

MSD[®]



FUEL INJECTION | IGNITIONS | COILS | DISTRIBUTORS | TIMING CONTROLS
SPARK PLUG WIRES | STARTERS | RPM CONTROLS

2012 CATALOG



PERFORMANCE INTEGRATION

MSD has been in the automotive aftermarket for more than 40 years and we are proud of our strong heritage in the performance ignition business. For 2012, we have a new look, a new approach and some great new products. Did you notice the new logo?

Enthusiasts have trusted MSD to deliver a powerful spark with precision timing for years. Now you can trust MSD to more than just tuning your spark, we can make your engine run better by controlling spark and fuel. The Atomic EFI system (see pages 18-23) is the first new product we are releasing to break out of our ignition mold and into fuel controls.

In the near future MSD will be launching new electronic systems with even greater performance thanks in part to our working with Racepak Data Systems. Racepak of course is a leader of data acquisition systems and combining our technologies is going to give you an advantage in many different ways. Of course, we aren't only aiming to work with fuel; we aim to make building a project vehicle less complicated across the entire control system. Integration will no longer be a scary, technical word that describes parts that are out of reach to the common builder. Instead, integration will be used to make working on your car more enjoyable and even more fun to drive.

It's an exciting time at MSD and for our performance industry! New engine platforms are making incredible power, enthusiasts are embracing new technology and are craving driveability and performance. MSD has always been on the cutting edge of ignition technology and performance and we plan to continue this tradition by delivering the best performing and electronic systems for decades to come!





CONTENTS



INTRODUCTION 2-9
CONTENTS 3
NEW FOR 2011 4-5
INFORMATION AND SPECS 6-9



SPECIAL SECTION 8-17
MUSCLE CAR / STREET ROD 8-9
DRAG RACE 10-11
CIRCLE TRACK / ROAD / OFFROAD 12-13
LATE MODEL 14-15
TRUCK 16
MARINE 17



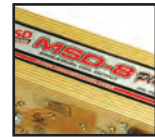
ATOMIC FUEL INJECTION . . . 18-23



IGNITIONS 24-48
INTRODUCTION 25-26
INFO AND SPECS 26
6-SERIES 27-29
NEW 6A AND 6AL 28-29
6 BTM AND HARNESSES 30
6AL-2 AND DIGITAL-6 PLUS 31
PROGRAMMABLE 6AL-2 32
TRACK AND MARINE IGNITIONS 33
CIRCLE TRACK AND PROFESSIONAL RACING 34
PROGRAMMABLE MIDGET IGNITION 35
DRAG RACING 36
7-SERIES 37-41
MSD 8 38
PROGRAMMABLE DIGITAL 7 39-41
POWER GRID NETWORK IGNITION 42-44
DISTRIBUTORLESS IGNITIONS 45-48



LATE MODEL 49-55



INTRO TO LATE MODEL 49
6LS CONTROLLERS AND HARNESSES 50
MULTIPLE SPARK LS COILS 51
6-MOD IGNITION CONTROLLER 52
FORD COILS AND DIS-4 HARNESS 53
6-HEMI IGNITION CONTROLLERS 54
HEMI COILS AND HARNESSES 55



COILS 56
BLASTER PERFORMANCE COILS 56-58
REPLACEMENT COILS 59
HVC AND HVCII COILS 60-61
COILS ACCESSORIES 62



STARTERS 63



DISTRIBUTORS 64-110
INTRODUCTION 64-68
DISTRIBUTOR QUICK REFERENCE 66-67
CRATE KITS 69
PRO-BILLET HEI 70
CHEVY DISTRIBUTORS 71-78
FORD DISTRIBUTORS 79-86
CHRYSLER DISTRIBUTORS 87-89
AMC, BUICK, OLDSMOBILE, PONTIAC 90-93
CADILLAC, VW DISTRIBUTORS 94
HONDA DISTRIBUTORS 95
HVC RACING DISTRIBUTORS 96
DUAL PICKUP DISTRIBUTORS 97
CRANK TRIGGER DISTRIBUTORS 98-100
FRONT DRIVE DISTRIBUTORS, OIL PUMP DRIVES 101
DISTRIBUTOR CAPS AND ROTORS 102-108
DISTRIBUTOR GEARS 109
DISTRIBUTOR ACCESSORIES 110



