- Plug-and-play with Holley EFI and compatible with other aftermarket EFI systems requiring a cam sync signal
- Drives the oil pump in the absence of a traditional distributor
- CNC billet housing with black anodized cap provide good looks and excellent durability
- Chevrolet version is supplied with a cast Melonized distributor gear and adjustable slip collar for blocks with a non-standard deck height
- Ford 289-302 and 351W versions are supplied with a steel distributor gear
- Ford Big Block version is supplied with a bronze distributor gear

Description	Part No.
Cam Sync Plug, SB/BB Chev	MSD85141
Cam Sync Plug, SB Ford 289-302W	MSD85221
Cam Sync Plug, SB Ford 351W	MSD85061
Cam Sync Plug, Ford 302-351C & BBF 429-460 (MSD85211 with Bronze Gear Only)	MSD85211

CRANK TRIGGERS



FLYING MAGNET CRANK TRIGGER KITS

Most crank triggers have a wheel, with steel studs sticking out, bolted to the harmonic balancer. As the crankshaft turns the studs pass by a stationary magnetic pickup, triggering the ignition. This pickup can be triggered by other bolts, debris or even vibrations which will cause a loss of power or engine damage. The MSD Flying Magnet Crank Trigger uses four magnets secured in the aluminum trigger wheel that pass by a stationary non-magnetic pickup to trigger the ignition. This "flying magnet" design produces accurate trigger signals and the non-magnetic pickup cannot be false triggered. Each Flying Magnet Crank Trigger includes a two-piece mounting bracket for the non-magnetic pickup that in most cases will work on either the passenger side or driver's side of the engine (the SB Chrysler and SB Ford brackets mount on only one side). The CNC-machined aluminum bracket securely holds the pickup in place and is slotted to provide a wide range of timing adjustment. Spacers are included so you can mount the bracket on engines with standard motor mounts or engines with a .25" motor plate. These systems will trigger MSD

6, 7, 8 and 10 Series Ignitions and all MSD Timing Accessories.

RED KITS

SB Chevy, 6.25" Balancer	MSD8600
SB Chevy, 7" Balancer	MSD8610
SB Chevy, 7" Balancer (replacement wheel only)	MSD8611
SB Chevy, 8" Balancer	MSD8615
BB Chevy, 8" Balancer	MSD8620
SB Chrysler, 7.25" Balancer	MSD8633
BB Chrysler, 7.25" Balancer	MSD8636
SB Ford, 289, 302, 351W, 6.562" Balancer	MSD8640
BB Ford (except Cleveland block), 7.25" Balancer	MSD8644

BLACK KITS

SB Chevy, 6.25" Balancer - Black	MSD86003
SB Chevy, 7" Balancer - Black	MSD86103
SB Chevy, 8" Balancer - Black	MSD86153
BB Chevy, 8" Balancer - Black	MSD86203

CRANK TRIGGER EZ-ADJUST

Making small, precise timing changes with a crank trigger is simple with the new EZ-Adjust! This accessory installs to most MSD Flying Magnet Crank Trigger brackets. Adjustments are made by turning a bolt rather than loosening the entire pickup assembly and moving it. Once your adjustments are made the Adjuster locks in place.

MSD8605 Crank Trigger EZ-Adjust Kit
NOTE: Will not work with the Buick V6 Kit, the Chevy small block, 6.25" kit, MSD8600. Bracket not included.

UNIVERSAL CRANK TRIGGER KIT

Racers have always been inventive and willing to fabricate the parts they need if nothing is available. Building a crank trigger system is not an easy task but there has been an increasing number of unique front hub systems and distributorless ignitions that require one. MSD's Universal Flying Magnet Crank Trigger Kit will give you a head start in fabricating a custom kit for your application. This kit is supplied with everything you'll need to get you going in the right direction. A 7" billet aluminum wheel is supplied that has magnet positions for 4, 6, 8, 10 or even 12-cylinder engines. An oversized bracket arm is supplied that can be cut down to your specs and an "L" shaped holder is also supplied that can be machined for the 3/4" or 3/8" pickup.

MSD8655 Universal Crank Trigger Kit

NON-MAGNETIC PICKUP

MSD's Non-Magnetic pickups are engineered for extreme applications. In fact, this pickup was designed and tested on 300+ mph fuel dragsters! To live up to MSD's demanding expectations in these extreme applications, we took it upon ourselves to design and build the pickups inhouse. This way we can control every aspect of their assembly and quality. Each pickup is hand wound on a special bobbin and terminated in our tinned conductor, teflon jacketed wiring. These wires are also routed through a strain relief for protection. This assembly is then installed into the precision housing and is potted with a fracture resistant epoxy compound. To ensure that the windings are entirely encased in epoxy the pickups undergo a vacuum procedure to remove any air inside the housing. All of these procedures are necessary to produce the strongest, most reliable non-magnetic pickup available.

MSD8276 Non-Magnetic Pickup for MSD Flying Magnet Crank Trigger Kits (3/4" X 16 X 2.25")

COMPACT NON-MAGNETIC PICKUPS

The Non-Magnetic Pickups are available in two housing sizes. The 3/4" model is used with MSD's flying magnet Crank Trigger Kits. The 3/8" diameter pickups are used with MSD's Sprint Car Crank Trigger systems as well as the professional racing kits from RCD and PSI.

MSD8159	36" Shielded Harness 3/8" X 24 X 1.5"
MSD 8154	32" Harness 3/8" X 24 X 1.5"

MAGNETIC PICKUP

This is a replacement pickup for older style crank trigger systems that require a magnetic pickup. This pickup is magnetic and must be used with a trigger wheel equipped with steel studs to create a signal. The pickup is 3/4"x16.Magnetic Pickup (for old style crank triggers only)

MSD8505

Holley



HOLLEY EFI Crank Trigger Kits

Holley's EFI Crank Trigger Kits are engineered to provide an accurate crank speed & position signal to Holley EFI systems in the most-demanding, high horsepower, racing applications. Crank position is measured every 10 degrees as opposed to every 45 degrees for a standard 4-Magnet, MSD "style" Crank trigger. It is designed for applications using a standard ATI or Fluidamper "style" balancer up to 7-1/4" in diameter.

Features:

- 8" diameter, 1/4" thick, billet steel, 36-1 tooth, crank wheel with Black Zinc Oxide finish for superior corrosion resistance & striking good looks.
- Crank wheel centers off of the balancer's hub, eliminating the need for a centering ring
- All billet, 6061-T6 aluminum sensor mounting brackets with "bright-dipped" black anodized finish & Laser etched Holley EFI logo
- Custom 3-wire, ferrous-target, Hall-effect sensor with M12X1mm threads for finer gap adjustment
- All Grade 8 & Mil. Spec mounting hardware

36-1 Tooth Crank Trigger System for:

Big Block Chevy	H0556-113
Small Block Chevy	H0556-116
Small Block Ford	H0556-115

TACH & FUEL ADAPTERS

DISTRIBUTORLESS TACH DRIVER

Ever wonder how you can install an aftermarket tachometer on a vehicle with no distributor and multiple coil packs?

MSD has the answer with the Distributorless Tach Driver! The compact Tach Driver measures only 1.5"x3.5"x2" and is potted with a polyurethane compound for vibration and water protection so it can easily be mounted under the hood. It wires inline on the coils' 12 volt supply wire where it senses the current going through this wire and converts this information into a 12 volt output signal that most aftermarket tachometers use as a trigger signal. It can be used on 4, 6 or 8-cylinder engines. Note: Not for use on odd-fire engines.

MSD8913

Distributorless Tach Driver

DUAL CHANNEL IGNITION ADAPTER

In some instances when you install an MSD Ignition, the factory ECU may not be able to distinguish when the coil fires. This is the signal that is also responsible for firing the injectors (or the tachometer), which may cause a no-run situation. The Dual Channel Ignition Adapter simulates the original coil trigger signal thus allowing the ECU to properly trigger both the tach and fuel injection with the MSD DIS Ignition installed. In most cases, the Adapter plugs directly into the MSD's Harness. For vehicles using an MSD DIS-2 Ignition, only one unit is required and for DIS-4 applications, two units are required.

MSD8912 Dual Ignition Adapter

MSD89121 Dual Ignition Adapter Ford CPC Systems

Universal DIS Cam Sync

The Universal DIS Cam Sync Generator will produce a sync signal for the following MSD Ignition components: Programmable DIS-2, PN 6212, Multi-Channel Controllers, MSD6562 and MSD6563.

This way you can take advantage of our individual cylinder timing feature on these controls. The Cam Sync Generator will produce a cam sync signal by detecting when the number one cylinder is under compression. This is done through its signal wire which is wrapped around the designated spark plug wire.

MSD8916 Universal DIS Cam Sync

MAGNETIC PICKUP

If you are using the magnetic pickup input (green and violet wires) to trigger your MSD Ignition, you will need the MSD8920 Tach Adapter. The MSD8920 will correct the operation of most voltage triggered tachometers that do not work directly off the tach output terminal of the MSD Control. This Adapter should also be used on current triggered tachs (hooked in series with the ignition switch).

MSD8920 Tach/Fuel Adapter (Magnetic Pickup)

POINTS OR AMPLIFIER (FACTORY IGNITION MODULE)

If you are triggering an MSD Blaster, 5, 6, SCI, or 7 Series Ignition with its white wire or points terminal, you will need the MSD8910 Tach Adapter.

The MSD8910 will correct the operation of most voltage triggered tachometers or fuel injection systems that do not work directly off the tach output terminal of the MSD Ignition Unit. MSD8910 is for use on non-current limiting ignitions, originally equipped with a ballast resistor and MSD8910-EIS is designed for current limiting ignition systems (non ballast resistor systems).

MSD8910	Tach/Fuel Adapter (Points)
MSD8910-EIS	Tach/Fuel Adapter (Electronic)



LSx Trigger Converter

The GM LS Series engines are being built for a lot of different performance and racing applications. You can see good ol' hot rodder ingenuity taking place as racers are running carburetors and even using distributors on these engines!

This device plugs into the factory crank sensor of an LS1/LS6 engine and converts the factory trigger signal into a 12-volt square wave signal to trigger an MSD Ignition Control such as a 6 or 7 Series Ignition Control. For racers that are incorporating a front mount distributor to their LS engines, this means you don't need to run an external crank trigger.

Note: A distributor is required, such as MSD's new Front Mount race distributor, MSD8712.

LSx Trigger Converter MSD6301



ELECTRONIC TIMING & RPM CONTROLS

Start and Step Timing Control

This compact controller provides an adjustable start retard to help high compression engines crank over easily, plus has a single stage retard. The unit measures 2.75"x2.37"x1.25" and simply connects between the distributor and the MSD Ignition. Two rotary dials offer simple adjustments. Perfect for high compression nitrous cars.

MSD8987

START AND STEP TIMING CONTROL



Timing Twister

If you need to adjust and control the timing of your late-model GM or Ford, you need a Timing Twister! User friendly control plugs into the stock wiring harness and gives you the ability to adjust the engine's timing with the twist of a dial. The Timing Twister has four rotary dials that give you the ability to advance the timing curve, set up a step retard or even select a retard rate based on boost pressure. Control over the timing can help improve economy, improve performance and help tune the engine for other modifications. The Timing Twister does not modify ignition timing at idle, but becomes active above 1,800 rpm. Once above that rpm, the entire timing curve can be advanced up to 9° in 1° increments. There is another setting for a wire-activated step retard, primarily designed for use with nitrous oxide. Another great feature is for the forced induction crowd. When used with the optional MAP sensor, you can easily dial in a retard that is based on boost pressure. Twist in 1° - 1.9° of timing per pound of boost to retard the timing up to 30°. If you ever need to bypass the modified timing settings, there's a dial to twist and the factory curve will be used. How easy is that! Go ahead, give your timing a twist!

Timing twisters are available for:

GM LS1/LS6
GM LS2/LS7
Ford 4.6L, '96-'04

MSD8625
MSD86251
MSD86252



ADJUSTABLE TIMING CONTROL

The MSD Adjustable Timing Control puts you in control of your ignition timing from the driver's seat! A dash mounted control knob allows you to adjust the ignition timing to compensate for changes in altitude, low octane gas, or heavy loads. For cars driven every day but raced occasionally on the weekends, this control is perfect. Increased fuel mileage and performance are just some of the benefits as the ignition timing can be advanced or retarded to prevent engine detonation. The control knob mounts to the dash board for easy and accurate timing adjustments up to 15°. The Control can be used on 4, 6 and 8-cylinder engines and must be used with an MSD Ignition Control.

MSD8680 Adjustable Timing Control, MSD Ignition



BOOST TIMING MASTER FOR MSD IGNITIONS

The Boost Timing Masters allow you to adjust the amount of ignition retard from 1° per pound of boost to 3° per pound via a control knob that you mount on the dashboard.

This way you can make adjustments on the fly to prevent detonation as fuel quality or altitude and air quality changes up to a maximum of 15° retard. You can also set a boost pressure point to start the retard. There is a boost pressure port to connect to your manifold and the BTM wires easily to the MSD Ignition Control. NOTE: This unit must be used with an MSD 6, SCI, 7, 8 or 10 Series Ignition.

MSD8762 BTM for MSD Ignitions



STARTER SAVER WITH SIGNAL STABILIZER

When you install a crank trigger system, having locked out timing may put a strain on the starter and flywheel.

This compact controller provides a retard that automatically retards the timing during cranking to ease the pressure. The MSD Starter Saver measures only 1.5" X 3.5" X 2" and wires into your ignition system with only four wires. It can be programmed to retard the timing 10° or 20° during cranking only. The retard is activated when the engine begins cranking and is deactivated once the engine reaches over 800 rpm. (If the engine rpm drops below 500 rpm it will activate again.) The Starter Saver receives the trigger signal through an MSD Crank Trigger pickup or the Distributor's magnetic pickup.

MSD8984 Starter Saver with Signal Stabilizer

NOTE: The Starter Saver can only be used on V8 applications using an MSD Distributor or Crank Trigger



UNIVERSAL BOOST TIMING MASTER

The Universal Boost Timing Master allows you to adjust the ignition timing in relation to the boost pressure plus it has a built-in inductive ignition. You can adjust the dash mounted control knob to retard the timing 1° - 3° per pound of boost, up to 15°.

You can also set a boost pressure point to start the retard. The increased spark output of the BTM helps burn the fuel mixture more efficiently resulting in more power - a definite advantage when boost pressure is increasing. The Universal BTM is designed to work with most single coil factory or aftermarket ignition amplifiers and points type distributors.

MSD5462 Universal Boost Timing Master (non MSD Ignitions)



START/RETARD CONTROL

With the large number of engines running locked-out timing, racers wanted a simple way to retard the timing during cranking plus have a single stage of retard available for high rpm or nitrous.

The Start/Retard Control lets you choose either 10° or 25° of retard during cranking only. The timing will retard only while cranking and returns to the set mechanical timing once the engine starts and you release the key or until the engine reaches 1,300 rpm. Along with the start retard feature, this Control also has a single stage of retard. This retard can be activated in times of nitrous to prevent detonation or at high rpm to achieve a little more top end. The amount of retard is adjustable with plug-in modules and is activated by a single wire that can be connected directly to a nitrous solenoid or a micro switch on the shifter. The Start/Retard Control is supplied with 2°, 3° and 4° modules. It must be used with an MSD 6, SCI, 7, 8 or 10 Ignition Control. **Start/Retard Control MSD8982**



DIGITAL MULTI-RETARD

The Digital Multi-Retard provides four different stages of retard along with an adjustable start retard feature - all of this with no modules!

The MSD Multi-Retard uses a high speed RISC microcontroller to direct the timing functions. This controller can make extremely quick compensations to the timing while maintaining accuracy to within 1°. There is also an innovative Magnetic Pickup Compensation circuit built-in to allow for rock steady timing with a variety of different mag pickups. There are four separate retard stages that can be activated independently or together for a total sum of retards. Each stage is adjustable from 0° - 9° and a maximum of 20° of retard can be pulled out. There is also an optional start retard circuit that can be programmed to retard the timing 5°, 10°, 15° or 20° during cranking. The Digital Multi-Retard can be used on 4, 6 or 8-cylinder engines and must be used with an MSD Ignition Control.

Digital Multi-Retard MSD8975



THREE STAGE RETARD CONTROL

The Three Stage Retard Control allows you to retard your ignition timing in three different stages. You can activate one retard for a nitrous stage and another at top end in high gear for more mph and still have another module left over for dual stage nitrous systems. When activated together, the retard amounts are cumulative so you get the total of the three. For example, if you pull 2°, then 4° on the second stage and another 2° at top end, the total retard is 8° (2+4+2=8). In addition to the individual retard stages, the Three Stage Retard Control has an optional start retard function that retards the timing 10° or 25° while cranking the engine. The Three Stage Retard Control connects easily to your MSD Ignition and can be triggered from points, electronic ignitions, crank triggers or magnetic pickup distributors. It is supplied with a 2°, 3° and 4° module and must be used with an MSD 6, SCI, 7, 8 or 10 Series Ignition.

Three Stage Retard Control

MSD8970



RETARD MODULES

MSD Retard Module Kits give you a full selection of retard modules to be used with your Timing Controls.

Retard Module Kits:

MSD8774 11°, 12°, 13°, 14°, 15°
MSD8775 16°, 17°, 18°, 19°, 20°
MSD8776 5°, 6°, 7°, 8°, 9°, 10°
MSD8777 1°, 2°, 3°, 4°, 5°
MSD8773 Zero Degree Module



RETARD MODULE SELECTOR

The Retard Module Selectors allow you to select between 12 retard amounts with the turn of a dial. The Selectors plug into the retard module receptacle of any MSD Timing Controls.

MSD8676 Retard Module Selector, 0°-11°



PROGRAMMABLE TURBO LAUNCH CONTROLLER

This stand alone microprocessor boost controller is exactly what-over-the-top turbo powered cars need. This Control uses an extremely fast microcontroller to control boost pressure via an electronically operated waste gate valve. Through easy to use Pro-Data+ software, you can control the amount of boost pressure used during the burnout and map a boost curve based on time for the launch and entire run. Control over the boost pressure is achieved through a PWM output that controls a three way electrically operated air valve that is installed between the turbo and the waste gate actuator. (This can also be programmed to your particular actuator.) To help in setting up and tuning the Controller, there is also an acquisition file that records the engine rpm, manifold pressure and the pulse width modulator output. After a pass you can save and download the file to review each pass.

Programmable Turbo Controller MSD7562



MSD MULTI-FUNCTION IGNITION CONTROLLERS

MSD engineers incorporated the favorite controls of the race proven Programmable Digital-7 Ignition into an accessory for racers already using an analog MSD Ignition Control with a rev limiter such as the MSD 6AL, SCI-L or 7AL-2. The Controllers are loaded with easy to program adjustments. The Controller lets you adjust the timing of every cylinder, map a complete timing curve, pull timing out during the launch, set rev limits, shift points, start retard and much more. Don't let all of these functions worry you. MSD developed two very easy ways to program the Controllers. For PC users, MSD offers the Pro-Data+ software or for the noncomputer racers, there is a hand-held Programmer Monitor. The Multi-Function Ignition Controllers can be triggered with a points/ECU trigger, magnetic pickup in a distributor or the non-magnetic pickup of a crank trigger. It must be used with an MSD Ignition Control and can be used on 4, 6 or 8-cylinder engines. Each is supplied with Pro-Data+ software disk, PC harness, vibration mounts, wiring and thorough instructions.

MSD8979 Multi-Function Ignition Controller

MSD8977 Multi-Function Ignition Controller with Boost Retard



SOFT TOUCH REV CONTROL - MSD 6T, 6TN, 6HVC

This rev limiter is designed exclusively for the MSD 6T, 6TN and 6-HVC Ignition Controls. It has a special 4-wire connector that plugs into the MSD Ignition. The Soft Touch is a very smooth rev limiting action that "holds" the engine at the selected rpm limit without backfires, extreme roughness or engine damage. The rpm limit is adjusted with plug-in modules and 6,000, 7,000 and 8,000 modules are supplied. NOTE: Must only be used with an MSD 6T, 6TN or MSD 6 HVC Ignition and is adjustable for 4, 6 and 8-cylinder operation. Soft Touch Rev Control, MSD 6T/6TN, **MSD8738 MSD 6 HVC Ignition**



SOFT TOUCH REV CONTROL™

For points and OEM Ignition systems. The Soft Touch Rev Control, MSD8728, is designed to be used on standard points ignition or inductive ignition systems. This means that the MSD8728 can be installed on engines with a GM HEI Ignition, Ford or Chrysler electronic ignition, any standard breaker points systems or even with an MSD 5 or Blaster Ignition (non-CD ignitions). The Soft Touch Rev Control is adjusted with plug-in modules and is supplied with 6,000, 7,000 and 8,000 rpm modules. When the engine reaches your set rpm, the Soft Touch circuitry kicks in and drops the spark to certain cylinders. This limiter produces very accurate and smooth, backfire free rev limits. Can be used on 4, 6 or 8-cylinder engines with inductive ignitions. NOTE: Not for use with CD Ignitions.

MSD8728 Soft Touch Rev Control, Non CD Ignitions



SOFT TOUCH MARINE REV CONTROL

The Marine Rev Control plugs directly into the 6M-2 Marine Ignition and will protect your engine from over-revving caused by broken drive components or when the boat's drive mechanism comes out of the water. Circuitry in the Soft Touch drops the spark from one cylinder at a time and then fires that cylinder on the next cycle for a smooth limiting action without backfires or roughness. The rpm that the limiting action occurs at is adjusted with plug-in modules and is supplied with modules for 4,000, 6,000 and 8,000 rpm.

MSD8768 Marine Rev Limiter, for MSD 6M-2 Ignition



Multi-Step RPM Selector, 2-Step Digital

These MSD 2-step rev controllers coupled with MSD's digital 6AL (msd6425) ignition box let you choose from two different rpm limits that can be activated at different times. For example, you can use a lower-rpm setting for staging and then automatically switch to a higher-rpm setting after you release your trans-brake or line lock. The 2-Step is also digitally controlled and connects to the Digital 6AL's gray tach output wire. There are two easy to read rotary dials that let you set the launch rpm in 100 rpm increments from 2,000-11,800 rpm. There is an activation wire that connects to the transbrake, a clutch switch or to the line-lock to activate the low rpm limit. When that switch is released, the low rpm limit is turned off and the car launches hard!

MSD8732 MSD TWO STEP MODULE SELECTOR DIGITAL



TWO AND THREE STEP MODULE SELECTORS

The MSD Module Selectors allow you to choose two or three different rpm limits that can be activated at different times. With this ability, the possibilities are endless. As an example, we'll use a drag car with a Three Step Module Selector plugged into the rpm socket of a 7AL-2 Ignition. The different rpm modules are activated when 12 volts is applied to a corresponding wire. By connecting one wire to the line-lock circuit, one module will be activated during the burnout. This helps keep tyre temperatures consistent and when the line-lock button is released, the limit turns off. When you're on the starting line, you can activate the second limit through the clutch or trans switch. This provides a steady and consistent rpm for firm holeshots every time. When no modules are selected, the remaining high limit is active to protect the engine in the event of driveline failure. The Two Step works the same, but only with two different limits. The Module Selectors can also be used with an MSD Timing Control. By plugging the Selector into a retard module socket, you can activate different retard amounts at select times. This is a great feature for engines being upgraded to a multi-stage nitrous system. With the addition of an RPM Activated Switch, you can use the Two Step to activate a shift light at different rpm. The Module Selectors must be used with an MSD Soft Touch Rev Control or a Timing Controller with a high speed retard module. No rpm or retard modules are supplied.

MSD8739 Two Step Module Selector
MSD8737 Three Step Module Selector



RPM ACTIVATED SWITCHES

MSD8950 RPM Activated Switch

MSD8956 RPM Activated Window Switch

MSD also offers an RPM Activated Switch to be used with Magnetos. A 12 volt source is required.



LS 2-Step

Launch Control

GM Performance fans will love this direct plug-in 2-Step Launch Control. The unit is easy to install with factory style connectors for a splice-free installation. When you're staged, you can hold the pedal to the floor while the rpm stays at a consistent level producing consistent launches.

2-Step for GM LS Series engines MSD8733

FORD COYOTE 5.0L

2-STEP 2011-ON

When activated, the rpm will be held at a steady rpm and once the green light comes on, release the clutch and take off - but be sure to hold on! The rpm is activated with two built-in rotary dials ranging from 1,800-9,900 rpm in 100 rpm increments. A handy LED shows when the launch rev limit is active.

- Easily set a launch rpm for consistent holeshots
- Connects to the factory coils for easy installation
- The best way to launch hard

Ford Coyote 5.0L 2-Step 2011-On MSD8731

TPS/RPM Activated Switch

MSD is making it easy to activate a nitrous system on late model engines with the new TPS/RPM Switch. This switch is easy to use with push button programming and works with mechanical switches or fly-by-wire systems. You can easily set an rpm on for precise activation in conjunction with a TPS setting. For high rpm protection you can select an rpm to deactivate the system. The universal switch can also handle up to 25 amps so in most cases a relay and extra wiring isn't needed.

TPS/RPM Activated Switch MSD8940

Manual Launch Control and Shift Light

This handy Controller lets you change the launch rpm setting of MSD's Programmable Controls for last second changes with the turn of a dial. This way, if you're in the staging lanes you can compensate for changing track conditions quickly. NOTE: For use with MSD Programmable Digital Controls.

Manual Launch Control MSD7551

LAUNCH CONTROL MODULE SELECTOR

To help drag racers achieve even more consistency, our engineers have incorporated an adjustable low rpm stage into a Three Step Module Selector! This allows you to make adjustments in 100 rpm increments from the driver's seat! The Launch Control Module features a shielded harness for increased protection against EMI so it can be mounted within easy reach of the driver. This way, as track conditions change while you're waiting in the staging lanes you can easily compensate the launch rpm. The Launch Control also features two other rpm limits; one for top end overrev protection and another to use during the burnout to achieve consistent tyre temperatures. These limits are adjustable with MSD's plug-in modules. No rpm modules are supplied.

MSD8735 Launch Control Module Selector, MSD 6 & 7 Series

DIGITAL RPM WINDOW SWITCH

Are you looking for an RPM Switch that will turn a circuit on, then off at a different rpm? How about one for your late model coil-per-cylinder ignition system? Or, something for your car with dual coil packs? Maybe one for a Viper or even a Harley Davidson? Look no further, our new Digital RPM Window Switch will do it all! This Switch will accept an input rpm signal from a coil negative terminal (for stock ignitions), a tach output from an ignition control, an ECU tach output or even a 5 volt tach signal. Another great feature is that no rpm modules are needed! The rpm activation points are programmed by simply scrolling through the LED display to your desired rpm amounts. The switch has two outputs; one Normally Open, the other is Normally Closed. It can be programmed from 200 rpm to 15,000 rpm in 100 rpm increments. It can be used with an input voltage of 9-18 volts.

MSD8969 Digital RPM Window Switch

RPM Module Kits

RPM module kits include five modules in 200 rpm increments. Each kit is within a 1,000 rpm range. For example, the MSD8745 is supplied with: 5,000, 5,200, 5,400, 5,600, 5,800 modules.

EVEN INCREMENTS

3,000-3,800: MSD8743	3,100-3,900: MSD87431
4,000-4,800: MSD8744	4,100-4,900: MSD87441
5,000-5,800: MSD8745	5,100-5,900: MSD87451
6,000-6,800: MSD8746	6,100-6,900: MSD87461
7,000-7,800: MSD8747	7,100-7,900: MSD87471
8,000-8,800: MSD8748	8,100-8,900: MSD87481
9,000-9,800: MSD8749	9,100-9,900: MSD87491
10,000-10,800: MSD8750	10,100-10,900: MSD87501
11,000-11,800: MSD8751	11,100-11,900: MSD87511
12,000-12,800: MSD8752	

ODD INCREMENTS

5700	5900
5100	5300
5500	

MSD ADJUSTABLE LOW RPM MODULE

With this module, the user you can dial-in any rpm between 1,000 and 3,000 rpm by simply turning a potentiometer. Ideal for vehicles with automatic transmissions that are using the MSD Two Step Module Selector to leave the starting line below 3,000 rpm.

MSD8677 Adjustable Module, 1,000-3,000 RPM

MODULE HOLDER

The MSD Module Holders are exactly what you need to keep track of your MSD RPM or Retard Modules. Machined from a solid piece of aluminum or a new flexible plastic piece are available.

MSD8755 Module Holder

RPM MODULE SELECTORS

The RPM Module Selector plugs directly into the rpm module socket on all MSD Soft Touch Rev Controls & accessories that use plug-in modules. The user can then select between twelve different rpm limits by simply turning the knob. Six models are available to cover a range from 3,000 rpm to 12,800 rpm in 200 rpm increments.

MSD8670 Module Selector, 3,000-5,200

MSD8671 Module Selector, 4,600-6,800

MSD8672 Module Selector, 6,000-8,200

MSD8673 Module Selector, 7,600-9,800

MSD8674 Module Selector, 9,000-11,200

MSD8675 Module Selector, 10,600-12,800

DUAL TIME DELAY SWITCH

Do you need to activate a timing retard for a split second to get your small tyre drag car to hook up? Or what about activating a nitrous solenoid 0.8-seconds into a run? Our new Dual Time Delay Switch can accomplish both of these needs! The Dual Time Delay Switch allows you to provide a ground, or remove a ground to a circuit or control relay to two different circuits. The Switch can easily be programmed in 0.01-second increments using the touch screen and the LED read out.

MSD7563 Dual Time Delay Relay

Note: Max Drive is 2 amps per switch.

MSD8966 MSD Smart Switch

TACH SIGNAL GMR PICKUP

This little device simply attaches, no splicing or cutting, to a current carrying wire and turns that information into a 12-volt rpm signal. This signal can be used to activate a shift light, rpm activation switch or a tachometer. One example is to connect the GMR, which stands for Giant Magneto-resistive, to a diesel injector current wire. This will produce a signal that can be used to trigger a tachometer or a shift light! There's no easier way to connect an rpm device to a diesel engine! Another example is on a late model engine equipped with a coil-on-plug ignition system. One of the coil's primary current wires is simply routed into the pickup clip and GMR converts this pulsing into a 12-volt signal for a shift light!

MSD8918 GMR Pickup

STAND ALONE SOLID STATE RELAY

Clean up your wiring with an MSD Solid State Relay Block. This module takes the place of 4 standard relays and eliminates unsightly wiring. 4 independent channels can be activated using either power or ground. Each channel is capable of handling up to 20 Amps of continuous current providing up to 80 Amps of power. Controls electric fans, water pumps, nitrous solenoids, auxiliary lighting and any other electrical accessories that would normally require a relay. LED status indicators ensure proper wiring and operation of each channel. Should a problem arise, the relay block has built-in automatic over-temp, short circuit and overload protection. The 7564 can easily be mounted using the supplied hardware and mounting tabs that can be rotated 90° to accommodate various mounting locations. It's compact and clean design will make your wiring project a breeze.

- 4 Channels, 20 Amps each

- Clean, easy install with minimum wiring

- Over temp, short circuit and overload protection

- Diagnostic LED's

- Multiple mounting options

- Activate with power or ground

- Channels can be run in parallel for devices requiring more than 20A single-channel rating

MSD7564 Red Stand Alone Solid State Relay

MSD75643 Black Stand Alone Solid State Relay

Programmable Fuel

Pump Voltage Booster

The updated Fuel Pump Booster is an easy way to maintain the proper fuel pressure on your car after adding a power adder such as a turbo or supercharger. What is updated you say? The new model allows you to make your boost adjustments through a PC for improved control and accuracy. The Booster ensures that the engine receives the fuel it needs to make up for the increase in air being pumped into the intake manifold. It will increase the voltage to the factory fuel pump in proportion to manifold pressure in order to maintain the proper fuel delivery. The amount of increase is adjustable from a range of an additional 1.5 - 22 volts up to 30 psi which can all be set and adjusted from your PC with MSD's easy to use Windows based software. The MSD Booster will wire to the factory fuel pump relay or with a secondary booster pump.

MSD2351 Programmable Fuel Pump Voltage Booster

PROGRAMMABLE 5-STAGE DELAY TIMER

If you want certain circuits to be activated at a precise time during a run, the Programmable 5-Stage Delay is the answer. The Delay has five different outputs that can be timed in sequence to activate different circuits or solenoids. Each of the outputs can be programmed to activate or deactivate a circuit from 0.001 - 5.000 seconds. The outputs consist of individual Smart-FET drivers which are monitored by the microcontroller for overload or short circuits. In this event, an LED will show an alert. Each Delay also has an LED to show its activity. The Programmable 5-Stage Delay is a stand alone control and can be used with most any ignition system.

MSD7560 Programmable 5-Stage Delay

Programmable Multi-Step Shift Light Controller

If you want to program a different shift point for each gear, here's your answer! Through the Pro-Data+ software or optional Hand Held Monitor you can set a different rpm point to activate your shift light. Another great feature is an rpm launch window. This allows you to use the shift light to achieve your ideal launch rpm. By selecting a low and high rpm "window" the light will glow when the engine rpm is within this rpm range resulting in consistent holeshots.

Programmable Multi-Step

- Program different rpm shift points for each gear.
- Select an rpm setting to use as a launch rpm light.
- Wires with or without an MSD Ignition Control.
- Programmable in 100 rpm increments for transmissions from 2-6 gears.

MSD7549 Shift Light Controller

MSD7549

MAGNETOS

MSD 20 AMP GENERATORS

The 20 amp magneto is a favourite in alcohol slurping engines such as sportsman dragsters and quick-8 racers. The three different generators available, a band clamp design in cw and ccw rotation plus model built on a chevy distributor base. All three require the msd8106 electronic points box. The band clamp version are equipped with a large ford style cap while the chevy version uses a cap a 4-inch cap and both are topped with a heavy duty retainers.

MSD81392 MSD Chev pro mag

20 tall deck generator

MSD81502 MSD PRO MAG 20

generator cw dunn drive

MSD81602 MSD PRO MAG 20

generator ccw dunn drive



PRO MAG 44

The Pro Mag 44 is the King of all magnetos. With no points to replace, no magnets to recharge and by producing an amazing 44 amps of primary current, it's no wonder that the 44 is the only choice in nitro gulping top fuel racing! The 44 requires an external Electronic Points box to manage the primary current through the accurate triggering of the magnetic pickup. A special coil is required to handle this hit of current and pumps it up to 50,000 volts with over 1 Amp of energy firing across the plug gap. For racers with serious boost pressures and fuel, the Pro Mag 44 is the only way to go.

PRO MAG 44 GENERATOR RED

MSD8130	Pro Mag 44 Gen CW
MSD81305	Pro Mag 44 Gen CW w/ PRO CAP
MSD81394	Pro Mag 44 Gen Chevy Tall Deck std cap
MSD8140	Pro Mag 44 Gen CCW
MSD81405	Pro Mag 44 Gen CCW w/ PRO CAP
MSD8142	Pro Mag 44 Coil
MSD8143	Pro Mag 44 Extension Harness 2ft
MSD8145	Pro Mag 44 Points Box Standard
MSD8147	Pro Mag 44 Points Box w/ Rev Limiter

PRO MAG 44 GENERATOR BLACK

MSD81303	Pro Mag 44 Gen CW (Black)
MSD81307	Pro Mag 44 Gen CW w/ PRO CAP (Black)
MSD81423	Pro Mag 44 Coil (Black)
MSD81453	Pro Mag 44 Points Box Standard (Black)
MSD81473	Pro Mag 44 Points Box w/ Rev Limiter (Black)



PRO MAG 12LT

Designed with Sprint cars in mind, the Pro Mag 12LT offers light weight, and incredible power. The compact housing also sits an inch lower for improved clearance of the fuel injection plus features a band clamp mount for easier timing adjustments. The Electronic Points Box is the brain of the Pro Mag 12. It controls the spark duration and the unique full power firing sequence of the Pro Mag 12. The energy from the generator is controlled with Field Effect Transistor (FET) technology which is far superior to mags still using points as a trigger source. Each Pro Mag 12LT is supplied with a bronze gear, band clamp, cap and rotor.

MSD7910	Chrysler SB
MSD7915	Ford 351W
MSD7916	Ford 351C
MSD7908	Chevrolet
MSD8139	Chevrolet Tall Deck
MSD8149	Chevrolet Extra Tall Deck
MSD8150	Band Clamp Mount CW Rotation
MSD8160*	Band Clamp Mount CCW Rotation
MSD8106	Electronic Points Box
MSD8102	Quick Release mount for Points Box
MSD79082	Chevrolet Short (Black)
MSD79083	Chevrolet (Black)
MSD81063	Electronic Points Box (Black)

MSD PROGRAMMABLE PRO MAG CONTROLLER

This Programmer combines MSD's race proven Pro-Data+ programming technology with the incredible power of the Pro Mag. The easy-touse Windows based software makes plotting an ignition curve or altering the timing of individual cylinders simple. The result is accurate and consistent control over your Pro Mag's timing in ways never before possible!

TOTAL PRO MAG PROGRAMMING CONTROL

- Individual Cylinder Management allows up to 10° of retard per cylinder.
- Plot a time based retard curve in 0.05 second intervals and 0.1° increments.
- Program an ignition curve in relation to boost pressure up to 75 psia or psig.
- Activate and deactivate a circuit by engine boost pressure, rpm or in time down to 0.1 second.
- Program a timing curve down to 0.1° per 100 rpm increments up to 12,500 rpm.
- Set different rpm shift points for each gear shift and a retard for each gear.
- Select a timing curve for use on the holeshot to improve traction.
- Square wave tachometer output signal for acquisition equipment.
- Set three different stages of retard for independent activation.
- View the timing curves and retards in real time.

MSD8973 Programmable Pro Mag Controller

SIX SHOOTER

The Six Shooter allows you to retard the timing up to six different times and amounts to provide you with more control over the magneto's timing all the way down the track.

There are six retard stages available for each Pro Mag (dual systems) and each sequential stage has its own activation wire. The Shooter must be used with the Pro Mag Timing Control, PN 8168, and is designed to be mounted right below it so installation is simple. Each retard of the Shooter is separate and is activated when 12 volts are supplied to its corresponding activation wire.

Note: A 12 volt source is required. No retard modules are supplied.

Pro Mag Six Shooter



MSD8158



Programmable Controls

The all new Digital Retard Control and Interface offer up to 32 steps of retard for each magneto! What's better than 32 possible steps of retard? How about the fact that these can be programmed to be activated through time. This means that all of the pneumatic activation controls and complicated hoses and wiring can be replaced by one easy to install component! The battery powered Interface has an LCD touch screen for easy programming. Up to 30° of retard can be set in 0.5° increments down to 0.05-second intervals. The retard curve is interpolated creating a smooth, precise timing setting. The unit will store up to four different programs so changing from one to another is quick and easy. Other unique programs include a throttlelift alternate setting and an automatic pickup signal selector. This means that in the case of a pickup failure, the other processor will duplicate its retard program for the other channel. The Programmable Retard System can be used with the Pro Mag 12 and 44 systems.

Pro Mag Digital Retard Interface MSD7570

Pro Mag Digital Multi-Stage Retard Control ANDRA Approved

MSD 8971-BLUE

PRO MAG TIMING RETARD

Ignition timing is always a compromise of power because one setting will not produce optimum combustion throughout the entire rpm range of your engine. The Pro Mag Retard Control allows you to compensate for these changes by retarding the timing at exactly when you want, and how much you want. The Timing Retard features two separate channels so it can be used with single or dual Pro Mag systems. The amount of retard is set with MSD retard modules and up to 30° (with MSD Pro-Cap) can be removed. The retard is activated with two activation wires and can be controlled manually, through a timer or rpm activated switch. There is a built-in tach output terminal that can be used to trigger an rpm activated switch plus there's an LED that indicates when the retard for each channel is activated. The Pro Mag Timing Retard is supplied with retard modules for 1° - 10°, vibration mounts and shielded harnesses. Note: For use with all MSD Pro Mags and a 12 volt source is required.

Note: For maximum retard rates, the MSD Pro Cap must be used.

Pro Mag Timing Retard MSD 8168



TACH CONVERTER

The output signal that is used to trigger magnetos is different than a conventional electronic ignition. This compact device converts the Pro Mag's coil signal into a 12 volt square wave signal so common tachometers designed for electronic ignitions can be used with the Pro Mag. The Converter is less than three inches in length and its circuits are encased in epoxy for water and vibration resistance.

Pro Mag Tach Converter

MSD8132

Note: Requires a 12 volt source.

Also operates with Mallory and Vertex magnetos.



Timing Tape Pro 44 Magneto

Proper ignition timing is essential to your engine's performance. Get it right with a little help from MSD! MSD Pro Mag timing tape will assist in the initial setup of your Pro Mag's timing. Designed for use with Pro Mag 44 magnetos, this timing tape is placed on the generator housing. Then, by fashioning a pointer, you get a better idea of when to change the ignition timing by moving the housing.

MSD8126

Timing Tape Pro MAG 44

12LT CHEVY SLIP COLLAR AND CLAMP

The Chevrolet Pro Mag 12LT, part number MSD7908, features a unique Slip Collar and Anti-Rotation Clamp assembly. The Clamp features MSD's three point clamp design plus its straight edges match to the Slip Collar so it cannot rotate at all.

Anti-Rotation Clamp - Steel, 0.22lbs

MSD7905



BAND CLAMP

This extra strong, locking band clamp is required when using a Band Clamp magneto mount (12 or 44 versions). The stainless steel Clamp tightly locks and holds the generator to its drive housing.

Band Clamp

MSD8148



DUNN CROSS DRIVES

All of the MSD band clamp style Pro Mags are supplied with a standard "Dunn Cross Drive". The MSD Dunn Drive is CNC machined from 1018 steel then receives a corrosion resistant QPQ coating. The replacement drive mechanism is supplied with a new locknut for installation.

Cross Drive for Band Clamp, 0.900" tall

MSD 8107



12LT CAP-A-DAPT

If space permits, this Cap-A-Dapt is a great update for Pro Mag 12LT generators. A billet aluminium housing bolts in place on the top of the mag, followed by an adapter ring. The rotor drive is modified to accept a larger rotor for the increased diameter of the new cap. The kit comes complete with a rotor adapter, rotor, cap spacer, housing and cap.

Fits Tall Chev Only, MSD8139, MSD8149

MSD8123



PRO MAG SETUP TOOL

This special tool may look strange, but it will help you get your timing set before firing the engine. A special cap allows you to crank the engine without it firing so you can set the timing with a timing light. A cut-out in the cap also allows you to check the rotor phasing.

Pro Mag Setup Kit, Pro Cap

MSD7405



PRO-CAP

The MSD Pro-Cap is the largest and strongest cap and rotor available! There are two Pro-Cap kits available; One for use on most MSD Pro-Billet Distributors and another for MSD Pro Mags. The Cap has a big five inch diameter with two full inches between each terminal! This ensures accurate spark delivery and far less chance of spark scatter inside the cap. The entire assembly is injection molded from Dupont® Rynite™ material for incredible strength and high dielectric properties. The Rotor features a deep skirt and thick vanes to stir up the air to prevent ionization and the rotor screws are even overmolded with Rynite for increased spark isolation. The extra thick rotor tip can easily handle high heat and is indexed and firmly secured with two screws. The Pro-Cap is crowned with a screw-down retainer to keep all of the plug wires firmly attached to each terminal.