CRANK TRIGGER KITS, PICKUPS 111-112



TIMING/RPM CONTROLS . . 113-125
ELECTRONIC TIMING CONTROLS 113-114
BOOST CONTROLS 115-116
FUEL BOOST AND ACCESSORIES 117-118
CONTROLS AND ACCESSORIES 119-120
RPM CONTROLLERS AND ACCESSORIES 121-123
SHIFT LIGHTS 124
RPM ACCESSORIES 125



SPARK PLUG WIRES 126-140
UNIVERSAL SETS 128-129
RACE TAILORED SETS 130
CUSTOM FIT WIRE SETS 131-133
SPORT COMPACT SETS 134-135
BOOTS AND TERMINALS 136-137
ACCESSORIES AND TOOLS 138-140



ACCESSORIES 141-147
WIRE CONNECTORS 141
WIRING HARNESSES AND SWITCHES 142
ACCESSORIES 143
TACH ADAPTERS 144-145
TOOLS AND TESTERS 146-147



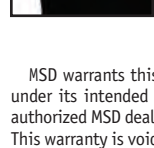
MARINE 148-150
MARINE IGNITIONS 148
MARINE DISTRIBUTORS 149-150



STREET FIRE 151-155
STREET FIRE IGNITIONS AND COILS 151-152
STREET FIRE DISTRIBUTORS 153-154
STREET FIRE CAPS AND ROTORS 154
STREET FIRE WIRES 155



MSD PRO MAG AND MSD POWERSPORTS . . . 156-157



PROMO 158-162
BANNERS AND DECALS 158
LITERATURE 159
P.O.P AND APPAREL 160-162

PART NUMBER INDEX 163

MSD warrants this product to be free from defects in material and workmanship under its intended normal use*, when properly installed and purchased from an authorized MSD dealer, for a period of one year from the date of the original purchase. This warranty is void for any products purchased through auction websites. If found to be defective as mentioned above, it will be repaired or replaced at the option of MSD. Any item that is covered under this warranty will be returned free of charge using Ground shipping methods.

This shall constitute the sole remedy of the purchaser and the sole liability of MSD. To the extent permitted by law, the foregoing is exclusive and in lieu of all other warranties or representation whether expressed or implied, including any implied warranty of merchantability or fitness. In no event shall MSD or its suppliers be liable for special or consequential damages.

*Intended normal use means that this item is being used as was originally intended and for the original application as sold by MSD. Any modifications to this item or if it is used on an application other than what MSD markets the product, the warranty will be void. It is the sole responsibility of the customer to determine that this item will work for the application they are intending. MSD will accept no liability for custom applications.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO

Atomic™

EFI



- The easiest way to convert to electronic fuel injection!
- Returnless fuel system for the easiest installation
- Half the connections of other TBI systems
- Self Learning eliminates the need for programming
- Control the ignition timing through the Atomic ECU
- Complete kits available, see pages 18-23

The most exciting new product for MSD is the introduction of the ATOMIC Electronic Fuel Injection system! You read that right – EFI! For years MSD has controlled the spark, and we've even dabbled in fuel injection components, but it's time we combine the spark with the fuel – with Atomic results!

The Atomic system is based on an easy-to-install throttle body design that will provide modern driveability benefits to street rods and muscle cars – anything with a carburetor. Note the sanitary and traditional look of the unit. It's meant to replace a standard square bore carb and can be installed by the average car guy and a friend in a home garage with simple tools within a weekend. In fact, with a little preparation, you should be able to start Saturday morning and make the cruise that night!