MSD7445 Pro-Cap for most MSD Distributors

MSD7455 Pro-Cap for MSD Pro Mag

MSD7411 Pro-Cap Rotor Rebuild Kit

MSD7408 Replacement Cap

MSD7409 Replacement Wire Retainer

MSD7424 Replacement Rotor for MSD7445

MSD7423 Replacement Rotor for MSD7455

MSD7456 Replacement Spacer for MSD7455

MSD74083 Replacement Cap (Black)

MSD74093 Replacement Wire Retainer (Black)

MSD74563 Replacement Spacer (Black)



CAP/WIRE RETAINER

Racing produces high winds and severe vibrations which can actually "whip" a plug wire causing it to fall off. With an MSD Wire Retainer this is impossible! These Retainers will securely hold the Pro Mag's cap in place while locking the spark plug wires to the terminals. **Band Clamp Pro Mags and MSD8123 Cap-A-Dapt MSD8121**



12 AMP MAG KILL SWITCHES

These heavy duty switches will stand up to the abuse of the racing world. The switches are rated to handle the power of the Pro Mag 12. The housing is designed to survive high impacts and features a molded-in elastomer seal between the toggle lever and bushing. The beefy aluminum housing provides a secure mount to withstand extreme racing conditions. Note: Not for use with the Pro Mag 44. **SPST Kill Switch, Single 12 Amp Mag Only MSD8111**



KILL SOLENOID

This heavy duty Solenoid is designed to handle the high current of the ProMag 44 as well as the vibrations and harsh conditions of Top Fuel racing. The Solenoid is Normally Closed and when you apply 12 volts to it, it opens the ground path and allows the engine to run. Once the 12 volts are removed the Solenoid closes to ground shutting off the magneto's power. **44 Amp Kill Solenoid MSD8134**



REPLACEMENT CAP AND ROTOR

This replacement cap and rotor are injection molded from Dupont Rynite material for high voltage isolation characteristics with heavy duty construction. Stainless terminals are used for resistance to corrosion caused by ozone in the cap. The rotor features a brass/stainless steel rotor tip plus has a lock screw for secure mounting to the Mag's shaft. **Replacement 4" Cap and Rotor MSD7919**
Replacement 4" Cap and Rotor (Black) MSD79193



REPLACEMENT PRO MAG 44 CAP AND ROTOR

This Cap and Rotor Kit is the replacement for the 44 Amp Pro Mags, or the 12 Amp Band Clamp models. The cap and rotor are molded from Dupont Rynite material with excellent high voltage isolation characteristics. The rotor features a brass/stainless steel rotor tip that is screwed into the rotor ensuring long life at high rpm. **Replacement Large Cap and Rotor MSD8119**
Replacement Rotor Only MSD7920



REPLACEMENT BLACK RING

Known simply as "the black ring" this is a replacement spacer that comes on full size band clamp Pro Mags (MSD8130, MSD8140, MSD8150, MSD8160 Generators) **Replacement Cap Ring MSD8120**



REPLACEMENT HARNESSSES

These replacement harnesses suit the MSD8168 Pro Mag Timing Retard Control. **Replacement Activation Harness MSD8163**
Replacement Shielded Mag Pickup Harness MSD8164



PRO MAG BAGS

This heavy duty nylon bag will protect your Pro Mag from water and mud during post-race cleanup or even on the track. Each bag is made from a durable nylon with a polyurethane backing to repel water and has a thick draw cord with a quick release barrel lock. **Mag Bag, Pro Mag 12LT Generator MSD8166**



Magneto Hold Downs

RCD's magneto hold-down provides the ultimate clamping ability which prevents movement of the magneto base. An adjustable aluminium post allows height to be changed so clamp is normal to the hold-down stud. **Magneto Hold-Down 481X Titanium RCD301811-0005**
Magneto Hold-Down 481X Steel RCD301811-0006
Magneto Hold-Down 426 Titanium RCD301811-0010
Magneto Hold-Down 426 Steel RCD301811-0011



Magneto & Fuel Pump Clamps

These unique three piece holding clamps provide the ultimate means of clamping a magneto or fuel pump to the drive base. Unlike band clamps, this billet, three piece clamp retains its proper shape for the maximum holding power. Clamps are machined from 7075-T6 aluminium. **Billet Magneto Clamp RCD RCD301806-0001**
Billet Magneto Clamp Dunn RCD301806-0002
Billet Fuel Pump Clamp RCD300707-0002
Fuel Pump Clamp Adapter RCD300705-01



Magneto Supports

These magneto supports clamp around the magneto body. The dual support clamps between the two magnetos and the single supports use a strut mounted to the engine. **Single Magneto Support 4.37" Long RCD301821-0037**
Single Magneto Support 7.00" Long RCD301821-0038
Dual Magneto Support RCD301821-0004



Offset Magneto Drive

Offset Magneto Drive clamps to our Fuel Pump Extensions, extending the fuel pump out 2.45" while providing a drive for a magneto or 426 style dry sump oil pump. The second drive is parallel to the fuel pump drive and offset 6.60". Input drive shaft is machined from heat treated chrome-moly steel with ball bearing on both sides of drive sprocket. A flexible coupler between the magneto and drive minimizes impact loading on the magneto. A 3/8-16 tapped hole is provided on the back of magneto side to brace the housing. **Offset Magneto Drive Short Shaft RCD302000-0003**
Offset Magneto Drive Long Shaft RCD302000-0005



Dual Magneto Drive

Dual Magneto Drive is used in conjunction with the Angled Magneto Drive. The 10" offset of the Angled Magneto Drive moves the magnetos away from the right cylinder head while keeping the drive tucked in close to minimize interference with the blower belt. The first magneto is driven directly from the angled drive, while the second magneto is driven by a 1/2" wide, 8mm GT belt. A rod end and brace are provided to support the end of the drive. The drive is easily removed with the angled drive remaining in the block allowing it to be quickly installed on a spare engine that has the angled drive installed and timed. **Dual Magneto Drive RCD302000-0015**



BILLET FRONT OFFSET DRIVE w/ SUPPORT BRACE

The RCD drive can be mounted directly to the cam cover for unblown applications, or if the blower drive is already extended. **• Drive and Mag can be clocked anywhere in 360 degrees**
• Standard rotation for S/B & B/B Chevy
• Oil feed port
• 3 bolt magneto clamp **RCD-302500-0010**



Angled Magneto Drive

This unique RCD part, angles the magneto 10° to clear cylinder heads, blower and manifold. It features a one piece housing machined from billet 2024-T3 aluminium and input shaft/oil pump drive machined from heat treated and ground 300M steel, a universal joint mounted in ball bearings and a flexible coupler between the magneto and drive to minimise impact loading on the magneto. **Angled Magneto Drive 392/417 RCD303000-0010**
Angled Magneto Drive TFX/426/KB RCD303000-0015
Angled Magneto Drive 481X RCD303000-0020
Replacement Angle Drive Bronze Drive gear (TFX/426/KB) RCD303021-09



Triangle Drive

The RCD triangle drive was designed for engines with limited drive options and will attach to any marmon clamp style fuel pump extension. The RCD triangle drive is constructed of billet 2024 aircraft grade aluminium. The 8mm Gates Poly Chain GT drive belt is completely enclosed to keep out debris. Any of the three drive locations can be used for magneto, 426 style oil pump or fuel pump by simply changing mounting flanges. All drive locations are coupled with hytel spiders to help dampen engine harmonics. There are three threaded holes on the back of the drive if extra bracing is needed. The triangle drive comes with everything you need to drive two magnetos and a fuel pump. Billet clamps are recommended with this drive because of the horizontal mounting style. Clamps are sold separately. 426 style wet or dry sump oil pump adapter is also sold separately. **Triangle Drive RCD303500-0001**



IGNITION LEADS



XPPO UNIVERSAL LEAD SETS

Aeroflow's Universal spark plug wire sets come with the spark plug terminal and boots fitted with the other end open. Distributor cap boots and terminals for both late model type (HEI male terminals style) and early style (female terminals) are included so you can cut to the preferred length. The kit is supplied with a mini crimper. It is a 8 cylinder kit supplied with three 32" 812.80 mm, two 48" 1219.20mm, two 50" 1270mm and two 56" 1422mm

Part No Colour Description

Universal Plug Wire Kits

AF4030-31193	Black	Multi-angle, standard & HEI cap ends
AF4530-31199	Red	Multi-angle, standard & HEI cap ends
AF4030-31233	Black	90°, standard & HEI cap ends
AF4530-31239	Red	90°, standard & HEI cap ends

Direct Fit Plug Wire Sets

AF4030-32813	Black	LS1 early ignition lead set
AF4530-32819	Red	LS1 early ignition lead set
AF4030-32823	Black	LS2 ignition lead set
AF4530-32829	Red	LS2 ignition lead set



XPPO IGNITION LEADS

- Spiral Wound
- Low Resistance (40-50 ohms per foot)
- High EMI Suppression
- Durable Silicon Sleeve
- Available in Red or Black Outer Cover

BLACK IGNITION LEAD

AF4030-0001	1 metre
AF4030-0005	5 metres
AF4030-0010	10 metres
AF4030-0100	100 metres

RED IGNITION LEAD

AF4530-0001	1 metre
AF4530-0005	5 metres
AF4530-0010	10 metres
AF4530-0100	100 metres





MSD 8.5mm Super Conductor Wire Available in RED or BLACK

The MSD 8.5mm Super Conductor Wire is the ultimate performance plug wire. The wire's extremely low resistance with high Electro Magnetic Interference suppression is a combination that defies the common laws of physics. Less resistance means more energy is delivered to the plugs which helps burn the fuel mixture completely and complete combustion means more power. With less than 50 ohms per foot, the 8.5mm wire is capable of delivering 30 times more spark energy to the plug over most OEM wires! This low resistance is produced due to a special copper alloy conductor. The copper-alloy material has excellent voltage carrying capabilities as well as strength. This conductor is then tightly wound around a ferro-magnetic impregnated center core. So tightly in fact, that for every single foot of wire there is 40 feet of conductor windings! This combination is responsible for suppressing EMI noise to the equivalent of a 1,500 ohm per foot wire. The outer sleeve of the Super Conductor is just as impressive as the conductor. The tough sleeve also provides a solid foundation to crimp the terminals, delivering the highest terminal pull-off strength of any other performance wire. Many different custom length sets are available as well as universal sets that you custom tailor to match your application. Available in Red and Black.

V8 Heli-Core & Superconductor Lead Sets

Application	Terminal Style	Super Conductor	
		Black	Red
Chev & Holden LS1 with 8" Leads (Cars)	LS1	MSD32813	MSD32819
Chev & Holden LS1 with 12" Leads (Trucks)	LS1	MSD32823	MSD32829
Chrysler Big Block 383-440, 1973-On	HEI	MSD32733	
Ford 302-351 Windsor, 1977-1993	HEI		MSD31329
Ford 302-351 Cleveland & 400M	HEI	MSD35383	
Ford 429-460 Big Block	HEI	MSD35383	
Ford 390-428 FE Big Block	HEI	MSD35383	

Sport Compact Super Conductor Lead Sets

Application	Year	Red
Honda Civic 1.5L SOHC 8V	1992-95	MSD32319
Honda Civic 1.6L SOHC 16V	1990-91	MSD32319
Honda Civic 1.6L DOHC 16V	1994-00	MSD32349
Honda CRV LX, EX	1997-01	MSD32329
Honda CRX 1.5-1.6L	1988-91	MSD32319
Honda Integra GSR 1.7-1.8L	1992-95	MSD32329
Honda Integra GSR & Type-R	1996-01	MSD32349
Honda Prelude 2.2L VTEC	1993-01	MSD32389
Mazda MX-5 1.6L & 1.8L	1989-09	MSD32599
Mazda RX-7 Turbo	1993-97	MSD32319
Mitsubishi Lancer VR4 4G63	1994-On	MSD32279
Mitsubishi Lancer EVO 4G63	1995-99	MSD32719

MSD Streetfire Lead Sets

The Street Fire Spark Plug Wires feature a low resistance conductor that's wrapped in a sleek and durable black sleeve. The terminals are covered in black boots that protect the conductor from engine heat to ensure spark delivery.

- Helically wound conductor suppresses electro and radio noise
- Kevlar core combination for great strength and durability
- Heavy duty terminals for secure connection
- 8mm silicone and synthetic jacket resists heat and abrasion
- 500 Ohms per foot resistance for improved spark delivery and power
- Silicone boots protect against high exhaust temps
- Made In USA



Chevrolet

Small Block, 318-360, Points Style	MSD5530
Big Block, 383-440 Points Style	MSD5531

Ford

302-351 Cleveland & 429-460, Points Style	MSD5542
289-302 Windsor, Points Style	MSD5543
5.0L EFI Windsor, 1994-ON	MSD5544

Universal

Multi Angle Plug, Points & HEI Style Caps	MSD5551
90° Plug Boots, Points & HEI Style Caps	MSD5553

XPRO IGNITION LEAD BOOTS (boots & terminals)

BLACK Boots (2 Pack)

AF4030-3301	Multi-angle (2 Pack)
AF4030-3320	90° (2 Pack) (male terminal with retainer)
AF4030-3321	90° (2 Pack) (suits female terminals)
AF4030-3311	90° (2 Pack) (suits male terminals)
AF4030-3304	45° for LS Chevy coil (2 Pack)

BLACK Boots (9 Pack)

AF4030-8849	90° (9 Pack) (male terminal with retainer)
AF4030-8851	90° (9 Pack) (suits female terminals)
AF4030-8850	90° (9 Pack) (suits male terminals)

GREY Boots (2 Pack)

AF4530-3301	Multi-angle boots and terminals (2 Pack)
AF4530-3320	90° (2 Pack) (male terminal with retainer)
AF4530-3321	90° (2 Pack) (suits female terminals)
AF4530-3311	90° (2 Pack) (suits male terminals)
AF4530-3304	45° for LS Chevy coil (2 Pack)

GREY Boots (9 Pack)

AF4530-8849	90° (9 Pack) (male terminal with retainer)
AF4530-8851	90° (9 Pack) (suits female terminals)
AF4530-8850	90° (9 Pack) (suits male terminals)

LEAD ASSEMBLY TOOL

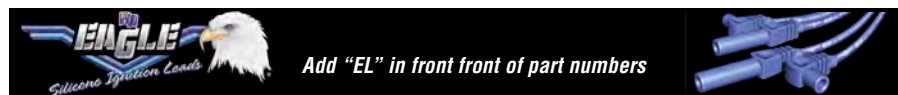
AF4030-3053 X-Pro Lead assembly tool for 8mm and 8.5mm wires



LEAD CRIMP TOOL

The AeroFlow ignition lead crimp tool is perfect for helping you make professional quality crimps when assembling your ignition leads. Standard jaws suit 8.5mm (11/32") leads. Optional jaws are available to suit insulated and non insulated

Part No	Description
AF98-2070	Crimp tool with 8.5mm (11/32") lead jaws
AF98-2071	Crimp jaws suit insulated electrical terminals
AF98-2072	Crimp jaws suit NON-insulated electrical terminals for auto electrical applications.



Add "EL" in front of part numbers

8.0mm Heavy Duty Street

Available in blue only

10.5mm Eliminator Series II

Available in blue only.

11.0mm Ultimate Series

Available in black only.

These leads are custom made & are Non-returnable

9.0mm Eliminator Series I

Are blue, other colours by special order.

11.0mm Eliminator Series III

Available in black with gold print only.

Vehicle Make & Model	Eng Cap	Dist Cap	8.0mm Heavy Duty Street	9.0mm Eliminator Series I	10.5mm Eliminator Series II	11.0mm Eliminator Series III	11.0mm Ultimate Series
Chevrolet - 8 Cyl.							
Small Block Over Rocker Cover							
Straight Distributor & 90° Spark Plug Boots	283-400	STD	8813HD	E9813	E105813	E11813	11813
90° Distributor & 90° Spark Plug Boots	283-400	STD	8814HD	E9814	E105814	E11814	11814
90° Distributor & 90° Spark Plug Boots	283-400	HEI	8835HD	E9835	E105835	E11835	11835
Small Block Under Exhaust Manifold							
Straight Distributor & 90° Spark Plug Boots	283-400	STD	8811HD	E9811	E105811	E11811	11811
90° Distributor & 90° Spark Plug Boots	283-400	STD	8812HD	E9812	E105812	E11812	11812
90° Distributor & 90° Spark Plug Boots	283-400	HEI	8834HD	E9834	E105834	E11834	11834
No Distributor Boots & 90° Spark Plug Boots							
OAC Vertex® Magneto usage (Internal Coil)	283-400	MAG	-	-	-	-	118006
90° Magneto & 90° Spark Plug Boots							
OXC Vertex® Magneto Usage (External Coil)	283-400	MAG/HEI	-	-	-	E118118	118118
90° Magneto & 90° Spark Plug Boots (MSD® Magneto Usage)							
	283-400	MAG/HEI	-	-	-	E118116	-
Small Block Around Rocker Cover (Suits SK-481 & SK-483 Separator Kits Only)							
90° Distributor & 90° Spark Plug Boots	283-400	STD	8848HD	E9848	E105848	E11848	11848
90° Distributor & 90° Spark Plug Boots	283-400	HEI	8849HD	E9849	E105849	E11849	11849
Block Over Rocker Cover							
Straight Distributor & 145° Spark Plug Boots	396-454	STD	8850HD	E9850	E105850	E11850	11850
Straight Distributor & 180° Spark Plug Boots	396-454	STD	8851HD	E9851	E105851	E11851	11851
90° Distributor & 145° Spark Plug Boots	396-454	STD	8852HD	E9852	E105852	E11852	11852
90° Distributor & 180° Spark Plug Boots	396-454	STD	8827HD	E9827	E105827	E11827	11827
90° Distributor & 145° Spark Plug Boots	396-454	HEI	8853HD	E9853	E105853	E11853	11853
90° Distributor & 180° Spark Plug Boots	396-454	HEI	8836HD	E9836	E105836	E11836	11836
Big Block Under Exhaust Manifold							
Straight Distributor & 90° Spark Plug Boots	396-454	STD	8854HD	E9854	E105854	E11854	11854
90° Distributor & 90° Spark Plug Boots	396-454	STD	8828HD	E9828	E105828	E11828	11828
90° Distributor & 90° Spark Plug Boots	396-454	HEI	8837HD	E9837	E105837	E11837	11837
No Distributor Boots & 90° Spark Plug Boots							
OAC Vertex® Magneto Usage (Internal Coil)	396-454	MAG	-	-	-	-	118007

Eagle Leads Continued	Eng Cap	Dist Cap	8.0mm Heavy Duty Street	9.0mm Eliminator Series I	10.5mm Eliminator Series II	11.0mm Eliminator Series III	11.0mm Ultimate Series Big
Vehicle Make & Model							
Chevrolet - 8 Cyl. Continued							
90° Magneto & 90° Spark Plug Boots							
OXC Vertex® Magneto Usage (External Coil)	396-454	MAG/HEI	-	-	-	E118120	118120
90° Magneto & 90° Spark Plug Boots							
MSD® Magneto Usage	396-454	MAG/HEI	-	-	-	E118121	-
Big Block Around Rocker Cover (Suits SK-480 & SK-482 Separator Kits Only)							
90° Distributor & 145° Spark Plug Boots	396-454	STD	8855HD	E9855	E105855	E11855	11855
90° Distributor & 145° Spark Plug Boots	396-454	HEI	8856HD	E9856	E105856	E11856	11856

Chevrolet/Corvette - 8 Cyl.

Small Block

Corvette, Carb models (>1974)	327-350	STD	8857HD	E9857	E105857	E11857	11857
Corvette, Carb models (1975-82)	5.0/5.8	HEI	8858HD	E9858	E105858	E11858	11858
Corvette, Crossfire & Tunedport Inj. (1982>)	5.8L	HEI	8859HD	E9859	E105859	E11859	11859

Big Block

Corvette, Carb models (>1974)	396-454	STD	8860HD	E9860	E105860	E11860	11860
Corvette, Carb models (1975>)	396-454	HEI	8861HD	E9861	E105861	E11861	11861

Chrysler

180° Distributor & 90°/145° Spark Plug Boots	383-440	STD	88190HD	E98190	E1058190	E118190	118190
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Chrysler/Keith Black® - 8 Cyl.

Around Supercharger (Mallory® Super-Mag)

Keith Black/JP Dual Plug Race motors. Front Plug Lead Set -	MAG/HEI	-	-	-	-	E118134	118134
Keith Black/JP Dual Plug Race motors. Rear Plug Lead Set -	MAG/HEI	-	-	-	-	E118135	118135

Keith Black/JP Dual Plug Race motors

Fitted with Fat Heads. Front Plug Lead Set	MAG/HEI	-	-	-	-	E118132	118132
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Keith Black/JP Dual Plug Race motors

Fitted with Fat Heads. Rear Plug Lead Set	-	MAG/HEI	-	-	-	E118133	118133
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Keith Black JP Single Plug Race Motors

(Please specify Coil Lead requirements)	-	MAG/HEI	-	-	-	E11863	11863
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Chrysler/Keith Black - 8 Cyl. Around Supercharger (MSD® Magneto)

Keith Black/JP Dual Plug Race motors. Front Plug Lead Set -	MAG/HEI	-	-	-	-	E118117	-
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Keith Black/JP Dual Plug Race motors. Rear Plug Lead Set -	MAG/HEI	-	-	-	-	E118118	-
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Keith Black/JP Dual Plug Race motors

Fitted with Fat Heads. Front Plug Lead Set	-	MAG/HEI	-	-	-	E118136	-
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Keith Black/JP Dual Plug Race motors

Fitted with Fat Heads. Rear Plug Lead Set	-	MAG/HEI	-	-	-	E118137	-
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Keith Black JP Single Plug Race Motors

-	MAG/HEI	-	-	-	-	E118119	-
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Ford - 8 Cyl.

Over Rocker Covers

No Distributor Boots & 180° Spark Plug Boots							
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OAC Vertex® Magneto Usage (Internal Coil)	302-351C	MAG	-	-	-	-	118008
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No Distributor Boots & 180° Spark Plug Boots							
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OAC Vertex® Magneto Usage (Internal Coil)	289-302W	MAG	-	-	-	-	118009
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90° Magento & 180° Spark Plug Boots							
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OXC Vertex® Magneto Usage (External Coil)	302-351C	MAG/HEI	-	-	-	E118120	118120
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90° Magento & 180° Spark Plug Boots							
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OXC Vertex® Magneto Usage (External Coil)	289-302W	MAG/HEI	-	-	-	E118121	118121
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Falcon EB-EL XR8 & GT				E9838			
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90° Distributor & 180° Spark Plug Boots	302-351C	HEI	88123HD	E98123	E1058123	E118123	118123
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90° Distributor & 180° Spark Plug Boots	289-302W	HEI	88124HD	E98124	E1058124	E118124	118124
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90° Distributor & 180° Spark Plug Boots	302-351C	STD	8801HD	E9801	E105801	E11801	11801
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90° Distributor & 180° Spark Plug Boots	289-302W	STD	8810HD	E9810	E105810	E11810	11810
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90° Distributor & 180° Spark Plug Boots	429-460	STD	88138HD	E98138	E1058138	E118138	118138
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90° Distributor & 180° Spark Plug Boots	429-460	HEI	88139HD	E98139	E1058139	E118139	118139
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Around Rocker Covers (Suits SK-480 & SK-482 Separator kits only)

90° Distributor & 180° Spark Plug Boots	302-351C	STD	-	E9864	E105864	E11864	11864
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90° Distributor & 180° Spark Plug Boots	289-302W	STD	-	E9865	E105865	E11865	11865
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90° Distributor & 180° Spark Plug Boots	302-351C	HEI	-	E98125	E1058125	E118125	118125
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90° Distributor & 180° Spark Plug Boots	289-302W	HEI	-	E98126	E1058126	E118126	118126
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90° Distributor & 180° Spark Plug Boots	429-460	STD	88140HD	E98140	E1058140	E118140	118140
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90° Distributor & 180° Spark Plug Boots	429-460	HEI	88141HD	E98141	E1058141	E118141	118141
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Holden - V6

Commodore VN up to 10/91				E96108			
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Commodore VS-VT Series 1				E96193			
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Holden - 8 Cyl.