We wanted to make EFI easy which means less wiring, self learning technology and a returnless fuel system. This means you can incorporate the factory fuel line in most applications and you don't have to modify the tank or sending unit with a second line. Plus, the system is self learning and measures pressure and temperature so that once it is installed it's done. No lap top is needed for programming as everything is done through a simple hand-held monitor.

As for the wiring, it's almost too simple. The ECU of the system is behind that MSD logo on the side of the throttle body and it also encompasses the MAP, TBI and Air Temp sensors. In fact, there are only eight wires you'll need to connect to fire up the engine. Another cool feature is that the Atomic gives you the ability to control the ignition timing! MSD is an ignition company afterall, so it makes sense that we deliver the tools for you to control fuel delivery and timing together in one system!

There's a lot more to talk about with the Atomic system, so flip over to pages 18 – 23 for the nitty-gritty.

Install Saturday Morning, Make the Cruise Saturday Night!



NEW FOR 2012

LS COIL BRACKETS

LS Engines are outstanding when it comes to performance, however their aesthetics leave a lot to be desired. Specifically when it comes to the coils and their factory stamped brackets. MSD is excited to offer two new brackets for use on LS engines that will help clean up the coil installation.

These new brackets are made from cast aluminum with a machined finish to deliver strength and great looks. The brackets are supplied with all new mounting hardware and accept either OEM or MSD style coils! Two kits are available; PN 8515 accepts LS1/LS6 style coils while the PN 8516 accepts LS2/LS7 style OEM and MSD Coils. See page 50 for more information.



POWER GRID MODULES

The Power Grid Ignition system was introduced in 2011 and racers embraced the new programming capabilities and added spark output. And, just as expected, racers started asking for different options and accessories. Fortunately, the CAN-Bus technology of the Power Grid makes it easy for MSD – and for the racers – to add new controls and programming features with compact add-on modules.

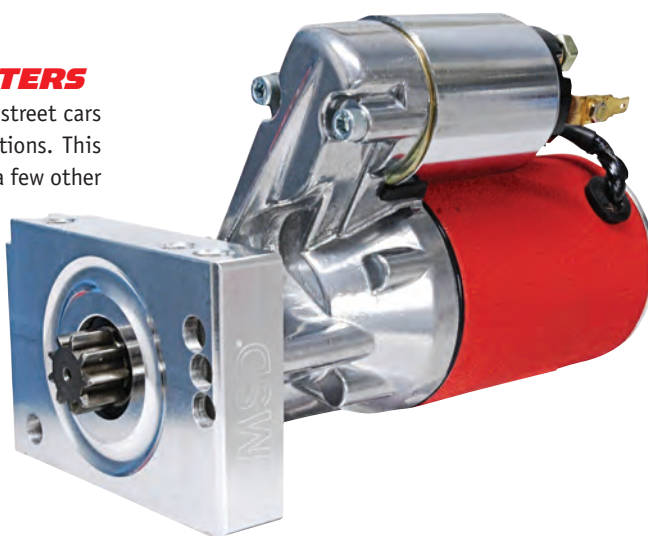
For 2012, MSD will be offering a Boost Retard Module to assist racers with blown and turbo engines as well as a complete Boost Controller system. All of these controls are programmable through the View software. Another module is the Advanced RPM Control (ARC) Module that gives racers the ability to tune their engine through driveshaft and engine rpm to help with varying track conditions. See pages 42-44 for details.



ADVANCED POWER SYSTEM STARTERS

MSD's APS Starters are popular items on race cars and serious street cars alike, but we get a lot of requests for different engine applications. This year, we'll be making the AMC, Pontiac, Oldsmobile, Ford FE and a few other engine fans happy with new APS Starters for their engines.

Not only do the APS starters have great looks with the powder coated red finish, but the torque from the gear reduction and high output motor give it the oomph to spin race engines over like a lawn mower. Get the scoop on pages 62 and 63.



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



CATALOG SYMBOLS

SELECTED PRODUCTS RECEIVE CALIFORNIA ARB EXECUTIVE ORDERS

Performance aftermarket parts sold in the U.S. are subject to laws that govern which parts can be legally sold, distributed and installed on street driven vehicles with emission controls. It is our responsibility at MSD Ignition to comply with these laws and to notify you of which MSD products have received California Air Resources Board (CARB) Executive Order numbers. As of this writing, the EPA accepts a CARB exemption as meeting the requirements of its Memorandum 1A and the Clean Air Act Amendments of 1990. Consequently, MSD Ignition parts with E.O. Numbers are legal for sale, distribution and installation in all states. Below is a brief description of the types of products we offer and how to identify which parts are legal for emission controlled vehicles.

MSD products with a CARB Executive Order Number next to the part number indicates that this product has been assigned an exemption E.O. number and is legal to sell, distribute and install on non-OBD II street driven vehicles in all 50 states. To identify which MSD products have an E.O. number, look for the E.O. stamp (shown) next to the product. Most exempted MSD Ignition products can be installed on OBD II vehicles through 2003. MSD has several products that are exempt for vehicles equipped with OBD II through 2003. These products are called out with an OBD II Legal symbol.



FOR RACING AND OFF-ROAD USE ONLY*

Many MSD products are intended for use on racing vehicles only and will never be used for street or highway use in any state. These products can be identified by the asterisk (*) next to the part number which means these parts are not legal for sale or use on pollution controlled vehicles.

LEGAL TO SELL, DISTRIBUTE AND INSTALL - E.O. NOT APPLICABLE

All other products listed in this catalog, which do not have any callout next to the part number, indicates that these parts do not require an Executive Order Number and are legal to sell, distribute and install on all vehicles. This includes plug wires, caps, rotors and other components.

APPLICATION ICONS

MSD offers a variety of ignition controls, coils and distributors that are designed for various applications. In many cases, there is considerable overlap in what a product is used for. For instance, the 6AL Ignition is right at home on the street or on a Saturday night special dirt track car!

To help identify what specific products are designed for, we've designed several icons that are used throughout the catalog.



Street

From daily drivers to weekend cruisers, these parts are made to be driven. Note that this **does not** mean that the product is legal to install in California or states that enforce CARB approval.



Track and Offroad

For parts designed to handle the rigors of the banked oval, road course and off-road.



Strip

Designed for race vehicles covering the quarter mile or longer.



Marine

These parts are specifically designed for marine use.

*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



WHO NEEDS AN MSD?

Factory ignition systems and their components are designed to be inexpensive to produce while providing adequate performance, at best. For the majority of drivers, 'adequate' is tolerable, which leaves a lot of room for improvements. For anyone looking to improve their car's performance or driveability, an MSD should be at the top of their list of upgrades and this is where MSD Ignition comes in.

An MSD Ignition uses capacitive discharge (CD) technology to produce a very high primary voltage. This high voltage is always present regardless if you're at an idle or racing down a straight away at 10,000 rpm. By introducing a powerful spark to the air/fuel mixture, the combustion event becomes much more efficient resulting in more downward force on the piston, resulting in improved overall performance. There are numerous variables that affect the quality of the combustion in the combustion chamber ranging from fuel, the condition of the spark plugs and wires, driving habits, air flow, temperatures, even the design of the head and intake manifold can work against complete combustion.

When you consider all of these variables, it is easy to see that achieving complete combustion of the air/fuel mixture every time is unlikely. When you have a high energy spark from an MSD, you can be assured that the fuel mixture is going to be fully combusted to generate the most performance possible.

Classic, race or late model, MSD has the performance your engine needs.



WHICH MSD IS RIGHT FOR ME?

You'll notice that MSD offers quite a few different ignitions, coils and distributors. Our components fit a wide range of vehicles over a broad range of years, makes and models. Because our parts are so universal, it makes it very difficult to pin point exact applications, such as for a specific year, make or model.