Around Rocker Covers (Suits SK-481 & SK-483 Separator kits only)							
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90° Distributor & 180° Spark Plug Boots (Red Mtr) 253-308	STD	-	E9875	E105875	E11875	11875
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90° Distributor & 180° Spark Plug Boots (Blue Mtr) 4.2-5.0	HEI	-	E9876	E105876	E11876	11876
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Commodore 5.0L EFI Lead Set	5.0	STD	88101HD	E98101	-	-	-
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Commodore LS1 Lead Set	5.7	HEI	E88591	-	E1058591	-	-
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Commodore LS2 Lead set	6.0	HEI	E88766	-	E1058766	-	-
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Nissan - 4 Cyl.

FJ20 DOHC Turbo (Import Motors)	2.0L	STD	E84547	-	E1054547	E114547	-
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Toyota - 4 Cyl.							
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2TG DOHC (Import Motors)	1.6L	STD	E84169	-	E1054169	E114169	-
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18RG, RGR, RGU DOHC (Import Motors)	2.0L	STD	E84168	-	E1054168	E114169	-
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3T-GEV DOHC (Import Motors)	2.0L	STD	E84548	-	E1054548	E114548	-
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Universal - 4 Cyl.

Straight Distributor & Straight Spark Plug Boots	-	STD	8400HD	E9400	E105400	E11400	11400
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90° Distributor & Straight Spark Plug Boots	-	STD	84001HD	E94001	E1054001	E114001	114001
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90° Distributor & Straight Spark Plug Boots	-	HEI	84002HD	E94002	E1054002	E114002	114002
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Straight Distributor & 90° Spark Plug Boots	-	STD	84003HD	E94003	E1054003	E114003	114003
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90° Distributor & 90° Spark Plug Boots	-	STD	84004HD	E94004	E1054004	E114004	114004
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90° Distributor & 90° Spark Plug Boots	-	HEI	84005HD	E94005	E1054005	E114005	114005
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Universal - 6 Cyl.

Straight Distributor & Straight Spark Plug Boots	-	STD	8600HD	E9600	E105600	E11600	11600
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90° Distributor & Straight Spark Plug Boots	-	STD	86001HD	E96001	E1056001	E116001	116001
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90° Distributor & Straight Spark Plug Boots	-	HEI	86002HD	E96002	E1056002	E116002	116002
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Straight Distributor & 90° Spark Plug Boots	-	STD	86003HD	E96003	E1056003	E116003	116003
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90° Distributor & 90° Spark Plug Boots	-	STD	86004HD	E96004	E1056004	E116004	116004
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90° Distributor & 90° Spark Plug Boots	-	HEI	86005HD	E96005	E1056005	E116005	116005
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Universal - 8 Cyl.

Straight Distributor & Straight Spark Plug Boots	-	STD	8800HD	E9800	E105800	E11800	11800
--------------------------------------------------	---	-----	--------	-------	---------	--------	-------

90° Distributor & Straight Spark Plug Boots	-	STD	88001HD	E98001	E1058001	E118001	118001
---------------------------------------------	---	-----	---------	--------	----------	---------	--------

90° Distributor & Straight Spark Plug Boots	-	HEI	88002HD	E98002	E1058002	E118002	118002
---------------------------------------------	---	-----	---------	--------	----------	---------	--------

Straight Distributor & 90° Spark Plug Boots	-	STD	88003HD	E98003	E1058003	E118003	118003
---------------------------------------------	---	-----	---------	--------	----------	---------	--------

90° Distributor & 90° Spark Plug Boots	-	STD	88004HD	E98004	E1058004	E118004	118004
----------------------------------------	---	-----	---------	--------	----------	---------	--------

90° Distributor & 90° Spark Plug Boots	-	HEI	88005HD	E98005	E1058005	E118005	118005
----------------------------------------	---	-----	---------	--------	----------	---------	--------

90° Distributor & 135° Spark Plug Boots	-	STD	88135HD	E98135	E1058135	E118135	118135
-----------------------------------------	---	-----	---------	--------	----------	---------	--------

90° Distributor & 135° Spark Plug Boots	-	HEI	88136HD	E98136	E1058136	E118136	118136
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Note: All universal kits are supplied with Eagle factory fitted spark plug boots. Distributor/Coil boots, terminals and instruction sheet are supplied with kit.



Yellow Leads with Mooneyes Logo

MNMP2A2442	90 deg ends YELLOW LEADS Black ends STD
MNMP2A2444	Straight ends YELLOW LEADS Black ends HEI



Black Leads with Moon Equipped Logo

MNMQ2A2442	90 deg ends Black LEADS Black ends STD
MNMQ2A2444	Straight ends Black LEADS Black ends HEI



CRIMPING TOOLS PRO-CRIMP TOOL

If you make numbers of plug wires or do a lot of custom wiring, the Pro-Crimp Tool is a must for your toolbox. The Pro-Crimp features interchangeable jaws allowing for a variety of different style crimps with one heavy duty tool. The Pro-Crimp features a hardened steel frame with comfortable molded hand grips. The slick ratchet action provides secure, factory quality crimps every time. The Tool is supplied with precision crimping/ stripping jaws for MSD's spark plug wire terminals.

MSD35051	Pro-Crimp Tool II
MSD3503	Mini-Stripper-Crimper

PRO-CRIMP DIES

MSD3506	Amp Pin Terminal Dies
MSD3507	Amp Lug Terminal Dies
MSD3508	Plug Wire Terminal Dies
MSD3509	Weathertight Terminal Dies
MSD3510	Deutsch Terminal Dies



MSD BULK SUPER CONDUCTOR 8.5mm WIRE

MSD offers both the Heli-Core and 8.5mm Super Conductor Wire in bulk. Sets are sold in 6', 25' and 300' lengths.

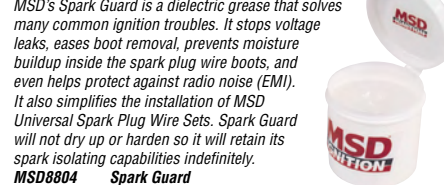
Length	8.5mm Red	8.5mm Black
1 foot	MSD34059-1	MSD34053-1
100 feet	MSD34049	MSD34043
300 feet	MSD34059	MSD34053

Note: 1 foot length is NON RETURNABLE cut to order.



COIL WIRE REPLACEMENT

MSD84039	Coil Wire Replacement, HEI boots
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SPARK GUARD

MSD's Spark Guard is a dielectric grease that solves many common ignition troubles. It stops voltage leaks, eases boot removal, prevents moisture buildup inside the spark plug wire boots, and even helps protect against radio noise (EMI). It also simplifies the installation of MSD Universal Spark Plug Wire Sets. Spark Guard will not dry up or harden so it will retain its spark isolating capabilities indefinitely.

MSD8804 Spark Guard



MSD SPARK PLUG WIRES UNIVERSAL SETS

Routing spark plug wires is an art form. It takes patience and time to route your wires away from the headers, through separators and to the distributor cap. Some wire sets fit perfect, but a lot of people want to build their own so they can route them exactly how they see fit. MSD's Universal wire sets come with the spark plug terminal and boot installed with the other end open. Distributor cap boots and terminals are included so you can cut the wire to the desired length, then install the terminal with the supplied Mini-Stripper-Crimper. It's a little more work, but in the end it will be worth it!



D. For engines with late model type (HEI "spark plug top") distributor caps. Multi-angle boots and terminals installed on one end. 90° distributor boots and terminals included.
8-Cylinder Engine MSD31183, MSD31189



E. For engines with late model type (HEI "spark plug top") distributor caps (Ford Duraspark or MSD Cap-A-Dapt). 90° spark plug boots installed with 90° distributor boots and terminals included.
8-Cylinder Engine MSD3122, MSD31223, MSD31229



G. For late model GM LT-1 Engines, this set comes with the LT-1 Boots and Terminals installed and 90° spark plug boots and terminals loose.
8-Cylinder, Straight LT-1 Boot MSD32129
8-Cylinder, 90° LT-1 Boot MSD32139



H. For race Hemi engines, this kit is supplied with MSD's Hemi tubes and HEI style boots and terminals for the distributor cap.
8-Hemi Single plug set, Red Tubes MSD31529
8-Hemi Single plug set, Black with Black tubes MSD31523
16-Hemi Dual plug set MSD31559



I. For GM Gen III engines such as the LS-1 or LS-6, these wires are perfect when you relocate the coils. Both 90° and MA boots supplied.
LS-1/LS-6 Engines MSD32079

J. For Ford fans, these wires are designed for DOHC Modular engines
Ford Modular, 4.6/5.4L DOHC MSD31889



TWO-IN-ONE UNIVERSAL WIRE SETS

To cover all your bases, these wire sets are supplied with both the boot and terminals that fit older, socket style distributors caps, as well as the ones for spark plug style terminals.

J. Set includes terminals for engines with early type (socket) and late type (HEI "spark plug top") distributor caps. Multiangle boots and terminals factory installed on one end.

Superconductor

	Black	Red
4-Cylinder Engine	MSD31153	MSD31159
6-Cylinder Engine	MSD31179	
8-Cylinder Engine	MSD31193	MSD31199

K. Set includes terminals for engines with early type (socket) and late type (HEI "spark plug top") distributor caps. 90° boots and terminals factory installed on one end.
8-Cylinder Engine MSD31233, MSD31239

TECH TIP:
RACE TAILORED & CUSTOM FIT SPARK PLUG SETS
The MSD Race Tailored Heli-Core and 8.5mm Super Conductor Wire Sets are designed specifically to fit race engines equipped with headers or an MSD Distributor. Model specific sets available for 4cyl, 6cyl and 8 cyl engines. Please call ROCKET for more information or consult manufacturers catalogue.

PROFESSIONAL RACING BOOTS

These new spark plug boots are designed for extreme racing applications. Using a proprietary blend of materials, the boots can handle much higher temperatures over an increased amount of time. Three designs are available; straight, 115° and a 90° boot are supplied with MSD durable Dual Crimp Terminals.

	2 per Pack	Pack of 8
90° Pro Temp Boots	MSD3325	MSD8852
115° Pro Race Boots	MSD3326	MSD8853
Straight Boots	MSD3327	MSD8854



REPLACEMENT BOOTS

AND TERMINALS

MSD boots are designed with longevity in mind. Each boot provides excellent heat resistance as well as maximum protection against spark loss.

A. Multi-Angle Boots and Terminals, 2/Card	MSD3301
B. 90° MSD Boots and Terminals, 2/Card	MSD3311
C. HEI Style 90° Boots and Terminals, 2/Card	MSD3320
D. 90° Socket Boots and Terminals, 2/Card	MSD3321
F. Blaster 2 Coil Boot and Terminal, 1/Card	MSD3331
G. 90° Non-Logo Boots and Terminals, 2/Card	MSD3323
H. LS1 Style 45° Boots and Terminals, 2/Card	MSD3304

REPLACEMENT BOOTS AND TERMINALS KITS

These MSD replacement plug wire boot and terminal kits are perfect for enthusiasts who build their own wire sets or need to replace damaged boots. The boots are made from a high temperature silicone compound and feature a gray finish. The terminals have large crimp tabs to grasp the wire, and wide contacts to grip the distributor cap receptacle.

MSD8849 Distributor boots 90deg & terminals hei w/wire retainer set of 9
MSD8850 Spark plug boots 90deg terminals set of 9
MSD8851 Distributor boots 90 deg & terminals non-hei set of 9



PRO STOCK HEMI TUBES

MSD has new ignition accessories for Ford and Chrysler Hemi Pro Stock engines. These engines' heads have a long, skinny tube machined in the head to access the spark plug. This narrow passage makes it considerably difficult to install spark plug wires. MSD answers with a new injection molded spark plug wire boot that reaches down to securely connect the wire to the spark plug. The set of eight includes the tubes and components to assemble the wire for an easy installation.

MSD3476 (Set of 8)



MSD HEMI TUBES

MSD's new Hemi Tubes are molded from Rynite for incredible strength and high spark isolation properties. For easy assembly and disassembly we incorporated a new twist-lock cap at the base. The redesigned tubes meet NHRA's requirements. The Tubes are available in a set of 16 with eight red and eight black.

MSD3475	MSD Hemi Tubes, Set of 16
MSD3467	MSD Boots for Hemi Tubes, Set of 50
MSD3467-1	MSD Boot for Hemi Tubes, Each

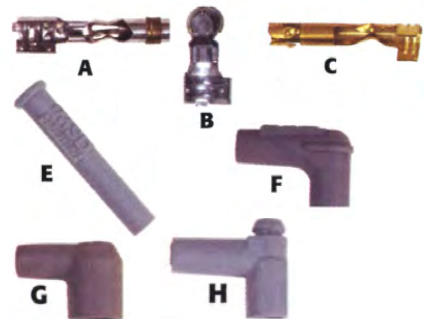
Hemi Tube Ends Replacements

MSD22603	Hemi tube top housing 90deg upper black
MSD22604	Hemi tube top housing 90deg lower tubes, black
MSDCW17208	Hemi screws for hemi boots
MSD21137	Hemi tubes
MSD3467-1	Hemi spark plug boot

REPLACEMENT HEMI WIRE KIT

Always a good thing to have in the trailer! This wire is 72" long and is supplied with a Hemi boot installed along with an Insulator tube and 90° terminal and MSD boot that you install on the other end.

Replacement Red Wire w/Red Hemi Tube	MSD34209
Replacement Red Wire, w/Black Hemi Tube	MSD34219



BULK BOOTS AND TERMINALS

If you plan on building a lot of custom sets of wires for special applications, you can now get MSD Boots and Terminals in bulk sets of 100.

100 Terminals

A. Multi-Angle Dual Crimp Terminals	MSD34605
B. 90° Plug Style Dual Crimp Terminals	MSD34615
C. 90° Socket Cap Terminals	MSD34635
E. Multi-Angle	MSD34565
F. 90° Spark Plug Style	MSD34515
G. 90° Socket Cap	MSD34525
H. HEI Style w/ Nipple	MSD34555

LEAD SEPARATORS



PRO-CLAMP SEPARATORS

MSD8843
Pro-Clamp Separators

WIRE SEPARATORS

MSD8841 Dual Plug Wire Separators, 8-8.5mm Wires, Set of 16



Eagle Lead Separators & Brackets

ELESK-471BL	8-9mm Separators 2x2, 2x3 & 2x4 Hole - Blue
ELESK-471BK	8-9mm Separators 2x2, 2x3 & 2x4 Hole - Black
ELESK-471R	8-9mm Separators 2x2, 2x3 & 2x4 Hole - Red
ELESK-472BL	8-9mm Separators 2x2, 2x3 & 4x4 Hole - Blue
ELESK-472BK	8-9mm Separators 2x2, 2x3 & 4x4 Hole - Black
ELESK-472R	8-9mm Separators 2x2, 2x3 & 4x4 Hole - Red
ELESK-474BL	10.5-11mm Separators 2x2, 2x3 & 2x4 Hole - Blue
ELESK-474BK	10.5-11mm Separators 2x2, 2x3 & 2x4 Hole - Black
ELESK-474R	10.5-11mm Separators 2x2, 2x3 & 2x4 Hole - Red

Horizontal Mounting Brackets

ELESFK-1BL	6 x Horizontal Mounting Brackets - Blue
ELESFK-1BK	6 x Horizontal Mounting Brackets - Black
ELESFK-1R	6 x Horizontal Mounting Brackets - Red
ELESFK-2BL	4 x Horizontal Mounting Brackets - Blue
ELESFK-2BK	4 x Horizontal Mounting Brackets - Black
ELESFK-2R	4 x Horizontal Mounting Brackets - Red

Vertical Mounting Brackets

ELESFK-3BL	6 x Vertical Mounting Brackets - Blue
ELESFK-3BK	6 x Vertical Mounting Brackets - Black
ELESFK-3R	6 x Vertical Mounting Brackets - Red
ELESFK-4BL	4 x Vertical Mounting Brackets - Blue
ELESFK-4BK	4 x Vertical Mounting Brackets - Black
ELESFK-4R	4 x Vertical Mounting Brackets - Red



Pro Style Wire Separator Set

For 8mm to 9mm wire
Set includes
2 x 2 hole, 2 x 3 hole, 2 x 4 hole
RPCR9576 Chrome
RPCR9577 Black

Pro Style Hose or Wire Clamps

1 hole clamps hold various hose/wire sizes set of 4. Aluminum	
RPCR6085	3/16" 4.5 mm
RPCR6086	1/4" 6 mm
RPCR6087	5/16" 7.7 mm
RPCR6088	3/8" 9.5 mm



AF49-6000

LEAD SEPARATORS

Keep that jumble of ignition wires under control with Aeroflow's great 8, 9 mm universal lead separators. 2 x 2, 2 x 3 and 4 x 4 hold separators with stainless steel hardware. Can also be used with AF49-6001 anodised black universal separator fitting kit which has 6 brackets with stainless steel hardware.

Part No	Description
AF49-6000	Bakerlite lead separator kit (4x4, 2x3, 2x2) suits up to 9mm leads
AF49-6001	Aluminium horizontal lead separator mounting kit suits AF49-6000

BILLET LEAD SEPARATORS

Aeroflow billet 8.5mm (11/32") lead separators keep your leads spaced nicely, keeping them away from exhaust and routed correctly. Available in polished or black anodised aluminium finish. These mount using the rocker cover bolts, extended fasteners are included. Sold in pairs.

Bolt Down Separator

Part No	Description
AF64-9702	Polished 2 wire lead separators
AF64-9702BLK	Black 2 wire lead separators
AF64-9703	Polished 3 wire lead separators
AF64-9703BLK	Black 3 wire lead separators
AF64-9704	Polished 4 wire lead separators
AF64-9704BLK	Black 4 wire lead separators

Floating Separator

Part No	Description
AF64-9752	Polished 2 wire lead separators
AF64-9752BLK	Black 2 wire lead separators
AF64-9753	Polished 3 wire lead separators
AF64-9753BLK	Black 3 wire lead separators
AF64-9754	Polished 4 wire lead separators
AF64-9754BLK	Black 4 wire lead separators



UNIVERSAL LOOM KITS

Includes four 2-hole looms, two 3-hole looms, and four chrome plated brackets which secure to valve cover bolts

M072150	Blue, 7-9mm
M072151	Red, 7-9mm
M072153	Black, 7-9mm

SHOW CAR LOOM KITS

Includes eight 2-hole looms, two 4-hole separators, and four chrome plated brackets which secure to valve cover bolts

M072170	Blue, 7-9mm
M072168	Red, 7-9mm
M072167	Black, 7-9mm

BIG BLOCK

CHEVY LOOM KITS

Includes four right-side and four left-side chrome plated brackets, two 1-hole looms, two 2-hole looms, two 3-hole looms, two 4-hole looms, two 4-hole separators, and two 2-hole separators

M072175	Blue, 7-9mm
M072176	Red, 7-9mm
M072178	Black, 7-9mm

SMALL BLOCK

CHEVY CENTERBOLT LOOM KITS

Includes two right-side and two left-side chrome plated brackets mount to engine, two 4-hole wire looms, six 2-hole looms, two 4-hole wire separators, and two 2-hole separators

M072140	Blue, 7-9mm
M072141	Red, 7-9mm
M072143	Black, 7-9mm

FORD SMALL

BLOCK LOOM KITS

Includes: three 4-hole wire looms, one 3-hole wire loom, one 2-hole wire loom, one 1-hole wire loom, two 4-hole wire separators, one 3-hole wire separator, one 2-hole wire separator, and six chrome plated brackets

M072130	Blue, 7-9mm
M072131	Red, 7-9mm
M072133	Black, 7-9mm

SUPER MAX™ LOOM KIT

Includes six chrome plated brackets and mounting bolts with related looms and separators to route plug wires from the distributor in the order to each cylinder without crossing over.

M072190 Blue, 7-9mm

HIGH-TEMP UNDER HEADER LOOM KIT

Designed for routing wires under headers on old and new style Small Block Chevy engines. Includes four chrome plated brackets, two 4-hole looms, two 2-hole looms, two 4-hole separators, two 3-hole separators, two 2-hole separators and mounting bolts

M072195 Black, 7-9mm

SPARK PLUG WIRE SEPARATORS

Protect against heat damage by preventing contact with hot engine components. Prevent crossfiring by firmly holding plug wires away from one another. Can be used for routing wires over valve covers or under headers. Wires "snap" into place with slight pressure. Sets include two 2-hole separators, two 3-hole separators and two 4-hole separators

Available in Blue, Red, Yellow and Black

M072160	Blue, 7-9mm
M072161	Red, 7-9mm
M072162	Yellow, 7-9mm
M072163	Black, 7-9mm



Linear Wire Looms

Using the valve cover mounting bolts, to hold the wires in a neat parallel arrangement. For clearance reasons, the manifold must not be much higher than the valve cover mounting flanges.

PR141-638	S/B V8, 1959-86
PR141-639	B/B, 1965-91

Bowtie Wire Looms

The Chevrolet and Bowtie Emblem are moulded in red onto the black nylon head of each wire loom, mounted on chrome stems. Fits Chevrolet small-block V8 1958-'86 and Chevrolet big-block V8 1965-'91. 4-wire looms, 2 per package.

PR141-636 Chev Bowtie Wire Looms

Ford Wire Looms and Dividers

Keep that mess of ignition wires under control with wire looms and dividers. 6 wire dividers per package (2 each of 2, 3 & 4 wire). Wire looms sold in pairs and fit 289-302-351W engines, 5/16" bolt hole.

PR302-636	Ford Racing Wire Looms - Blue
PR302-640	Ford Racing Wire Looms - Black
PR302-637	Ford Oval Wire Dividers - Blue
PR302-641	Ford Oval Wire Dividers - Black

Slotlok Wire Separators

Includes 2 each of 2, 3, and 4-Wire Separators. Chrome plated or anodized to resist fading. Exclusive interlocking design with nylon wedge. For 7 & 8 mm spark plug wires.

PR66214 Slotlok Wire Separators - Chrome



CHROME WIRE LOOM

HOLDER

Chrome steel wire loom set 3-3/4 tall 4 hole, grommets inc. RPC4009

ALUMINUM WIRE LOOM

Universal Application. Suits up to 9.5mm Ignition Leads. Mounting Hardware Included

Ball Milled

RPCR6038	Polished
RPCR6038C	Chrome
Plain	
RPCR6039	Polished
Flamed	
RPCR6038X	Polished
Finned	
RPCR6238	Polished

RACE CARE WIRE LOOM SET

Includes eight 2-hole looms, two 4-hole separators and four chrome plated brackets which mount to the valve cover bolts. RPCR9378 Race Car Wire Loom Set



Universal Wire Looms

Our unique two-piece design fits all big block and small block Chevrolet® and Ford engines. The wire looms mount to the base of the valve cover with adjustable tabs. For center bolt applications, use our late model bracket kit (sold separately). For use with 8mm wires.