Do you have a street rod that you drive to different shows and events? How about a muscle car that sees double duty at the bracket races? Or do you have an off-road truck that gets beat around the desert at high rpm for hundreds of miles? Drag car? Land speed racer? Road course? Dirt Track? You get the picture.

The following pages are designed to help you identify which MSD ignition products are best suited for what you do with your vehicle. If you still have question, please contact our customer support department at 915-855-7123 (M-F, 7AM-5PM SMT) or go to www.msdlhelp.com and fill out the handy MSD Genius form and our experts will help you select the parts that best suit your needs.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODMO



STREET RODS MUSCLE CARS AND CLASSICS

Many people think of MSD as ignition parts for race cars. Well of course that's true, but we also offer a long line of products for street rods and muscle cars. Ignition upgrades are an important piece of overall drivability from starting to top end!

MSD offers Ready-to-Run Distributors for popular V8 engines, including cool vintage powerplants such as Ford FE, early Hemis, Chevy 348/409 and even Buick Nailheads. A CD Ignition such as a Digital 6AL will bring a big block to life – and can even be used with a factory distributor.

There are plenty of combinations for different engines and applications. Check out a few examples.



MSD now offers an incredible fuel delivery system, the Atomic EFI.

This system bolts in place of standard square-bore carburetors and delivers modern driveability benefits to classic hot rods and muscle cars.

Don't let wiring or programming intimidate you - the Atomic EFI is a self learning system that is almost too simple to install. Check out pages 18-23 to see how easy fuel injection can be.

LEVEL 1

The MSD Ready-to-Run Distributor line is the perfect for street rods and muscle cars. The distributor features a high output ignition module and simple three wire installation. This keeps the engine compartment looking clean and helps retain the original appearance on muscle cars.

Ready-To-Run Distributor

Models Available for most V8 engines, see the distributor section starting on page 64.

- Maintenance-free magnetic pickup
- High output ignition module
- Easy three wire installation
- Built-in rev limiter

Blaster 2 Coil

Available in red or chrome, the Blaster 2 Coil will produce a high output spark for your engine every time. Check out page 57.

8.5mm Super Conductor Wires

Wires are the arteries of your ignition system! MSD's low resistance 8.5mm wires are available in red or black in a variety of custom fit or universal sets. See page 126 for more wire information.



STREET RODS & MUSCLE CARS



Packing a little more power in your street car? Maybe a vintage set of carbs or a thumping cam? Stepping up to a multiple sparking, CD ignition is the best bet.

MSD Digital 6A or 6AL Ignition

An MSD 6A Ignition will improve the overall performance of your engine thanks to its high output capacitive discharge sparks. Below 3,000 rpm the ignition delivers multiple sparks that will clean up the idle, improve starting and throttle response. Step up to the 6AL to have an engine saving rev limiter.

Pro-Billet Distributor

An MSD 6A can be used with your stock distributor, but chance are that the unit is more than a little worn out. A Pro-Billet Distributor will provide accurate trigger signals with a mechanical advance you can adjust to your application.

Blaster 2 Coil

A red or chrome Blaster 2 Coil will make sure you get the most spark possible. See page 57.

8.5mm Super Conductor Wires

Finish off your new ignition with a set of the Super Conductors! Available in red or black in a variety of custom fit or universal sets. See page 126 for more wire information.



Want to put an LS in your Chevelle, a new HEMI in your Dart or Mod Motor in your duece coupe? Take advantage of modern engine technology with the tuning simplicity of a carburetor.

Late Model Ignition Controllers

Take all the late model EFI controls and system off a brand new engine and drop a carb on top with these Ignition Controllers from MSD. Plug-in the factory coils, crank and cam sensor, then fire up your new engine! See pages 49-55.

- GM 6LS - PN 6010
- GM 6LS-2 - PN 6012
- Ford 6-Mod - PN 6011
- Dodge 6-HEMI - PN 6013

Blaster Coil Kits

Upgrade the coils of that late model engine with MSD Blaster performance! Available for GM LS, Ford Mod Motors and late model HEMI engines.

8.5mm Super Conductor Wires

Available in custom fit sets for LS and first gen HEMIs. If you care to remote mount the LS coils, check the universal sets; PN 32079 and PN 32073 on page 128.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



DRAG RACING



DRAG RACING

Street/Strip. Strip/Street. Or just Strip. MSD has you covered.

From bracket racing to 6-second turbo outlaw cars, MSD offers an ignition that is right for you. Not only do we have the ignition, but we have coils, timing controls crank triggers and wires designed specifically to help you get the most out of your drag car!

LEVEL 1



For entry level bracket racing, and even for cars that see double duty on the street and the strip, the 6AL-2 is perfect. The higher output CD sparks will burn high octane fuels and produce full output sparks through redline rpm. Be sure to wrap up the complete system with a Pro-Billet Distributor, Blaster HVC Coil and 8.5mm Wires.

MSD 6AL-2 Ignition, PN 6421

The MSD 6AL-2 is perfect for weekend bracket racers. High output, without the high cost plus the ignition provides a built-in 2-Step Rev Control so you can set a starting line rpm limit. See page 31 for details.

Pro-Billet Distributor

As rpm grows, so does the importance of accurate trigger signals. A Pro-Billet Distributor ensures precise signals through the use of a magnetic pickup. Also, the ball bearing guide keeps the shaft steady at rpm to improve spark delivery. Check out pages 64-101 for your engine.

Blaster HVC II Coil, PN 8253

The big blue Blaster HVC, PN 8253, is ideal to deliver the most voltage and current possible with the 6AL-2 Ignition. Page 61.

8.5mm Super Conductor Wires

MSD's low resistance 8.5mm wires are available in red or black in a variety of custom fit or universal sets. See page 126 for more wire information.



LEVEL 2



Packing a little more power with higher compression, better heads, solid cam and a tunnel ram? It's time to step up to a 7AL-2 Ignition for the increased output and performance.

MSD 7AL-2 Plus Ignition

The 7AL-2 set the bar in drag racing for high output ignitions and it is still a great choice. Higher compression and rpm are no problem for this ignition, plus you get the benefit of a built-in 2-Step Rev Control. One rpm limit for the starting line, and the other for overrev protection.

Pro-Billet Distributor

As rpm grows, so does the importance of accurate trigger signals. A Pro-Billet Distributor ensures precise signals through the use of a magnetic pickup. Also, the ball bearing guide keeps the shaft steady at rpm to improve spark delivery. Check out pages 64-101.

Pro Power HVC II Coil, PN 8261

There are several drag race coils available from MSD, but the Pro Power HVC II fits every application using a 7-Series Ignition. Stout spark packed with voltage and energy. Page 61.

8.5mm Super Conductor Wires

Finish off your new ignition with a set of the Super Conductors! Available in red or black in a variety of custom fit or universal sets. See page 126 for more wire information.

LEVEL 3



When you step up the power level, the need for adjustments and advanced ignition tuning are required. The Programmable 7-Series Ignition, or even the Power Grid Ignition System deliver. At this point it's also recommended to mount a crank trigger for absolutely accurate trigger signals.

Power Grid

The Power Grid Ignition Control delivers incredible power with incredible tuning capabilities. MSD's View Software lets you map and program timing curves for every gear, rev limits and much more. Be sure to check out pages 42-44 for more information on the Power Grid Ignition System.

Flying Magnet Crank Trigger Kit

There is no better place to trigger the ignition than at the crank. MSD's Crank Trigger Kits are the most accurate available and rely on special rare earth magnets to trigger the ignition. See page 111.

Pro Power HVC II Coil, PN 8261

The Pro Power HVC II is ideal for the Programmable 7 Ignitions. Page 61.