Product Features

- Precision machined from 6061-T6 billet aluminum
- Industry leading mirror finish polish
- Stainless steel hardware

BS69529
BS69523
BS69520
BS69600

PLAIN
BOWTIE
BALL MILLED
Late model bracket kit,
for use on Centre Bolt Rocker Covers

BS69600

BS69529

BS69523



BS69704

BS69601

BS69604

BS69601	Floating Mount - 4-Wire (Pair)
BS69602	Floating Mount - 2-Wire (Pair)
BS69604	Polished Cylinder Head Mount 4-Wire (Pair)
BS69702	Polished Valve Cover Mount - 2-Wire (Pair)
BS69703	Polished Valve Cover Mount - 3-Wire (Pair)
BS69704	Polished Valve Cover Mount stand-up - 4-Wire (Pair)
BS69701	Polished Valve Cover Mount - 1-Wire Mount (Pair)
BS69781	Black Valve Cover Mount - 1-Wire Mount (Pair)
BS69782	Black Valve Cover Mount - 2-Wire Mount (Pair)
BS69783	Black Valve Cover Mount - 3-Wire Mount (Pair)
BS69784	Black Valve Cover Mount - 4-Wire Mount (Pair)

LEAD ACCESSORIES



AF91-6051

HEAT GUARD

AF91-6050

SPARK PLUG BOOTS

Aeroflow's spark plug boot and ignition wire insulator is the perfect solution for tight headers and turbo manifolds, also act as a dual purpose spark insulator to reduce misfires, extend plug wire and boot life and will not react to petroleum products. Universal size fits most boot sizes and can easily flex for angled boot applications. Easy to install and most importantly non-flammable. Sold as 4 packs. Dimensions: 155mm (6-7/64") long, 25.4mm (1") diameter.

AF91-6050	Black 1100°C (2000°F) radiant, 260°C (500°F) direct
AF91-6051	Titanium 1650°C (3000°F) radiant, 1100°C (2000°F) direct



INSULATED WIRE SLEEVE

- Available in Black, Blue, Red and Ultra 40 in Blue
- Closely woven fiberglass impregnated with high voltage, leak resistant silicone which adds up to 8,000 volts of extra insulation
- Extend spark plug wire life by adding insulation against exhaust header heat
- For best results, we recommend that the sleeve cover the full length of wire from spark plug boot to distributor boot and sealed with Shrink Sleeve No. 72030 or No. 72031
- Nos. 72000, 72002, 72004 fits 7 & 8mm wire; No. 72011 fits 8.65mm wire
- Packaged in 25' lengths
- Developed for Moroso by racing legend Smokey Yunick

M072002 Insulated Spark Plug Wire Sleeve, Red
M072004 Insulated Spark Plug Wire Sleeve, Black
M072011 Ultra 40 Insulated Spark Plug Wire Sleeve, Blue



SHRINK SLEEVING

MSD3409 No-Split Shrink Sleeve, Set of 10
MSD3407 Shrink Sleeve for Pro Heat Guard, Set of 18



SPARK PLUG INDEXING WASHERS

Designed for use on all 14mm spark plugs with 5/8" hex. With three thicknesses in each package, one will correct the electrode placement on any plug and simplify the time consuming task of spark plug indexing. The washers are precision stamped from copper for perfect sealing and heat transfer. 30 per pack, 10 of each size.

Description	Part No.
Indexing Washers, Tapered Seat, .010", .021", .032"	M071900
Indexing Washers, Flat Seat, .040", .050", .064"	M071910



SHRINK SLEEVE WITH NUMBERS

MSD3415 Numbered Shrink Sleeve



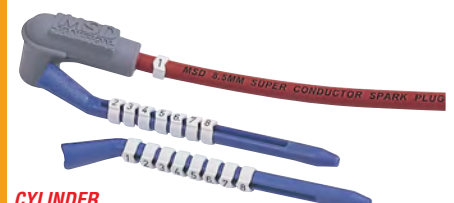
PRO-HEAT GUARD

MSD3411 Pro-Heat Guard, Roll of 25 feet



PRO-BOOT GUARD

MSD3412 Pro-Boot Guard, Roll of 6 feet


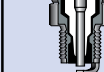


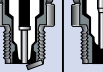
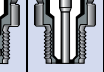


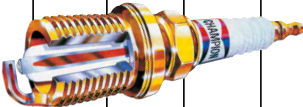


CYLINDER MARKERS

MSD3413 Cylinder Markers, 8mm Wire
MSD3414 Cylinder Markers, 8.5mm

SPARK PLUGS

HEAT RANGE CHART – RACING SPARK PLUGS

CHAMPION										
SERIES		J-GAP Projected	J-GAP Non-Projected	FINE WIRE J-GAP Projected	FINE WIRE J-GAP Non-Projected	CUT BACK GROUND Projected	CUT BACK GROUND Non-Projected	ANGLED GROUND FINE	RETRACTED GAP	SURFACE GAP
G SERIES	HOT ↑ COLD ↓		654/G59C 653/G57C 652/G55C						657/G55R	709/G54V
A SERIES	HOT ↑ COLD ↓		662/A59C 1006/RA59GC 661/A57C	8819/8819 ² 8815/8815 ² 8810/8810 ² 8812/8812 ² 8809/8809 ²					667/A57R	299/QA55V
J SERIES	HOT ↑ COLD ↓	10/J12YC	841/J8C 823/J6C 825/J4C 835/UJ81C	266/J63Y	264/J61					
L SERIES	HOT ↑ COLD ↓	328/L82YC 936/L72YC	811/L82C	8814/8814 ² 8883/8883 ²	828/OL77JC4 678/OL57 677/OL55 676/OL53					833/L78V 831/UL77V 827/L76V
V SERIES	HOT ↑ COLD ↓	400/RV9YC 672/V59YC 671/V57YC	802/V63C	265/V63Y	263/V61					
S SERIES	HOT ↑ COLD ↓	304/RS9Y 281/S63YC 280/S61YC 685/S59YC 671/S57YC	286/S61C 283/S59C 282/S57C 281/S55C							
C SERIES	HOT ↑ COLD ↓	284/C65YC 796/C63YC 794/C61YC 792/C59YC 791/C57YC	785/C61C	279/C63Y 278/C61Y 277/C59Y 276/C57Y	688/C61 687/C59 686/C57 683/C55	1003/C61HCX ¹ 1004/C59HCX ¹ 1005/C57HCX ¹	298/C63CX 298/C61CX 298/C59CX 298/C57CX 298/C55CX 298/C53CX	256/C59A 255/C57A 254/C55A	695/C55R	694/C53VC
N SERIES	HOT ↑ COLD ↓	1002/N1032Y ¹ 290/N59YDR	673/N59DR 723/N57DR	8415/8415 ² 8332/8332 ² 8339/8339 ² 8904/8904 ² 8902/8902 ²	915/QN86					

¹HXC types feature .030" projection. N1032Y has .120" projection (all other projection .060"). ²8000 series plugs are PowerSport designs.
³No heat range for surface gap plugs. ⁴Fine wire designs may run slightly hotter than standard centre electrode



Accel Header Spark Plugs

The overall length of these plugs has been reduced 1/4" to 3/8" (depending on the specific spark plug) to gain critical air gap space between the spark plug boot and the exhaust manifold or header tube. This helps eliminate burning the spark plug boot or dimpling the header tube. The shorter spark plug length also can make it easier to install and remove the spark plugs in certain applications where there is not a lot of room to fit a socket or move a wrench around.

- Short Body For Header Clearance
- Projected Tip Style
- Supplied In Packs Of 8 Plugs

Part Number	Thread Diameter	Thread Reach	Socket Size	Seat Type	Cross Ref. NGK / Champ.
AC8197	14mm	3/8"	13/16"	Gasket	BP4 / J12YC
AC8198	14mm	.460"	5/8"	Taper	BP6FS / BL9Y
AC8199	14mm	.460"	5/8"	Taper	BP5FS / BL13Y



CHAMPION PLUGS for Flathead engines

Spark Plugs (ea) Suit Ford Flathead and cars 1938 to 1954

BD7RA-12405-C

TUNING, LOGGERS & DASHES



FAST-FLASH™ POWER PROGRAMMER, 98-05' GM GASOLINE ENGINES

FAST-FLASH™ Power Programmers give your vehicle a 15 minute tune-up that unlocks hidden performance potential, yielding maximum horsepower and torque. The process is simple – just plug the programmer into your vehicle's under-dash OBDII port, and answer a few questions. Select from three distinct modes (performance, towing or economy), and FAST-FLASH™ automatically reprograms your vehicle's computer for idle quality and optimized air/fuel ratios. It also re-calibrates the ignition timing, transmission shift points and the speedometer for gear and tire changes

- Select from performance, towing or economy mode
- Optimize engine parameters for performance camshafts
- Modify/remove stock speed limiter setting
- Calibrate fuel octane level for various fuels
- Adjust the spark curve for the fine tuning of ignition timing
- Read live streaming engine data
- Modify air/fuel ratio at wide-open throttle
- Change engine idle speed and cooling fan activation temperature
- Check and clear diagnostic trouble codes
- Adjust the transmission shift points & firmness

FAST170382



Racing Spark Plugs

We realize race teams push their vehicles to the edge. Knowing this we design every NGK Spark Plug to withstand severe mechanical and thermal shock associated with these high-revving, high-compression race engines. As a result of our superior quality, you'll have confidence knowing you have the World Leader in spark plug technology firing your way to victory.

HEAT RANGE HOTTER 5 6 7 8 9 10 11 COOLER

NGK-R5671A-7
NGKR5671A-8 Notes:
NGK-R5671A-9 V Power, 3/4" Reach,
NGK-R5671A-10 5/8" Hex, Solid Gasket.
NGK-R5671A-11
NGK-R5672A-9 As above with Projected Electrode
NGK-R6061-9 13/16 Hex HEMI Style
NGK-R6061-10 13/16 Hex HEMI Style
NGK-R6061-11 13/16 Hex HEMI Style
NGK-BR10EG 14mm, 3/4" Reach, 13/16" Hex, Nickle Electrode
NGK-R6725-105 14mm, .846" Reach, 13/16" Hex, Fine Wire Platinum Electrode
NGK-R6725-115 14mm, .846" Reach, 13/16" Hex, Fine Wire Platinum Electrode

Wide-Band Air/Fuel Gauge Kit

The FAST Wide-Band Air/Fuel Gauge Kit combines an economical and accurate 2 1/16" gauge, Bosch wide-band oxygen sensor and stand alone sensor control unit that mounts easily in the interior of any vehicle. Back-lit for easy night viewing and wired so it is powered up whenever the engine is running, this kit is not only for serious power tuning but also ideal for monitoring the overall fuel tune of the engine when daily driving or making passes at the track. Kit includes gauge, module, harness, sensor and bung.

Description

Wide-Band Air/Fuel Gauge Kit

Part No.

FAST170634

Wide Band Digital Air/Fuel Meters

With no laptop required, FAST has developed three simple, easy-to-use air/fuel meters for gasoline, diesel and ethanol/methanol (E85) fuels. Available in single or dual sensor units, these meters give tuners the power to read two wide-band O2 sensors individually or average them together for maximum accuracy of the engine's air/fuel ratio reading. The FAST Air/Fuel Meters include several enhanced capabilities, including the built-in data logging capability that plays back recorded information on a lighted, full graphical display screen rather than using a laptop computer. Additional features include outputs for external data loggers, digital gauges, as well as a narrowband simulator function that allows you to feed your engine's computer a factory signal while using the wide-band sensor for air/fuel measurement.

- Ideal for carburetted and EFI engines
- Available in single or dual sensor units
- Built-in data logging; no laptop required
- Meters for gasoline, diesel & E85 fuels
- PC-based software analysis tool
- RPM-based option

Description

Gasoline Air/Fuel Meter (Single Sensor)

Part No.

FAST170401

Gasoline Air/Fuel Meter (Dual Sensor)

FAST170402

Dyno Gasoline Air/Fuel Meter (Single Sensor)

FAST170601

Dyno Gasoline Air/Fuel Meter (Dual Sensor)

FAST170602

Ethanol/Methanol Air/Fuel Meter (Single Sensor)

FAST170590

Ethanol/Methanol Air/Fuel Meter (Dual Sensor)

FAST170608

Master Tuner Dual Sensor Air/Fuel Meter Kit

FAST170614

Replacement Wideband O2 Sensor

FAST170408

Digital Air/Fuel Meter RPM Module

Compatible with all FAST Digital Air/Fuel Meters, the FAST Air/Fuel Meter RPM Module monitors and records engine rpm data that can be overlaid with air/fuel ratio readings. It can be calibrated with the touch of a button and the module plugs in-line with your existing O2 sensor harness. The FAST Air/Fuel Meter RPM Module comes with everything you need, including the installation CD, communications cable, USB cable adapter, power source, rpm module, clip-on inductive pick-up and full instructions to get you up and running in no time.

Description

Digital Air/Fuel Meter RPM Module

Part No.

FAST170536

Digital Air/Fuel Meter

Interior Mount Kit

When hot-rodging down the street, it's hard to safely read air/fuel data if the meter is sliding around. For easy viewing and safety, the FAST Air/Fuel Meter Interior Mount Kit allows you to attach your FAST Digital Air/Fuel Meter to the windshield with a removable suction cup system. The suction cup mounts to the meter through adhesive tape; no drilling or glueing required.

Digital Air/Fuel Meter

Interior Mount Kit

FAST170493

XFI Touch Screen Dash/Data Logger

This unit functions as both an electronic dashboard and a data logger for vehicles running the FAST XFI Fuel Injection System. The XFI Touch Screen Dash/Data Logger features a 6-inch, fully programmable LCD touch screen display and has the ability to display its data in a multitude of scales, units and gauge configurations. Its backlit display can be user-customized to a wide variety of configurations at the touch of a finger or stylus. Engineered to work with any level of vehicle modification from stock to all-out race, the XFI Touch Screen Dash/Data Logger is able to monitor and display output from a variety of different input sources, including frequency (rpm, wheel speed etc.), analog input and sources that require programmable input parameters such as MAP and MAF. As a data logger, the unit has a 2 MB memory module that will store up to one hour of data.

- Allows for fine tuning of the ECU without a laptop
- Simultaneous monitoring & logging of up to 25 separate channels • 8 analog inputs, 2 speed inputs, and programmable input parameters • Logged data is viewable on screen or downloadable via USB • 2 PWM outputs to drive shift lights, nitrous & boost solenoids, etc. • High resolution, backlit 320 X 240 touch-programmable display • Over 1 hour of data logging time with std 2 MB memory module

XFI Touch Screen Dash/Data Logger

FAST301417

Clamp-On Tailpipe

Sensor Mount Kit

Made of stainless steel and convenient for quick oxygen sensor tests, this easy-to-use FAST kit slides into the tail pipe to eliminate welding. The actual O2 sensor screws into the kit, which includes a rubber cover to prevent damage to polished exhaust tips.

Clamp-On Tailpipe Wide-Band Sensor Mount Kit

FAST170620



LM-2 Air/Fuel Ratio Meter

The LM-2 combines an air/fuel ratio meter, a full-function 32-channel datalogger, and powerful software to deliver a complete tuning workshop for less than the cost of one dyno day. Whether you have a piggy-back fuel controller, race carb, aftermarket ECU, OBD-II tuning software, or a flash/chip programmer, an LM-2 is the tool you need to dial in maximum HP. The meter's digital signal processing technology provides data on exactly how rich or lean an engine is running at any load. The LM-2's self-calibrating circuitry also compensates for changes in temperature, altitude, and sensor condition.

- Patented "Direct Digital" Wideband Technology
- Wideband O2 Compatible with ALL fuel types
- Single or Dual Channel Version Available
- OBD-II Scan tool- read/clear DTCs and log up to 16 channels of CAN OBD-II Data • Log directly to SD card (included)
- Playback log data on screen and/or with powerful LogWorks software (included) • Large high-contrast graphics LCD
- Built-in RPM converter (direct frequency or with optional inductive clamp) • 4 fully-differential analog inputs
- 2 configurable linear analog outputs
- Positive lock connectors for all connections
- Innovate MTS serial IN and OUT • USB connection to your PC

LM-2 Kit with Single Wideband O2 Sensor

IM3806

LM-2 Kit with Dual Wideband O2 Sensors

IM3807

LM-2 Window Mount

"Window Mount" will allow you to have the LM-2 mounted to your windshield.

This will help provide a better view of the display while tuning.

Innovate LM-2 Window / Dash Mount Suction Cap IM3814

The LM-2 DUAL BASIC

The LM-2 basic kit is a lower cost option for users who want to display AFR on the meter and/or on a PC.

To log RPM, or to Output the wideband signal to an external device you'll need the LM-2 Analog IN/OUT Cable optional accessory. For OBD-II features you'll need the LM-2 OBD-II Cable optional accessory. To record internally to your LM-2 you'll need the SD Card optional accessory. This unit also comes in a cardboard box, the black hard case is an optional accessory LM-2 Carrying Case.

Part Number: IM3894

LM-2 Basic Kit

The LM-2 Basic Kit includes the LM-2 meter, Bosch wide-band oxygen sensor, 8 ft sensor cable, cigarette-lighter power adapter, USB cable for PC connection, weld-in bung and plug, LogWorks software CD, and quick-start guide. This kit only includes accessories to display your Air/Fuel Ratio either on the meter and/or on your PC. To log RPM, or to Output the wideband signal to an external device you'll need the LM-2 Analogue IN/OUT Cable optional accessory. For OBD-II features you'll need the LM-2 OBD-II Cable optional accessory. To record internally to your LM-2 you'll need the SD Card optional accessory. This unit also comes in a cardboard box, the black hard case is an optional accessory.

LM-2 Basic Kit (Air/Fuel Only)

IM3837

ECF-1: (FUEL) Ethanol

Content & Air/Fuel Ratio Gauge

(Four-in-one, ethanol content %, fuel temp., fuel press., and wideband O2)

ECF-1: (FUEL) Ethanol Advanced Gauge Complete Kit, includes Ethanol Sensor, Fuel Pressure Sensor, Fuel Line Fitting (3/8" M to 3/8" F w/1/8" NPT Side Port, O2 Sensor, & Bung

Part Number: IM3903

MTX-D: Ethanol Content %

& Fuel Temp.

DISPLAY RANGE
Ethanol Content %: 0-100%
Temp: -40-257 °F (-40-125°C)

KEY FEATURES

- Ethanol Content
- Error reporting for ethanol content sensor (Digital Display)
- Fuel Temp
- Change exterior LED as a fill bar or light a single indicating LED
- Programmable exterior LED ranges vs. color
- Programmable unit of measure as °F or °C
- Programmable fuel temperature warning (outer LED)
- 2-Configurable analog outputs
- Ethanol Content: 0v = 0%, 5v = 100%
- Fuel Temp: 0v = -40 °F, 5v = 257 °F (-40-125°C)

MTX-D: Ethanol Content Percentage & Fuel Temp Gauge Kit, includes: Gauge (Black Faceplate, Black Bezel), Silver Bezel & White Faceplate, Harness, Program Cable (Serial), Ethanol Content Sensor, Quick Start Installation Guide. Part Number: IM3904

ECB-1: (BOOST) Ethanol Content

& Air/Fuel Ratio Gauge

(Four-in-one, ethanol content %, fuel temp., vacuum/boost press., and wideband O2)

ECB-1: (BOOST) Ethanol Advanced Gauge Complete Kit, includes Ethanol Sensor, 4 BAR MAP Sensor, O2 Sensor, & Bung

Part Number: IM3906

G2 Air/Fuel Ratio Gauge Kit

The G2 Air/Fuel Ratio Gauge kit features traditional looks, 2-1/16" face, high speed stepper motor, through dial back-lighting and an illuminated pointer. Supplied with the LC-1 cable and wide band sensor, it is a complete air/fuel ratio display system.

- Includes LC-1 & Sensor
- Extremely Accurate
- Wide-Band Technology
- G2 Air/Fuel Ratio Gauge Kit (Includes LC-1 & Sensor)

IM3801

Universal O2 Sensor Processor Kits

FAST engineers have developed a kit that makes it easy for anyone to measure an engine's air/fuel ratio. This plug and play universal O2 sensor processing kit allows your data acquisition system or dyno software to record and display air/fuel ratios. Since it uses fully automatic sensor calibration, there's no need for manual "free-air" calibration that competitive units require. Additionally, each sensor kit is a standalone unit, so using multiple kits for measuring all your engine's cylinders is easy. Compatible with FAST Digital Air/Fuel Meters.

Description

Universal O2 Sensor Processor Kit

Part No.

FAST170579

XFI Wide-Band

Auxiliary O2 Sensor Processor Kit

FAST170577



Standalone Wideband Controller Cable

The LC-1 is a complete wideband controller built in to a sealed cable. It features the same award-winning patented digital measurement principal found in the LM-1, and includes digital input, output, and 2 programmable analog outputs. The LC-1 can interface directly with most dynos, ECU's and data recorders on the market. The LC-1 can also log directly into LogWorks via the Innovate MTS data bus. This enables laptop or PC-based logging directly from one or more LC-1 controllers. Since the LC-1 can be channeled, users can now affordably tune individual cylinders for precision power balancing.

LC-1 Wideband Controller Cable (with Bosch O2 sensor) IM3877

G3 Air/Fuel Ratio Gauge Kit

The G2 Air/Fuel Ratio Gauge kit features traditional looks, 2-1/16" face, high speed stepper motor, through dial back-lighting and an illuminated pointer which is blacked out when powered off. Supplied with the LC-1 cable and wide band sensor, it is a complete air/fuel ratio display system.

- Extremely Accurate Wide-Band Technology
- Includes LC-1 & Sensor

G2 Air/Fuel Ratio Gauge Kit (Includes LC-1 & Sensor) IM3802

G3 Air/Fuel Ratio Gauge Only (Requires LC-1 & Sensor) IM3804

DB Air/Fuel Ratio Gauge Kit

The G2 Air/Fuel Ratio Gauge kit features a 2-1/16" face and digital LED display available in blue or red. Supplied with the LC-1 cable and wide band sensor, it is a complete air/fuel ratio display system.

- Extremely Accurate Wide-Band Technology
- Includes LC-1 & Sensor

G2 Air/Fuel Ratio Gauge Kit (Blue LED) IM3795

G2 Air/Fuel Ratio Gauge Kit (Red LED) IM3796

MTX-AL: Wideband Air/Fuel Ratio Gauge

DISPLAY RANGE
Wideband Air/Fuel Ratio
8 AFR to 18 AFR

KEY FEATURES

Patented DirectDigital™ wideband sensor control, the only 100% digital wideband air/fuel ratio technology!

Bosch LSU 4.9 wideband O2 sensor
Ability to calibrate O2 sensor for maximum accuracy

Part Number: IM3855

SCG-1 BOOST CONTROL WITH WIDEBAND SENSOR

The Innovate Motorsports SCG-1 is a revolutionary approach to boost control that integrates an advanced standalone boost controller with Innovate's industry leading DirectDigital™ wideband air fuel ratio technology. When we decided to build a boost controller, we knew we had to offer more capabilities than other products available today, while still maintaining the user friendly functionality demanded by our customers. Instead of repackaging the same boost control technology that has been used for decades, we choose to pair our advanced O2 sensor control technology with our all-new, proprietary solenoid control that provides superior boost control accuracy, response and safety. We also added a user programmable shift light and housed the entire package in a compact gauge body for ease of installation and use

Description

SCG-1: Solenoid Boost Controller w/Wideband Gauge Kit

Part No

IM3882

DLG-1: DUAL LAMBDA (AFR) GAUGE KIT

Gauge Kit - includes the DLG-1 gauge, (2) Wideband oxygen O2 sensors, (2) 8 ft sensor cables, LC-2 Wideband Controller, (2) O2 sensor weld-on bungs, Black/Silver bezel, Black/White faceplate, Serial program cable, & Installation manual.

IM3891

PSB-1: POWERSAFE BOOST & AIR/FUEL RATIO GAUGE KIT

Gauge Kit - includes the PSB-1 gauge, Wideband oxygen O2 sensor, 8 ft sensor cable, 4-Bar MAP Sensor, Relay, O2 sensor weld-on bung, Black/Silver bezel, Black/White faceplate, Serial program cable, & Installation manual.

IM3892

MTX DIGITAL SERIES EXHAUST GAS TEMPERATURE (EGT) GAUGE

This 2 1/16" (52mm) gauge features a water resistant casing, interchangeable faceplates and bezels, locking connectors for simplified installation, and MTS serial connections used to connect with other Innovate devices for logging.

KEY FEATURES

- Change from EGT to CHT range. CHT range allows greater resolution
- Display in either °F or °C
- Change exterior LED as a fill bar or light a single indicating LED
- Program exterior LED ranges vs Color
- Program EGT Warning.

KIT INCLUDES:

- Gauge (Black Faceplate, Black Bezel)
- Silver Bezel & White Faceplate
- Program Cable (Serial)
- EGT K-Type Probe (Stainless Steel)
- EGT Mounting Hardware with Bung (Optional Clamp-on Style Available P/N: 3869, no included)
- Quick Start Installation Guide (Full manual on CD)
- Software CD (LogWorks & LM Programmer)

Description

MTX Digital Series Exhaust Gas Temperature (EGT) Gauge

Part No
IM3854

MTX DIGITAL SERIES OIL PRESSURE & TEMPERATURE GAUGE KIT

MTX Digital Series "Dual Function" Oil Pressure & Temperature. One gauge, TWO functions! In addition, the 2 1/16" (52mm) gauge features a water resistant casing, interchangeable faceplates and bezels, locking connectors for simplified installation, and MTS serial connections used to connect with other Innovate devices.

Pressure Key Features

- Display in either PSI or BAR (seven-segment)
- Program Low Oil Pressure Warning (seven-segment)

Temperature Features

- Change exterior LED as a fill bar or light a single indicating LED
- Program exterior LED ranges vs. Colour
- Program unit of measure as °F or °C
- Program Oil Temperature Warning (outer LEDs)

Kit Includes:

- Gauge (Black Faceplate, Black Bezel)
- Silver Bezel & White Faceplate
- Program Cable (Serial)
- Thermistor
- Electronic Pressure Sensor 0-145 PSI (10 Bar)
- Cable for Pressure Sensor
- Quick Start Installation Guide

MTX Digital Series Oil Pressure & Temperature Gauge Kit IM3913

MTX-L PLUS: DIGITAL AIR/FUEL RATIO GAUGE

The New MTX-L PLUS wideband gauge features our patented Direct Digital technology and all-new Advanced Sensor Control which receives feedback from the sensor more frequently and optimizes heater control.

The combination of these technologies makes the MTX-L

Plus our fastest, most durable and accurate air/fuel ratio gauge ever!

- FASTER Sensor Frequency for faster O2 sensor feedback
- FASTER Analog Output Speed helps ensure that your ECU sees changes in air/fuel ratio as they happen
- ENHANCED Heater Control for superior sensor performance in forced induction and other high performance applications
- Large digital readout and programmable "Digital Needle" provides the functionality of a needle gauge with the pinpoint accuracy of a digital display

• Digital display in AFR or Lambda 52mm (2 1/16") diameter gauge body with included interchangeable faceplates and bezels Bosch™ LSU 4.9 wideband O2 sensor Patented 100% digital wideband air/fuel ratio technology!

- Ability to calibrate O2 sensor for maximum accuracy
- Wideband O2 compatible with several fuel types
- Innovate MTS serial in/out (for use with MTS enabled devices to add additional logging channels)
- Datalog using powerful LogWorks software on your PC

MTX-L PLUS: Digital Air/Fuel Ratio Gauge Kit (8 Ft. Cable) IM3918

MTX-D: DIGITAL SERIES FUEL PRESSURE GAUGE

KEY FEATURES:

- Range 0-145 PSI (10 Bar)
- Industrial grade electronic pressure sensor
- Display in either PSI or BAR (seven-segment)
- Program Low Oil Pressure Warning

KIT INCLUDES:

- Gauge (Black Faceplate, Black Bezel)
- Silver Bezel & White Faceplate
- Program Cable (Serial)
- Electronic Pressure Sensor 0-145 PSI (10 Bar)
- Cable for Pressure Sensor
- Quick Start Installation Guide

MTX-D: Digital Series Fuel Pressure Gauge Kit IM3917

MTX-A: 30 PSI Vacuum / Boost Gauge

DISPLAY RANGE

Pressure Range
-29 inHG to 30 PSI

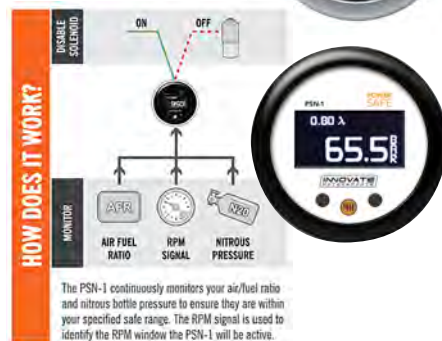
Part Number: IM3908

MTX-A: Water / Oil (Fluid) Temperature Gauge

DISPLAY RANGE

Oil / Water Temperature
120-280 °F

Part Number: IM3861



Innovate PSN-1 Nitrous Bottle Pressure & Air Fuel Ratio

The PSN-1 is a nitrous bottle pressure gauge and wideband air fuel ratio gauge with a built in RPM window switch. It features Powersafe technology which monitors nitrous bottle pressure, engine RPM and air fuel ratio and can disable the nitrous solenoid when these parameters are not within range.

Part Number: IM3893

LM2 CARRY CASE

- Foam insert fits LM-2 for better protection
 - Innovate Motorsports Logo printed on Case
 - Room to store all cables needed for the kit
- IM3836**

TC-4 4-Channel Thermocouple Amplifier IM3784

The TC-4 is a 4-channel thermocouple amplifier with two temperature ranges for exhaust gas temperature (EGT) or cylinder head temperature (CHT). For use with LogWorks2, DL-32, LC-1, LMA-3, and XD-16. Includes: TC-4, Program Cable, Patch Cable (to daisy chain with other MTS compatible devices), and Mounting hardware.

TC-4 4-Channel Thermocouple Amplifier IM3784

TC-4 PLUS

The TC-4 PLUS includes the TC-4 PLUS, Serial Program Cable, Molex to Molex Patch Cable (to daisy chain with other MTS compatible devices), and manual.

- The TC-4 PLUS is 4 channel type-K thermocouple amplifier device that can be used a standalone system or as part of a MTS (Modular Tuning System). The TC-4 PLUS includes a digital input/output, 4 full-programmable analogue outputs, and is ideal for applications such as dynamometers, data acquisition systems, or standalone ECUs.
- K-Type thermocouple amplifier that adds 4 temperature inputs to an MTS Log Chain
- Temperature range 32-1999 deg F, 0- 1093 deg C
- 4-Configurable linear 0-5V analog outputs (one per input)
- The TC-4 PLUS can be used to measure other temperature metrics such as intercooler inlet, outlet temperature and catalytic converter

TC-4 PLUS (4-Channel Thermocouple Amplifier) IM3915



SSI-4 PLUS

The SSI-4 PLUS includes the SSI-4 PLUS, Serial Program Cable, Molex to Molex Patch Cable (to daisy chain with other MTS compatible devices), and manual. P/N 3914. The SSI-4 PLUS will allow the capture of data from 4 external sensors. These sensors can be frequencies such as engine RPM and speed sensors or 0-5V references like MAP sensors and pressure transducers. The SSI-4 PLUS may be used as a stand-alone system or integrated with other Innovate Motorsports MTS products to create a log chain.

- Simple sensor device that adds 4-inputs to an MTS Log Chain
- Channel 1 and 2 inputs can be configured for RPM, Speed (VSS), Frequency, and 0-5 volt. In addition to the above, the channel 2 input can be used for duty cycle or dwell.
- Channel 3 and 4 inputs can be used for 0-5 volt
- 5 volt output to power external sensors

SSI-4 PLUS (4 Channel Simple Sensor Interface)
IM3914

RPM Converter (LMA-2)

Includes an integrated circuit for converting a tach or inductive clamp output to a clean analog signal that can be logged by the LM-1. The cable can be calibrated to the characteristics of your engine through a simple setup routine.

****Inductive Clamp Not Included****
IM3726



Inductive Pickup

Inductive Clamp Accessory for LM-2, DL-32, LMA-3, and RPM Converter. Simply clamp on to one spark plug wire to log RPM. Cable is 6 feet in length. LM-2 kit includes inductive pickup and adapter needed for connection to LM-2.

Inductive Pickup with LM-2 Adapter IM3834

18-ft. Sensor Cable

To Minimize the effects of noise coupling with the extended-length sensor cable, Innovate recommends minimizing the length of the power-supply cable. 2' is ideal. Noise coupling may be present if the bar graph is flickering. Excessive coupling will result in sensor errors.

LM-2 Extended Sensor Cable IM3828

LM-2 Sensor Cable

Replacement 8ft Sensor Cable. Included in LM-2 kits

LM-2 OBD-II Cable

OBD-II / CAN Interface Accessory Cable for LM-2.

LM-2 Serial Patch Cable

LM-2 Serial Patch Cable makes the LM-2 MTS Compatible (LC-1, LMA-3, DL-32, SSI-4, TC-4). Four pin Molex to serial 2.5. Not included with LM-2 kit.

Terminator Plug

Terminator Plug for use with XD-1, LMA-3, LC-1, and ST-12

Sensor Cable

10-ft. long, for direct connection of LM-1 to Bosch/VW plug on LSU4.2

IM3738

Heat-Sink Bung Extender (HBX-1)

The Bosch LSU4.2 wide-band O2 sensor (shipped as part of the LM-1 kit) is rated to operate at an exhaust gas temperature of 1300 degrees (F), and a sensor housing temperature of 900 degrees (measured at the bung) for maximum accuracy and control. When either of these operating temperature ranges is exceeded, the sensor can no longer be accurately controlled. Further, operating at or over these temperatures for any length of time can significantly reduce the lifetime of the sensor. **The LM-1 is designed to display an error message under these conditions (currently 08- Sensor Timing Error) rather than provide inaccurate readings. For some turbo vehicles, rotary engines, and other setups, this error message can be encountered with annoying frequency.**

Bosch Oxygen Sensor

IM3737
Bosch LSU4.2 5-wire, wide-band O2 sensor



Exhaust Clamp

Patent-pending, Venturi-effect, tapped exhaust clamp for obtaining accurate lambda measurements in non-cat autos or other engines.

IM3728



Power Cable, Cigarette lighter

10-ft. long, for direct connection on LM-1 or LM-2 to cigarette lighter or accessory plug.

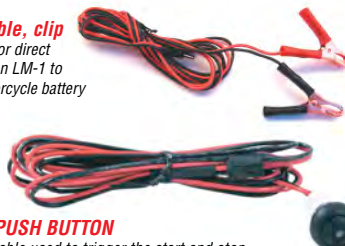
LM-1 Power Cable IM3740

LM-2 Power Cable IM3808

Power Cable, clip

10-ft. long, for direct connection on LM-1 to auto or motorcycle battery

IM3734



REMOTE PUSH BUTTON

Accessory cable used to trigger the start and stop of a record session remotely on a PL-1.

IM3901

MTS Carrying Case

The MTS (Modular Tuning System) carrying case is a durable plastic case, designed to hold the LM-1 and all accessories included in any configuration of the MTS kits.

IM3754



V300SD Data Recorder

The affordable V300SD series data recorder is our newest data recorder. In base configuration, the V300 monitors six parameters, but it can be expanded to monitor up to 67 channels of data to meet the needs of most users. The V300SD can sample data as quickly as 1000 times per second.

Uploading recorded data to your computer is done via a SD memory card, which provides you with hours of recording time and the ability to store many runs prior to uploading the data. The V300SD also has multiple methods of displaying monitored data in real time. When linked by serial cable to your PC you can view all recorded functions in either graph format or on 8 virtual gauges while the vehicle is running. Any monitored function can also be displayed in real time on Racepak's optional Intelli-Gauges, Ultra Dash or IQ3 display dash.

- Engine & Driveline RPM
- Engine/Driveline RPM differential
- Battery voltage
- Acceleration G-force
- Lateral G-force

V300SD with Datalink Lite

R200-KT-V300SDL

V300SD with Datalink Standard

R200-KT-V300SDS

SPORTSMAN Data Recorder

The Sportsman Data logger is an economical solution that utilizes the same hardware and software as our professional series data recorders. The base kit includes a driveshaft sensor and collar so you can start maximizing your runs sooner.

Features:

- 21 total channels
- 8 EGT Sensor outputs available
- (EGT's not included)
- 7 internal and external
- 6 V-Net

Specifications:

- V-Net: up to 100 per second

Monitors:

- Engine RPM
- Driveline RPM
- Battery voltage
- Acceleration G-Force
- Lateral G-Force
- 12 Volt event

Part No: R610-KT-SPRTMM



Split Collar and Magnet Assemblies

>magnet collars. Perfect for automatic-equipped vehicles, to assist in picking up driveshaft RPM sooner than a conventional 2-magnet collar.

Description

8 Magnet Collar Suit 2.125" Shaft

8 Magnet Collar Suit 2.187" Shaft

Part No

R800-CL-8M-2125

R800-CL-8M-2187

IQ3 Logger Dash

The IQ3 dash represents an entirely new concept in data logging dashes. By placing the 32 channel data logger, 512 MB memory card, GPS board and 3 axis G meter inside the dash, every feature of the data system is now located in one central location. And, when that 32 channel data logger is one of Racepak's exclusive smart sensor type, that means that only one small cable will transmit the data from all the sensors to the rear of the dash.

- 32 Channels • Internally Mounted GPS • Internal 3 Axis G Meter
- 512MB microSD Memory Card • Programmable Shift Lights
- Programmable Warning Lights With On Screen Warning
- 24 Programmable Sensor Inputs On 4 Pages
- Programmable 5 Character Channel Name • Gear Indicator
- Predictive Lap Time • Prop Slip and Prop Speed for Boats
- Speed, Lap Time, Lap No. From GPS
- Metric / Imperial Configurable

IQ3 Logger Dash

R250-DS-IQ3LD

IQ3 Display Dash

The IQ3 Display Dash is designed for use with any of Racepak's current series of Vnet data loggers. This includes the GX2 (red housing version), G2X Pro, V300SD and V500 data loggers. This model does not include the internal data logger, GPS, 3 axis G meter or 512MB memory card. Rather, this data is supplied by the external data logger (depending on the Vnet data logger utilized) but still provides all the display and programming features of the data logger dash.

- Programmable Shift Lights • Metric / Imperial Configurable
- Programmable Warning Lights With On Screen Warning
- 24 Programmable Sensor Inputs On 4 Pages
- Programmable 5 Character Channel Name • Gear Indicator

IQ3 Display Dash

R250-DS-IQ3

RACEPAK V-NET CABLES & ACCESSORIES

V-Net Cable 12" (1 FT)

R280-CA-VM-012

V-Net Cable 24" (1.5 FT)

R280-CA-VM-024

V-Net Cable 36" (3 FT)

R280-CA-VM-036

V-Net Cable 48" (4 FT)

R280-CA-VM-048

V-Net Cable 60" (5 FT)

R280-CA-VM-060

V-Net Cable 72" (6 FT)

R280-CA-VM-072

V-Net Tee Cable 36" (3 FT)

R280-CA-VM-T036

V-Net Terminator Cap Female

R280-CA-VM-TCAPF

V-Net Terminator Cap Male

R280-CA-VM-TCAPM

Racepak Sensors

Description

Wide Band A/F Sensor

Part No

R220-VM-AF1

V-Net Boost Sensor 0-75 PSI

R220-VP-PT-BST75

V-Net Oil Press Sensor 0-150

R220-VP-PT-OP150

V-Net Fuel Press Sensor 0-75

R220-VP-PT-PP075

V-Net W/Temp Sensor 0-300°F

R220-VP-TR-WATER

V-Net Nitrous Bottle Pressure Sensor 0-1500 PSI

R220-VP-PT-N1

V-Net Vacuum Pump Sensor 0-30 IN/HG

R220-VP-PT-PVAC



IQ3 DRAG DASH

The IQ3D is designed for the sportsman drag racer looking for a compact, all-in-one solution. It combines the look and feel of our popular IQ3 dash with a robust, built-in data logger. Information is displayed on four user-definable pages and recorded data is stored on a microSD memory card located on the face of the dash for easy access. The IQ3D has built-in support for over 20 of the most popular EFI systems.

- Wiring harness (includes 2 programming buttons)
- Driveshaft Sensor (Please note: Drive Shaft collar sold separately)
- Oil Pressure Sensor
- Water Temperature Sensor
- USB programming cable
- Racepak Datalink II software
- MicroSD card & reader

R250-DS-IQ3D

GPS MODULE

Add GPS speed to any non-gps equipped Racepak V-Net data recorder through the use of Racepak's GPS V-Net module. Utilizing a standard V-Net tee connector, the module is installed and "read" into the DatalinkII software, providing a speed data channel for analytical, display and odometer information. Samples at 10hz.

R220-VM-GPS



IQ3S STREET DASH

The IQ3S is a complete dash cluster replacement, providing all standard road functions in a compact, simple to use unit. Standard data, such as speed, odometer, turn signals, hi/low beam and parking brake indicators are displayed, along with programmable shift and warning lights. It is an ideal complete instrumentation package for vehicles with modern engine swaps or aftermarket EFI systems.

- IQ3S Dash
- Wiring harness (includes 2 programming buttons)
- 1 – Oil Pressure Sensor
- 2 – Fluid Temperature Sensors (Coolant & Transmission)
- USB programming cable
- Racepak Datalink II software

R250-DS-IQ3S

IQ3SL STREET LOGGER DASH

The IQ3SL Street Logger Dash adds data logging to the popular IQ3S Street Display Dash. It's an ideal solution for any vehicle that needs full road instrumentation and the ability to record data, putting both into one easy to use unit. Standard data, such as speed, odometer, turn signals, hi/low beam and parking brake indicators are displayed, along with programmable shift and warning lights. Plus, it features internal processing to read data from OBDII and most aftermarket ECU and EFI systems, making it ideal for modern cars, or vehicles with modern EFI engine swaps. In addition to data provided from OBDII, ECU or EFI (if connected), the IQ3SL records engine RPM, speed, gear, coolant and oil temp, oil pressure, and up to six additional V-Net channels. The display features four user-definable pages of information, and data is collected on a front-mounted MicroSD card for convenience.

- IQ3S Dash
- Wiring harness (includes 2 programming buttons)
- 1 – Oil Pressure Sensor
- 2 – Fluid Temperature Sensors (Coolant & Transmission)
- USB programming cable
- Micro SD Card
- USB SD Card adapter
- Racepak Datalink II software

RP250-DS-IQ3SL

V-NET BLUETOOTH MODULE

This module allows your system to communicate with Racepak's Virtual Dash App, which allows you to turn your wireless device into a virtual IQ3 dash.

R230-VM-DASHAPP



AUTOMETER LCD COMPETITION DASH

The AutoMeter Competition LCD Display is the next evolution of driver communication and data acquisition. Designed specifically for the harshest of environments, the carbon composite housing is IP65 sealed against water and dust intrusion and will easily withstand 20g of continuous vibration and 50g of shock. Our 7" LCD panel ensures easy visibility under all circumstances with a retina level pixel density, unmatched brightness and an optically bonded lens for extreme glare suppression. The display layout is fully configurable to your individual specifications.

The system will accommodate four programmable data bus channels (2 CAN and 2 serial) in conjunction with a nearly limitless amount of discrete analogue sensors and its integrated 3 Axis Accelerometer. Data collection can occur at up to 1 kHz and the internal memory allows for practically infinite recording time. User definable warnings take advantage of super bright, multicolour LEDs placed around the perimeter of the chassis to alert the driver to critical onscreen information.

- Optically Bonded, Super Bright 7" Display Provides Unmatched Day and Night Time Visibility.
- 16 Integrated Multi-Colour Configurable Indicator Lights for Pre-Programmed Warnings and Shift Points.
- Single High Density Motorsport Connector and Starter Harness
- Analog and Digital Combination Offers Optimized Precision for Both Accurate Values and Rate of Change.
- Surface Mounted and Remote Mounted Button Interface For Driver Input and Menu Navigation
- Optional Configurable Pro-Control Outputs
- Configurable CAN Input for PCM Connections, Up to 12 Discrete Sensor Inputs with Internal 3-axis Accelerometer and Voltage.
- IP65 Sealed For Protection Against Dust and Moisture.
- Continuous Vibration Up to 20g and Shock Up to 50g.
- Custom carbon composite injection moulded housings with ultrasonic welded brass inserts and built-in heat sink.
- High quality graphics unmatched by any other aftermarket instrument panel.