8.5mm Super Conductor Wires

Finish off your new ignition with a set of the Super Conductors! Available in red or black in a variety of custom fit or universal sets. See page 126 for more wire information.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODMO



CIRCLE TRACK & OFF-ROAD RACING

Circle track, road course and off-road races can be some of the most severe and abusive environments in the world where electronics are expected to live. Extreme use, dirt, grime, shock, vibration, and much more can take their toll on any part. At MSD we have gone above and beyond the normal protection standards to make parts that are specifically made the handle all the battering.

From circling a dirt track, to trophy trucks, to NASCAR, and everything in between, these ignition products will keep you in the race from green to checkered.

LEVEL 1

Saturday night dirt track action! Local dirt tracks are fun whether you're strapped in the car or sitting in the stands. One of the most popular distributors used on these cars is the tried and true Chevrolet HEI. These distributors are a favorite due to their internal coil and one wire installation. Some classes even mandate them. Fortunately, MSD has the weekend warrior covered.

HEAT HEI Module

The highest output HEI module available! Over 7.5 amps are driven into the coil for full power through 9,000 rpm. Plus a built-in rev limiter - See page 70.

Ultimate HEI Kit, PN 8501

This kit has everything you need to update your HEI. It includes the high output HEAT Module, the matched HEI Coil, MSD molded Cap and rotor, plus the coil cover/wire retainer.

Pro-Billet HEI Distributor, PN 8365

Drop in a complete Pro-Billet HEI! See page 70.

8.5mm Super Conductor Plug Wires

Dirt track racing is tough on plug wires! MSD's Super Conductor wires feature the strongest crimps and durable sleeves to perform in the harsh conditions. See page 126 for more wire information.



DIRT & TRACK IGNITIONS

MSD[®]

LEVEL 2



Throwing a rooster of dirt or rubbing paint in the corners, racing puts a serious amount of abuse on the ignition. Be ready with MSD!

Extreme Duty 6ALN Ignition, PN 6430

Extreme racing conditions call for an extreme ignition. The 6ALN is designed to put up with the abuse of offroad and other racing. Sealed, locking connectors are supplied and the electrical circuits are encased in a vibration-proof compound. A built-in rev limiter will save the engine when you're in the air. See page 33.

Pro-Billet Distributor

A Pro-Billet Distributor ensures precise signals through the use of a magnetic pickup. MSD also offers distributors with dual pickups so a complete redundant system can be installed. See page 97.

Blaster HVC II Coil, PN 8253

There are a couple coil choices for this level such as the High Vibration Blaster, PN 8222, and the Blaster HVC II. The big blue coil delivers a snap of high voltage backed by the current to ensure combustion. See page 61.

8.5mm Super Conductor Plug Wires

Finish off your new ignition with a set of the Super Conductors! Available in red or black in a variety of custom fit or universal sets. See page 126 for more wire information.

LEVEL 3



When you reach the speedways or open road course, your engine demands the best spark and the most accurate distributor. MSD has thousands of miles of proven performance on speedways around the country and have developed specific professional racing components to fit these requirements.

6 HVC Ignition Control

Designed specifically for high rpm and long endurance, the 6 HVC is the only choice. Advanced components produce incredible voltage and energy while running cool. See page 34.

HVC Pro-Billet Distributors

Ready to perform through thousands of miles at over 9,000 rpm. A huge 1.50" ball bearing provides unmatched stability and dual pickups allow for a complete redundant ignition system. The secondary pickup can be adjusted +/-8° to provide a different timing setting to compensate for changing track or tire conditions. See page 96.

HVC Coil, PN 8250

Designed specifically for the 6 HVC Ignition. Heavy duty mounts and secure terminal connections exceed the demand. See page 34.

8.5mm Super Conductor Plug Wires

Finish off your new ignition with a set of the Super Conductors! See page 126 for more wire information.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



LATE MODEL

Today's new muscle cars are getting more high-tech, and giving better performance all the time. MSD is following suit offering new products for late model applications that help take your new ride to the next level. We offer a series of products for each new motor including a Ford Mod Motor, the GM LS series, and the Chrysler HEMI. We make sure that no matter where you put your muscle car brand loyalty you can have a full MSD ignition to fire the engine.