AU6021 LCD Competition Dash



HOLLEY 7" STAND ALONE DIGITAL DASH KIT

Have you been looking for a dash solution for your vehicle, but just cannot find anything you like or that is cost effective? No need to look any further as Holley has created a full colour touch screen dash that includes sensors for monitoring basic engine parameters as well as a GPS speedometer all in a cost effective package! Holley's stand-alone digital dash has great features such as; a weather resistant aluminium housing for durability, multiple gauge and indicator type selections, customizable screen and gauge layouts and a virtual switch panel just to name a few. With the integrated 3 axis accelerometer and data-logging, the dash is ideal for anything from a JR dragster to Sportsman racing. It is also equally at home in a daily driver, or a show winning roadster.

Features:

- Compact, customizable dash for use in a variety of applications
- 7" low glare, high brightness, high contrast, full colour touch screen for easy viewing even in full sun
- 800x480 resolution with auto brightness and dimming
- Operating voltage min 8V - 20V
- Includes USB GPS for Speedometer display with a magnetic base for a quick and clean install
- Weather resistant aluminium housing with flexible mounting options
- Completely customizable layouts, with multiple default configurations to get you running in no time!
- Multiple gauge & indicator types with limitless customization options
- Quickly toggle between multiple active screens (tune, warm-up, race, drive, etc.)
- Virtual Switch Panel (replaces the need for physical switches)
- Retains the same gauge customization flexibility as the EFI dash, but now allows use with any vehicle
- Powerful data log software provides in-depth analysis (10 samples/sec) of all inputs and outputs, including the integrated 3 axis accelerometer and USB GPS-no need for separate data logging boxes
- Built in Data logging playback allows you to view your last run on the fly
- A variety of additional sensors are available for use with the dash, including fuel pressure, nitrous pressure, boost, with more to come!
- Pair with a Holley EFI LED Light Bar (PN 553-107) for a truly customizable solution!
- User definable warnings for any input
- Configurable progressive shift lights and light bar
- Expandable internal storage on micro SD card
- Free Software and Firmware upgrades, providing a future proof display solution
- Included parts: Standalone digital dash kit with I/O adapter, USB memory stick, terminated vehicle harness, oil pressure sensor, CTS sensor, MAT sensor, USB GPS

Part No: H0553-109

DIAL IN BOARDS



Lokar Dial-in Board Cage Mount & Universal Adjustable Angle Mount Brackets

Cage and Universal Adjustable Angle Mount Dial-In Board and Brackets are manufactured with 6061 aluminum featuring a ball-milled design. Mounts onto cage without interfering with roll-bar padding. No drilling required for mounting to the cage. Bracket available for 1 1/2" cages and 1 5/8" cages. Offered in polished, black anodized and clear anodized finishes.

Features:

- 6061 aluminum
- No interference w/roll-bar padding
- No welding or drilling required
- Adjustable arm for leveling
- Bracket available for 1 1/2" and 1 5/8" cages
- Reversible Dial-In Board
- Universal Adjustable Angle Mount style available (Can mount on flat or angled surface)
- Polished, Black and Clear anodized

Part Number

Part Number	Description
LK-1110104	1 1/2" Polished Dial-In Board, Cage Mount
LK-1110107	1 1/2" Black Anodized Dial-In Board, Cage Mount
LK-1110108	1 1/2" Clear Anodized Dial-In Board, Cage Mount
LK-1110114	1 5/8" Polished Dial-In Board, Cage Mount
LK-1110117	1 5/8" Black Anodized Dial-In Board, Cage Mount
LK-1110118	1 5/8" Clear Anodized Dial-In Board, Cage Mount
LK-1110124	Polished - Universal Adjustable Angle Mount
LK-1110127	Black Anodized- Universal Adjustable Angle Mount
LK-1110128	Clear Anodized - Universal Adjustable Angle Mount

DELAY BOXES & ELECTRONICS



Reaction Time Delay

The standard of the industry from the company that invented delay boxes - and hold the U.S patent on the whole theory!

Engineered for use with either 12 or 16 volt electrical systems, model RTD7 splices into your existing transbrake and/or roll control circuits. The box can be mounted in any position, even upside down (for overhead locations). No special wiring or batteries are required. Dedenbear's exclusive ignition noise filters permit use with solid core plug wires and all types of ignition systems, including magnetos. The RTD's 30 amp capability will easily handle any transbrake manufactured. Dedenbear's quartz crystal timer ensures optimum accuracy under all conditions. Four push button thumb wheels let you quickly select and delay up to 9.999 seconds. Of course, "early release" protection has always been standard.

Dedenbear's is the only design that puts a full 12 volts to the transbrake, with no voltage drop through the delay box. A complete wiring diagram and delay setting tips are included with the detailed directions.

- 30 amp capability easily handles any transbrake manufactured
- Quartz crystal timer ensures optimum accuracy under all conditions
- Accidental Release Protection (A.R.P.)
- Four pushbutton thumbwheels let you quickly select any delay up to 9.999 seconds
- Virtually no voltage drop through box
- State-of-the-art electronic noise protection circuits
- Simple and quick to set • 12 and 16 volt compatible

Reaction Time Delay



DE-RTD7

Lightning & Lightning Plus Delay Boxes

Dedenbear introduces the smallest delay box with throttle stop timers available. Wrapped in an attractive billet enclosure, the Lightning has the same reliability you've come to expect from Dedenbear.

Loaded with features, the Lightning offers incredible value, the best bang for your buck. The Lightning Plus has all the same features as the Lightning but with a 250% larger display making it the easiest to read delay box Dedenbear manufactures.

- Billet aluminium enclosure. • DE-L1 Face size is only 6" x 3"
- DE-L2 Face size is only 7.5" x 3"
- 4 different delay modes: "Cross Talk", "Crossover", "Interface", and "Run Delay" • Adjustable transbrake lockout, Crossover Compensation and Trip Protection
- Independent line lock output
- Two 4-stage timers, adjustable to the thousandth
- Starting line control output with adjustable time release
- "Super Start" automatic starting line control for activating a throttle stop prior to staging
- Remote display output for LED dial-in board
- Compatible with all cylinder engines and all ignitions, even magnetos • 12 & 16 volt compatible

Lightning Delay Box

DE-L1



Command Center Model DE-CC3

Packed with even more features than the original, the Command Center 3 provides all the electronics needed to run today's most sophisticated race cars. This compact unit has the most independent outputs of any multi-function delay box ever.

Check out all these features:

- Lighted LCD display in easy to understand words
- Lighted keypad with raised number and scroll buttons
- 4 different types of delay boxes built right in: Standard 4 digit, Crossover, 2 hit interface (once off their top, once off your top) and Twice-Your-Tree (your top and your bottom)
- Exclusive "Last Chance" feature in case you missed the tree
- "Skip Up/Skip Down" feature lets you hit a second button to add or subtract delay time.
- Two separate 4 stage timers adjustable to the thousandth of a second for controlling throttle stops, nitrous oxide or timed shifts
- Separate "Starting Line Control" has an adjustable release time to bring your throttle up just before launch
- "Super Start" control for activating a linkage stop prior to staging
- RPM activated switch for controlling CQ2 or electric shifters can also be used as a third 4stage controller
- Built in digital tachometer for checking tach input
- "Pro/Full" feature saves two groups of settings for running multiple classes
- Remote display output to control a lighted dial-in board
- Exclusive safety features such as our patented "Trip Protection", and a programmable

transbrake lockout for down track anti-reengagement So quit trouble-shooting your wiring hoping all your separate boxes are wired and set correctly, and get yourself a Command Center 3 and start winning races. With all these features this is truly an "Everything-In-One" Delay box.

Thunder Delay Box

Perfect for the avid bracket racer, Dedenbear's new Thunder super crossover delay box has all the latest delay box features without the throttle stop timers or RPM switches. The Thunder is easy to use and has great looks.

- Billet aluminium enclosure
- 4 delay modes: "Cross-Talk", "Crossover", "Interface", and "Delay"
- Independent line lock output
- Adjustable transbrake lockout • 12 & 16 Volt compatible
- Crossover Compensation and Trip Protection
- Pro/Full feature allows saving two groups of settings
- Small size, only 6-7/8" by 4" face size and 1-1/2" thick

Thunder Delay Box

DE-T1

RPM SWITCH

Model No DE-RPM2 (Switch Module Only)

Dedenbear's unique RPM switch runs any RPM activated device, including shift lights and all other brands of automatic shifters. The switch uses an MSD, Mallory, Crane or other electronic ignition system to sense RPM and handles up to a 10 amp output. Pushbutton thumbwheels let you quickly select any shift point in 100 RPM increments, from 100 to 9900 RPM. A built in delay feature eliminates the possibility of "false" shifts due to tire spin or converter flash on the launch. Fixed at approximately .5 second, this delay circuit is wired into your transbrake or roll control. Even if your car spins it's tires, the RPM2 deactivates your automatic shifter until the preset time period expires. RPM switch modules are included with every Dedenbear shifter package if ordered as a kit. RPM switches are also available separately. Set for standard 8 cylinder, custom applications are available by special order.

SHIFT TIMER

Model No DE-ST1 (Switch Module Only)

This Shift Timer has a single stage timer that can be used to shift your CO2 or electric shifter by time instead of RPM. An adjustable timer from 0-9.99 seconds. Selectable +12 volt pulse output. Short .5 second pulse for shifting, long 17.0 second pulse for single nitrous oxide, throttle stops, timing retards, or shifting and holding Lencos. Output terminals are Normally Closed (normally "on") and Normally Open (normally "off") to either apply or remove +12 volt power. Release of the transbrake or line lock solenoid starts the timer at the beginning of the run. Small box design allows mounting anywhere inside the vehicle.

The Shift Timer has all of Dedenbear's legendary noise filtering and noise resistance, ensuring accurate timing and excellent repeatability

Bear Stop - Electric Throttle Stop

As veteran racers, Dedenbear engineers understand that racing carburetors like to run wide open. Since the Bear Stop uses its own set of secondary butterflies to regulate air/fuel flow, your carburetor operates at full throttle throughout the run. Weather changes can be compensated for and fuel metering always remains correct. An optional Primary Butterfly Kit is available with a second set of butterflies and linkage. The Bear Stop is typically used either with a throttle stop timer or by running a fixed setting for the entire run. The throttle stop timer allows a racer to turn the throttle stop off and on as the car goes down the track. In either method the throttle stop can be overridden allowing you to "run a guy down" on the top end by manually pushing an override switch. Adjusting the Bear Stop is simple; An indexed stop bolt lets you easily make precise and repeatable settings. Using a throttle stop controller to activate the stop results in even more accurate E.T. adjustments.

Bear Stop Electric Throttle Stop DE-TS1

Optional Primary Butterfly Kit Replacement Solenoid

**DE-PK1
DE-SOLT5**

Two Stage Throttle Stop Controller

Designed as an engineered package with Dedenbear's throttle stops, the TSC2A can also be used to provide control over a variety of other devices, including automated shifters, timed ignition retard, nitrous systems and lean out solenoids. When being used on a throttle stop, the dual stage control lets you launch at wide open throttle (for lowest reaction time), reduce power at mid track (for any duration desired) then resume wide open throttle (for the top end charge).

Two Stage Throttle Stop Controller DE-TSC2A

TRANSBRAKE SWITCHES

Model No DE-PBSRTD

The most consistent, most reliable switch on the market. This is a heavy duty quick acting, precision release transbrake switch with an adjustable mount and locking nut. Screw terminals on bottom connect to any wire. Adjustable button height sets with a custom lock nut.

DELAY BOX INSTALLATION KIT Model No DE-1K

Designed as an engineered system for the RTD7, CO2, SC01, SCC1, and CC3, this complete kit can be used to easily and correctly install any type of delay box. The package includes a heavy duty, quick acting, precision release transbrake switch with bracket and adjusting lock nut; heavy duty, 14 gauge stretch cord; 10 foot lengths of 14 gauge wire; 15 foot length of 12 gauge wire; fuse with in line holder; wiring connectors; terminals; mounting screws; 25 nylon wire ties; and a detailed wiring diagram. Note: SCC1 and CC3 owners may need some extra wire & connectors for the additional features in these units.

MULTIPLE RELAY CENTER

Electronic devices are becoming more common in race cars today and these devices typically require lots of wiring to connect everything. This is especially true with cars using multiple stages of Nitrous Oxide. It is so versatile, that it can be used to power anything in a car that needs high power levels, not just nitrous systems.

- Use for high powered Nitrous solenoids or other high power devices such as fuel pumps, water pumps, throttle stops, fans, etc.
- Four relays pre-wired and ganged together to power up to four stages of NOS solenoids
- One separate relay with inputs and outputs completely isolated to allow wiring in any configuration
- Relay inputs can be "negative" or "positive"
- Relay outputs can be "negative" or "positive"
- Indicator LEDs for relay coils and outputs make troubleshooting a snap
- Easy access replaceable fuses for each relay
- Incredibly simplifies wiring and improves reliability

Multiple Relay Center DE-MRC1

HEADLIGHTS & ACCESSORIES



SO-CAL Early Ford Headlights Sold in pairs

These American-made 7-inch Arrow headlights have been reworked by SO-CAL to snugly fit the cups of all early Fords from '28 Model A through '36, as well as the SO-CAL cast stainless steel headlight mounts. They come with black buckets and chrome or black rings. The best hot rod headlights you can buy—heck, we use them on everything. NOTE: The cups shown are not included.

S0001-62003 Headlights chrome rings—pair

1928/29 STAINLESS STEEL HEADLAMPS

Show quality stainless head lamps licenced by Ford Motor Company as an official licenced restoration product. These headlamps feature 8-1/2" diameter brass chrome plated reflectors, bulbs, correct glass lenses, lens gaskets, wiring, mounting nuts and a super bright polish. Boxed complete in pairs. All stock one bulb & two bulb headlamps are supplied with 6 volt bulbs installed. Quartz halogen headlamps have 12 volt halogen bulbs installed. 6 volt halogen bulbs may be ordered separately & installed by the customer.



1928/29 with early fluted Model A Lenses

**VIAR-13000-AQS Quartz halogen 12volt
VIAR-13000-AQSTS Quartz halogen 12volt with turn signal installed**



1928/29 with regular Model A Lenses

**VIA-13000-AQS Quartz halogen 12volt
VIA-13000-AQSTS Quartz halogen 12volt with turn signal installed**

1930-31 STAINLESS STEEL HEADLAMPS

Show quality stainless head lamps. Licensed by Ford Motor Company as an official Licenced restoration Product. These headlamps feature 8-1/2" diameter brass chrome plated reflectors, bulbs, correct glass lenses, lens gaskets, wiring, mounting nuts and a super bright polish. Boxed complete pairs. Quartz halogen headlamps have 12 volt halogen bulbs installed. 6 volt halogen bulbs may be ordered separately & installed by the customer.



1930-31 Head Lamps

**VIA-13000-BQS Quartz halogen 12 volt
VIA-13000-BQSTS Quartz halogen 12 volt with turn signal installed**

1932 STAINLESS STEEL HEADLAMPS

Show quality stainless head lamps. Lenses and the top of the headlamp housing have the Ford script logo as the original, and are licenced by Ford Motor Company as an official licensed restoration product. These headlamps feature 9-1/4" diameter brass chrome plated reflectors, bulbs, correct glass lenses, lens gaskets, wiring, mounting nuts and a super bright polish. Boxed complete in pairs. All stock one bulb & two bulb headlamps are supplied with 6 volt bulbs installed. Quartz halogen headlamps have 12 volt halogen bulbs installed. 6 volt halogen bulbs may be ordered separately & installed by the customer.



1932 Head Lamps

VIB-13000-QS Quartz halogen 12 volt

VIB-13000-QSTS

Quartz halogen 12 volt with turn signal installed

1932 Original Style Headlights

Highly polished stainless steel, with Drake's Super Halogen Reflector System. Sold as pairs.

1932 Original Style Headlights (Pair) BDB-13000



1933/34 STAINLESS STEEL HEADLAMPS

Show quality stainless head lamps. Lenses and the top of the headlamp housing have the Ford script logo as the original, and are licenced by Ford Motor Company as an official licensed restoration product. These headlamps feature 8-7/8" diameter brass chrome plated reflectors, bulbs, correct glass lenses, lens gaskets, wiring, mounting nuts and a super bright polish. Boxed complete in pairs. All stock one bulb & two bulb headlamps are supplied with 6 volt bulbs installed. Quartz halogen headlamps have 12 volt halogen bulbs installed. 6 volt halogen bulbs may be ordered separately & installed by the customer.



1933/34 Headlamps

VI40-13000-QS Quartz halogen 12 volt

VI40-13000-QSTS

Quartz halogen 12 volt with turn signal installed

1933/34 COMMERCIAL PAINTED (STEEL) HEADLAMPS

Show quality primed steel head lamp with polished stainless steel rims. Lenses and the top of the headlamp housing have the Ford script logo as the original, and are licensed by Ford Motor Company as an official licensed restoration product. These headlamps feature 8-7/8" diameter brass chrome plated reflectors, bulbs, correct glass lenses, lens gaskets, wiring, mounting nuts and a super bright polish. Boxed complete in pairs. All stock one bulb & two bulb headlamps are supplied with 6 volt bulbs installed. Quartz halogen headlamps have 12 volt halogen bulbs installed. 6 volt halogen bulbs may be ordered separately & installed by the customer. The rim, lens, gaskets, lens clips and wiring are all the same as the VI40-13000

1933/34 Commercial & Street Rod Headlamps

VI46-13000-QS
Quartz halogen 12 volt

VI46-13000-QSTS
Quartz halogen 12 volt with turn signal installed

QUARTZ HALOGEN HEADLIGHTS;**FITS - 1933-34 CAR**

The Brightest, safest lights available for modern driving. These polished stainless beauties include all the original exterior details with Drake's 12-volt halogen reflector kits pre-installed. Sold as pair.

BD40-13000**1940 Deluxe****Headlight Rim**

Sealed beam and parking light lens NOT Included. Mounting screws separate. Chrome Plated, sold in pairs.

VI01A-13045-B 1940 Deluxe,
1940 Mercury & 1940/41 Commercial

Headlight Rim Mounting Screws

2 Stainless screws that hold the rim to the bucket.

VI01A-13026-S 1937-40 passenger car & 1940/41 Pickup

1940 Deluxe Headlight Lens

Cast glass with Ford oval logo as original.

VI78-13060-S 1937-38 & 39 Standard

VI91A-13060-S 1939 Deluxe

7" Kingbee Style Headlights

For hot rods and 1932-34 cars and trucks, supplied with 3 prong wire plug.

UPA5023 Chrome with replaceable H4 unit
UPA5024HBS Stainless Steel H6024 halogen sealed beam
UPA5024 Stainless Steel H4 replacement unit

7" Chrome Dietz Style Headlights

7" diameter x 6-1/4" deep x 8" high, for 1928 - 34 cars & trucks
Stainless steel rim & housing

UPA5022A with replaceable H4 unit
UPA5022HBS H4 halogen sealed beam

7" BLACK DEITZ HEAD LIGHT

Gloss black powder coated head light - with chrome rim.
UPA5022BHS H6024 Halogen bulb.

Black "Guide 682-C" Style Hot Rod Headlights

Gloss Black Steel "Guide" Style headlight with Chrome Rim
Gloss Black ready to Use. Can be painted to match vehicle.
Variety of headlight Bulbs available.

Part#	Description
UP31552	Clear lens with 6014 Sealed Beam
UP31554	Amber lens with H6024 Sealed Beam
UP31555	Clear lens with H6024 Sealed Beam

Polished Stainless "Guide 682-C" Style Hot Rod Headlights

Polished Stainless Steel "Guide" Style headlight
Variety of headlight Bulbs available.

Part#	Description
UP31523	Amber lens with 6014 Sealed Beam
UP31524	Clear lens with 6014 Sealed Beam
UP31526	Amber lens with H6024 Sealed Beam
UP31529	Amber lens with H4 Halogen

HEAD LAMP LENSES

Cast glass with Ford oval logo as original. Official licensed product of the Ford motor company.

VI8-13060-S	1932 pass & pickup
VI40-13060-S	1933/34 pass & pickup
VI48-13060-S	1935 passenger car 1935/39 pickup
VI68-13060-S	1936 passenger car

1935-39 Headlight Rims

Each pair features beautiful quality with a superb polish for a brilliant, factory-new shine. All are made of high grade stainless steel formed for a perfect look and fit. Includes 6 lens clips.

BD48-13045	1935 Car, 1935-39 Pickup & Commercial
BD68-13045	1936 Car

1935-39 Headlight Lens Gaskets

Rubber headlight lens gaskets for 1935 cars and 1935-39 pickups and commercials.

BD48-13066-A 1935 Car, 1935-39 Pickup & Commercial

Replacement Head Lights with Bulb

Replacement head lights with multi reflex headlight bulb. Converts from sealed beams to replaceable halogen globes. The 5-3/4" assemblies use HB5 globes and the 7" assemblies use H4 globes.

Size	Style	Part No.
5-3/4"	Clear	RPCR7402
5-3/4"	Tri-Bar with Blue Dot	RPCR7403
7"	Clear	RPCR7404
7"	Tri-Bar with Blue Dot	RPCR7405

HEADLIGHT INSERT

7" Crystal Headlight Bulb - with 34 Auxiliary LED
- Reinforced Multi-Surfaced, Aluminium Reflector, Anti-Vibration Design.

UP31378

7" Dia. Crystal Headlight Bulb with 34 Auxiliary LED - Amber LED/Clear lens.

RPC 7" H4 HEADLIGHT WITH TURN SIGNAL

Amber turn signal with 9 LED lights

RPCR7420**1932-48 Ford Cars & 32-47 Quartz Halogen Kit 12V**

Each style features our modern reflectors, carefully designed by our optical engineers to correctly project modern Halogen candle power through original-style glass lenses. This produces a super bright light beam that shines where you need it without sacrificing the original headlight appearance. These kits offer the brightest, safest lighting ever available. Comes complete with everything you need for both headlights including reflectors, bulbs (Hi & Lo-Beams), wiring, lens gaskets, hardware and instructions. Reflector outside diameter: 6 7/8in.

VI78-13027-QK12**1932 Quartz H4 Adapter Kit**

This kit gives you everything in the picture. It comes with bulbs, sockets, reflectors, and gaskets for both headlights. Installs easily in any model A headlight.

VI8-13027-QK12**QUARTZ HALOGEN REFLECTOR KIT**

Die stamped brass, chrome plated. Available with and without turn signal.

VI4813027QK12**1935/36 pass &****35/39 pickup****VI4813027QK12TS****1935/36 pass & 35/39 pickup with turn signal bulb****HEADLAMP TURN SIGNAL KIT**

These kits will install a turn signal bulb inside the headlamp lens. Kit includes 2 x turn signal sockets with wires, 2 x amber 12 volt turn signal bulbs & instructions.

VI8-13026-TS12**1928/39 pass & pickup drill reflector mount**

Customer must drill or punch 3/4" dia hole in reflector to mount these sockets.

VI78-13026-TS12**1937/40 pass & 40/41 pickup****Upper headlamp bucket mount.****Amber Bulb for Turn Signal**

12 volt duo filament for turn signal

VI11A-13465-A12V**HEADLIGHT LENS RETAINER CLIPS**

Fits 1935-36 Car & 1935-39 Pickup (Set of 6)

VI48-13061-S**COWL LAMPS****1933/34 Deluxe Cowl Lamps**

Show quality cowl lamps complete with stainless steel housings and rims, die cast chrome arms, correct glass lens, reflectors, bulbs, wiring and nuts. 12volt bulbs are installed.

VI40-13302**VI40-13302-TS****1932 Deluxe****Cowl Lamps**

Show quality cowl lamps complete with stainless steel housings and rims, die cast chrome arms, correct glass lens, reflectors, bulbs, wiring and nuts. 12 volt bulbs are installed. 6 volt bulbs may be ordered separately.

VI8-13302**VI8-13302-TS**

Original reflectors installed
Turn Signal kit installed

Dummy Spotlight

Well proportioned spot light features a sleek design and has a fully adjustable head. Complete with mounting brackets. 5" lens. Fits lefthand or righthand side of car
UP30648 Chrome plated dummy spotlight



HEAD LIGHT LOOMS



Anchor-tight® headlight Braid

for "U-Cut-to-Fit", non-kinking stainless steel headlight braid. Designed with threaded steel stud, insuring that you won't experience any of the typical separation between braid and fitting that shows unsightly wires out in the open. Pull, tug or bump your headlight braid and it will stay in place, leaving you with protected wires and a clean set up. Kit complete with two 12" flexible braided stainless steel Teflon lined housings, threaded STEEL studs, aluminum fittings, aluminum grill shell washers and headlight wire.

LK-HL-1900 Anchor-Tight Stainless Steel Headlight Braid
LK-XHL-1900 Black Anchor-Tight Stainless Steel Headlight Braid



Headlight Conduit Set

Set contains 2 pcs of stainless steel head light conduit with retaining ferrules.

UPA4053 1928-32

HEAD LIGHT COVERS & SHIELDS

Head Light Visors

UP10468 Flexible stainless steel to fit 7" or 5-3/4" headlights
UP10531 Extended visor
UP10445 With Blue dot



"Cats Eyes" Head Light Covers

Fit 7" headlight or single head light system
UP10461 Fits 5-3/4" dia. headlights or dual round headlight system
UP10466 Fits 7" dia. headlight or single round headlight system



"Half Moon" Head Light Shields

UP21476 7" Chrome
UP21477 5-3/4" Stainless Steel



Tri Bar Ring Covers

Chrome plated tri bar ring covers with bullet nose. Sold as pairs.

MNA137L Siut 7" Headlight
MNA137 Siut 5.5" Headlight



Yellow Head

Light Covers

Yellow head light covers with Moon eyeballs. Padded to protect headlight with elastic for easy fitting. Sold as pairs.

MNMP005-6 Yellow Covers for 6" Headlights (Pair)
MNMP005-7 Yellow Covers for 7" Headlights (Pair)
MNMP005-8 Yellow Covers for 8" Headlights (Pair)
MNMP005-9 Yellow Covers for 9" Headlights (Pair)



HEAD LIGHT MOUNTING



Headlight Mounts

Patterned after the hot rod-style of the late-'40s and made from high-quality, investment-cast, polished stainless steel, SO-CAL's headlight mounts are now available to fit '34 commercial headlights (5/8-hole) as well as regular early Ford and SO-CAL headlamps (9/16-hole).

S0001-60500 Early Ford and SO-CAL Headlamps (9/16-hole)—pair
S0001-60501 '34 commercial headlamp mounts (5/8-hole)—pair



SHOCK & HEADLIGHT MOUNT COMBO

SO-CAL Speed Shop has breathed new life into a classic early style hot rod part. And added a headlight mount as well! These fully polished S/S mounts can be used with most styles of lower mounts and match perfectly with those on the SO-CAL batwing (00160805) Comes with chassis weld bungs all necessary hardware and instructions.

Polished S/S Shock & Headlight Mount
S0001-60561



HIBOY HEADLIGHT STAND SET

- Cast Polished Stainless Steel
- Stainless Mounting Bolts with Smooth Polished Head
- Mounting Pads with Edge Bead Detail

UPS1101



1932 Dropped Headlight Bar

All Stainless Steel. Includes stainless steel bolts & rubber pads
BDB-13114-S 1932 Dropped Headlight Bar



1932-37 Headlight Pads

Fits between fender and headlight stand. Moulded rubber with bead, not a flat die cut style.

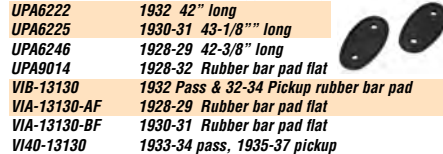
BDB-13130 1932 Passenger, 1932-34 Pickup
BD40-13130 1933-34 Passenger, 1935-37 Pickup
BD48-13130 1935 Passenger
BD68-13130 1936 Passenger



Stainless Dropped Headlight Bars

Highly polished stainless steel 4" dropped headlight bars.

UPA6222 1932 42" long
UPA6225 1930-31 43-1/8" long
UPA6246 1928-29 42-3/8" long
UPA9014 1928-32 Rubber bar pad flat
VIB-13130 1932 Pass & 32-34 Pickup rubber bar pad
VIA-13130-AF 1928-29 Rubber bar pad flat
VIA-13130-BF 1930-31 Rubber bar pad flat
V140-13130 1933-34 pass, 1935-37 pickup

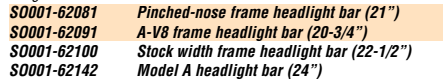


SO-CAL Headlight Bar

Hand crafted in the style of traditional headlight bars using high-quality, investment cast polished stainless steel mounts and a tubular stainless cross-bar. Can be used for mounting club insignia, V8 badge, etc.

NOTE: Bars are fabricated for specific chassis, specify width when ordering. Widths are measured between centers of the mounting flanges.

S0001-62081 Pinched-nose frame headlight bar (21")
S0001-62091 A-V8 frame headlight bar (20-3/4")
S0001-62100 Stock width frame headlight bar (22-1/2")
S0001-62142 Model A headlight bar (24")



V8 Headlight Bar Emblem

Die cast chrome plated V8 emblem. Includes stainless mounting screws.
V18-13122 1932 V8 emblem



Stainless Head Light Bar Mounting Bolts

Special made mounting bolt with polished head. Also available as a kit with nut & washer.
UPA6229 1928-31 SS Mounting Bolt Only (Each)
VIA-13130-MBSS 1928-31 SS Mounting Bolt Kit (4 Pack)
VIB-13119-SS 1932 Pass & 32-34 Pickup SS Bolt Kit (Each)
V140-13119-SSNH 1933-34 Pass & 35-37 Pickup SS Bolt Kit (Each)



1933-34

Chopped Headlight Stands

Deep draw steel stamping. Fits 1933-34 passenger car.
VICHP-13125/G-C 1933-34 Chopped Chrome Plated stands
VICHP-13125-B-B 1933-34 Chopped Black finish stands



1936 Ford Car Headlight Mounts

Die stamped steel. Necessary for correctly mounting and adjusting the headlights. Fits between headlight buckets and fenders. Finished in black EDP coating, ready to mount.

BD68-13125-A 1936 Ford Car Headlight Mounts

HiBoy

Headlight Stands

Polished forged stainless steel. Designed to mount on the upper shock bolt. Will mount on all vintage headlamps including dietz type & King Bees. Includes special polished stainless steel shock bolts and polished stainless ny-lock nuts.

VIHR-13125/G-SS



TAIL LIGHTS & INDICATORS

Chrome Small Turn Signal

Single filament bulb (1-3/4" wide x 1-1/8" high x 1-5/8" deep)
RPCR31-581



Chrome Medium Turn Signal Light with Amber Lens

Dual filament bulb (2-3/8" wide x 1-3/4" high x 2" deep)
RPCR31-582



AUXILIARY TURN SIGNAL

3 LED Dual Function Mini Auxiliary/Utility Light with Stainless Steel Bezel Requires a 3/4" Opening. Mounts with Enclosed Rubber Grommet.

UP37967
3 LED Mini Auxiliary Light W/Bezel - Dual Function - Amber LED/Amber Lens.



CHROME TURN SIGNAL

Single Mini Auxiliary Light with Chrome Housing and Stainless Steel Visor.

- 1 Wire (Self Grounding).
UP30092P Mini amber turn signal chrome bullet style.



Utility / Indicating Lights

These 1-1/4" diameter round 12 volt lights feature a chrome plated bezel and heat resistant lens.
UP31403 Amber



9 LED Dual Function Mini Bullet Light - Amber LED/ Amber Lens

UPC36859



Lokar Chromed Billet Oval LED Taillights

Chrome plated for ultimate shine and easy detailing. CNC machined from 6061-T6 Billet Aluminum. Bright LED lights for safety and function. Integrated design with 3 functions: tail, turn & brakes. Extremely bright, generate virtually no heat, use little power & have long life. Oval style with smooth recessed lens and internal prism

- 1-1/4" total thickness
- Requires a mere 1-1/2" behind body panel for mounting
- Protrudes less than 3/16" from outside of body panel

LK-TL-1910 Standard Chromed Billet Oval LED Taillights (pair)
 Outer bezel measures 2-3/4" x 5-1/2"
LK-TL-1911 XL Chromed Billet Oval LED Taillights (pair)
 Outer bezel measures 3" x 6-1/2"



Billet Taillights

Billet Specialties billet taillights

offer a custom look and safety for the back end of your hot rod.

Functions include brake/turn signal and running light. Sold in pairs.

Product Features: Precision machined bezels from 6061-T6 billet aluminium- 3-3/4" deep steel housing- Industry leading mirror finish polish- Dual element 1157 bulb

BS61220 Open Bezel

BS61000-900

Taillight Lenses(Pair)



Elliptical Taillights

Billet Specialties

elliptical taillights are

available in two sizes. Extra bright lenses

make them as functional as they are cool.

Functions include brake/turn signal and running light. Sold in pairs.

Product Features

- Precision machined housing and bezel from 6061-T6 billet aluminium
- Extra Bright lenses for safety
- Industry leading mirror finish polish
- Dual element 1157 bulb

BS61420 Large Elliptical Taillights

6"W x 2-1/8"H x 4"D

BS61520

Small Elliptical Taillights

4"W x 1-3/4"H x 4"D



Super Bright LED Third Brake Light

9-5/8" x 5/8"

RPCR9975



69 CAMARO TAILLIGHT

BEZEL - SEGMENTED

Billet specialties

custom billet Camaro

Taillights

Features:

- Precision 3D Machined
- Stainless Hardware
- 1 pc. Cast Acrylic Lens
- 6061-T6 Billet Aluminium
- Made in the USA

BS317



69 CAMARO TAILLIGHT

BEZEL - SLOTTED

Billet specialties

custom billet Camaro

Taillights Features:

- Precision 3D Machined
- Stainless Hardware
- 1 pc. Cast Acrylic Lens
- 6061-T6 Billet Aluminium
- Made in the USA

BS61732



3rd Brake Lights - Elliptical

Billet Specialties elliptical third brake light is engineered to be located on the body and keeps those behind you alert.

Product Features

- Precision machined from 6061-T6 billet aluminium
- Industry leading mirror finish polish
- Extra bright lens for safety

Dimensions: 4"W x 1-3/4"H x 2"D



3rd Brake Light - Oval

Protect your assets with Billet Specialties oval 3rd brake light. Mounts easily to your rear deck and provides ample warning to those behind you.

Product Features

- Precision machined from 6061-T6 billet aluminium
- Industry leading mirror finish polish
- Swivel base for proper angle adjustment

Dimensions: 7"W x 1-3/4"H x 1"D

BS62220 Oval Third Brake Light

BSRP6211

Replacement Lens



TAILLIGHT BRACKET STAINLESS STEEL;

FITS - 1932 CAR

Bob's '32 taillight brackets the choice of rodders.

Highly polished stainless steel make them great looking and they have round mounting holes just like the originals, not slotted.

BDB-13470-SS RH

BDB-13471-SS LH

1928-31 TAIL

LIGHT LENSE "STOP"

UPA1007 Glass "stop" red polished lens.



tail lamp Bracket Rubber Mounting Pad fits 1928-31 Model A Ford 'A13520

28-31 Stainless Steel Tail Lights

Highly polished stainless steel housing and rim, original green and black cloth braided wires or nylon wires.

UPA1001-12VL 12V Amber/Red Left Hand
UPA1002-12VR 12V Amber/Red Right Hand
UPA1001-12VRL 12V All Red Left Hand
UPA1002-12VRR 12V All Red Right Hand



1932 Stainless Steel Tail Lights

Highly polished stainless steel housing and rim, original green and black cloth braided wires or nylon wires.

Red Class lenses and 12 Volt bulbs.

UPA1021 Right Hand

UPA1022 Left Hand (with #Plate Light)



1928-31 FORD LED TAIL LIGHT ASSEMBLY

Right Hand Side **UPFTL2831RA-AR**

- 12 Amber + 7 Red LED

• With Amber/Red Lens

Left Hand Side **UPFTL2831RA-AL**

- 12 Amber LED + 7 Red LED + 4 White LED License Light

• With Amber/Red/Clear Lens

• Complete with Polished Stainless Steel Housings

• Epoxy Coated, Fully Sealed Electronics

• Solid State Circuit Boards are Available in 12V

1933-36 Stainless

Steel Tail Lights

Highly polished stainless steel housing and rim, original green and black cloth braided wires.

UPA1033 Right Hand Plain lens

UPA1034 Left Hand Plain lens

UPA1033BD Right Hand with Blue Dot

UPA1034BD Left Hand with Blue Dot



1935-36 Passenger Car, 1935-48 Sedan Delivery,

1946-52 Pickup & 1946-48 Station wagon Tail Lights.

Gloss black powder coated housing, polished stainless steel rim, green and black nylon or cloth braided wires, 12volt 115 tail light bulb, all red glass lenses.

UPA1025 Right Hand Plain lens

UPA1026 Left Hand Plain lens

UPA1025BD Right Hand with Blue Dot

UPA1026BD Left Hand with Blue Dot



1938-39 ZEPHYR

TAIL LIGHT

UPAFTL383905ZR

Red/Amber LED tail light.



1938-39

TAIL LIGHT ASSEMBLY

Black powder coated housing, stainless steel rim, 12v 1157 bulb, green & black nylon wires all red glass lens.

UPA1060 - Red glass lens.

UPA1060BD Red glass lens with blue dot.

1939 Tail Light with Red lens

Fits Ford 1938-39 (2-3/4" x 5-1/2")

Whole taillight assembly

with options Sold each

RPCR9978

Plain Lens

RPCR9977

with Blue Dot

RPCR9960

with LED Kit

RPCR9960X

LED Bulb only



Blue Dot Tail Light Insert

Requires 15/16" hole installation. Pack of 2

RPCR9472 Plastic with Chrome Bezel

Glass Blue Dots

Glass Blue Dots mount into the tail light lenses with the included chrome trim ring. Give your car an instant 50's feel.

Glass Blue Dots (Pair)

VIBD-13450-G



LED Teardrop Tail Lights

Universal Flush Mount teardrop tail light assembly with chrome plastic bezel and 39 Super bright LEDs.

Same dimensions as

stock 1938-39 Ford tail

light (3-11/16" wide x

7-7/8" long).

UP38804

Red Lens with Red LEDs

UP38805

Amber Lens with Amber LEDs

UP38806

Clear Lens with Red LEDs

UP38807

Clear Lens with Amber LEDs



1938-1939 Ford LED Tail Light with Housing

39 Super bright Red LEDs

Epoxy coated, Fully

sealed Electronics

Stainless steel rim

with Black housing

Replaces Original

taillight housing.

UPF383901

Red

UPF383902

Clear



1938-1939 Flush Mount Ford LED Tail Light with Chrome Bezel

39 Super bright Red LEDs Epoxy coated, Fully sealed Electronics, 1157 Plug. Solid State Circuit Boards are designed for 7.7 - 14.0 VDC

UPFLT383903

Red

UPFLT383904

Clear



KOOKIE drops steel buckets tail light frenching kit.

Made from 20 gauge cold rolled steel. All taillight mounting holes located for precision fit. Easy installation and minimal welding required. Sufficient material to allow builder to individualise the depth of the french. 3" width x 5-3/4" length x 2" depth.

MNGTP239



Tail Light Lens Gaskets

UPA1060-1

1938-39 Cars Cork Material

UPA1060-1F

1938-39 Cars Black Foam



License Plate Lights

Rectangular license light with chrome housing.
Available in different colours
2wires (hard wired)
UP30362P White lens



License Plate Light & Bracket

Stamped stainless steel, molded lens, bracket, molded rubber pad, stainless screws and 12 volt bulb.
BDHR-13550



Skull Style Plate Bolts

Chrome plated zinc die cast skull style licence plate bolts with red jewelled eyes.
Pack of 2.
UP70315

Chrome Plated Skull Bolts



Bullet Nut Style

Chrome Bullet style licence plate bolts.
Pack of 4
UP10888 Gold Colour
UP10889 Chrome Plated



Chrome 3 Wing Bullet Nut Style

Chrome Bullet style with 3 wings licence plate bolts.
Pack of 4
UP10887 Chrome Plated



LICENSE PLATE BRACKET (SS); FITS - 1932-64 PICKUP



At 65 miles an hour (or more) a lot of pressure is exerted on these brackets as there is nothing aerodynamic about a license plate. That's why we stamp ours from heavy gauge steel. They're built tough and can take a 65 mph breeze with gusts up to 100 mph. Dimensionally they are identical to original and are ready to bolt on. You are guaranteed a high-quality, and long lasting product.
Polished Stainless Steel.
BDA-13406-SS

VIB-5034-SS

VIB-13406-SS

1932 Ford License Plate Brackets

Polished stainless steel front and rear licence plate brackets for 1932 Ford.

1932 Front Licence Plate Bracket
1932 Rear Licence Plate Bracket

VIB-5034-SS
VIB-13406-SS



Spreader Bar License Plate Brackets

These polished aluminium rear spreader bar license plate brackets come ready to install with hardware. Hardware included: 2-3/8" nutserts, 2- 1/4-20 countersunk allen

Description
Spreader Bar License Plate Bracket

Part No
AHRP62730

AIR CLEANERS

NOTE: WARRANTY VOID UNLESS SERVICED WITH AEROFLOW CLEANING KIT AF2000-5050



AIR FILTERS

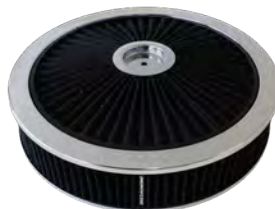
Stand out from the crowd with a magnificent looking Aeroflow air cleaner.

These air cleaners are stamped from high quality steel. Available in many different great finishes and styles for that custom look you are after. Chrome-plated or black finish with reusable/washable or paper elements. Aeroflow's air filter assemblies work with all popular 5-1/8" (130mm) diameter carburetors. The 14" (355.60mm) air filter assemblies come with a drop base that sits 1-1/8" (28mm) below the carburettor.

AIR FILTER ASSEMBLIES.



AF2251-3040
14" X 3" (355.6mm X 76.2mm)
Black Full Flow Assembly 1-1/8" (28mm) Drop base 5-1/8 (130mm) neck with black reusable/washable element.
Replacement element AF2041-1650



AF2851-3040
14" X 3" (355.6mm X 76.2mm) Chrome Full Flow Assembly 1-1/8" (28mm) Drop base 5-1/8 (130mm) neck with black reusable/washable element.
Replacement element AF2041-1650



AF2251-3150
9" x 2-3/4" (228.6mm x 76mm)
Black Full Flow Assembly 5-1/8" (130mm) neck with black reusable/washable element
Replacement element AF2041-3530



AF2851-3150
9" x 2-3/4" (228.6mm x 76mm) Chrome Full Flow Assembly 5-1/8" (130mm) neck with black reusable/washable element
Replacement element AF2041-3530



AF2251-1401
14" Black Full Flow Lid Top with black reusable/washable media.



AF2851-1401
14" Chrome Full Flow Lid Top with black reusable/washable media.



AF2251-0901
9" Black Full Flow Lid Top with black reusable/washable media.



AF2851-0901
9" Chrome Full Flow Lid Top with black reusable/washable media.



AF2251-1290
14" X 4" (355.6mm X 101.6mm) Black Air Cleaner Assembly 1-1/8" (28mm) Drop base 5-1/8 (130mm) neck with black reusable/washable element.
Replacement element AF2041-3750



AF2851-1290
14" X 4" (355.6mm X 101.6mm) Chrome Air Cleaner Assembly 1-1/8" (28mm) Drop base 5-1/8 (130mm) neck with black reusable/washable element.
Replacement element AF2041-3750



AF2251-1110
9" x 2" (228.6mm x 50.8mm)
Black Air Cleaner Assembly 5-1/8" (130mm) neck with black reusable/washable element.
Replacement element AF2041-3527



AF2851-1110
9" x 2" (228.6mm x 50.8mm)
Chrome Air Cleaner Assembly 5-1/8" (130mm) neck with black reusable/washable element.
Replacement element AF2041-3527



AF2251-1280
14" X 3" (355.6mm X 76.2mm) Black Air Cleaner Assembly 1-1/8" (28mm) Drop base 5-1/8 (130mm) neck with black reusable/washable element.
Replacement element AF2041-1650



AF2851-1280
14" X 3" (355.6mm X 76.2mm) Chrome Air Cleaner Assembly 1-1/8" (28mm) Drop base 5-1/8 (130mm) neck with black reusable/washable element.
Replacement element AF2041-1650



AF2251-1331
6-3/8" x 2-1/2" (161.4mm x 63.8mm) Black Air Cleaner Assembly 5-1/8" (130mm) neck with black reusable/washable element.
Replacement element AF2041-2116



AF2851-1331
6-3/8" x 2-1/2" (161.4mm x 63.8mm) Chrome Air Cleaner Assembly 5-1/8" (130mm) neck with black reusable/washable element.
Replacement element AF2041-2116



AF2251-1120
9" x 2-3/4" (228.6mm x 76mm)
Black Air Cleaner Assembly 5-1/8" (130mm) neck with black reusable/washable element.
Replacement element AF2041-3530



AF2851-1120
9" x 2-3/4" (228.6mm x 76mm)
Chrome Air Cleaner Assembly 5-1/8" (130mm) neck with black reusable/washable element.
Replacement element AF2041-3530