When Ford moved to the 4.6L Modular Motor in 1996, it left a lot of die hard 5.0L enthusiasts scratching their head. It didn't take long for those enthusiasts and the performance aftermarket industry to dig in and start making power with the OHC engines. In fact, the new 5.0L generation has just begun and MSD is working on ignition products for the 2011 engine platform.

Blaster Coil-on-Plugs

MSD's replacement coils for the Mod Motors are designed with improved materials and product increased high rpm operation and are great for forced induction systems. See pages 52-53.

'99-'04 SOHC 4.6L	PN 82428
'05-'09 SOHC 4.6L	PN 82438
'99-'04 DOHC 4.6L	PN 82448

6-Mod Controller

Program the timing and rpm limits of your Mod Motor through a PC! Map a timing curve or a boost retard chart while setting a launch rpm limit or even a nitrous retard. If you're going the retro route with a carburetor, the 6-Mod will power the system!

2-Step Launch Control, PN 8734

Plug this compact device into the factory connectors of your Mod Motor and you'll be able to activate a lower rpm limit to use on the starting line. The limit is adjusted with rotary dials and will hold the engine at a steady rpm to help improve your holeshots and et. See page 120.



LATE MODELS

MSD

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
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PRODMO

CHEVY



The LS engine platform is already hot, but MSD can fan the fire with increased spark power and advanced ignition controls.

Multiple Spark Coils

Upgrade from the factory coil packs with MSD performance! Our coils create increased energy and deliver multiple sparks at lower rpm to ensure combustion. Three models are available in sets of eight. See pages 50-51.

LS1/LS6 – PN 82458

LQ9 – PN 82468

LS2/LS7 – PN 82478

6LS Ignition Control

The 6LS Controllers allow you to set a different timing curve, program a boost retard timing map, set a 2-Step rev limit and even retard the timing for a shot of nitrous. The Controllers can be used with either factory EFI (harness accessories required) or will control the entire ignition if you choose the old school route of a carburetor.

2-Step Launch Control, PN 8733

Improve your car's consistency off the line with the 2-Step Launch Control! This compact rpm limiter plugs directly into the factory connectors and allows you to set a low rpm limit in 100 rpm increment. See page 120.

8.5mm Super Conductor Plug Wires

Sure the wires are only 10" long on LS engines, but the 8.5mm MSD wire still has a lot lower resistance than the factory wires. Or, we offer universal sets that will help if you decide to move the coils from the valve covers.

CHRYSLER



Few engine names perk the ears of car guys like the word 'Hemi'. When Chrysler launched the late model Hemi, fans came out in droves. Today you'll find these engines being retrofit into muscle cars and on the race track. MSD can help light them up!

Late Model Blaster Coils

Fire up your new Hemi with a set of MSD's Blaster Coils. The coils are a direct replacement and accept factory connectors, but are spec'd out with superior materials and winding ratios to improve the output. See page 54-55.

Early Model, '03-'05 PN 82568

Later Model, '06-'09 PN 82558

6-HEMI Controller, PN 6013

Take control of your Hemi's timing and rpm with the 6-HEMI Controller. For factory EFI or carbureted engines, this controller puts performance at your fingertips with advanced PC programming!

8.5mm Super Conductor Plug Wires

MSD also offers a set of wires for the early Hemi design. The low resistance ensures the most spark delivery!

'03-'05 5.7L Hemi, Red, PN 32039

'03-'05 5.7L Hemi, Black, PN 32033

If you have a late model truck and needs a little extra oomph MSD has just what you need. We make coil sets for each of the biggest sellers from the Big Three. We know that trucks can live a hard life and MSD keeps the Fire to Drive in your truck whether you're on the work site, commuting, or towing a boat.

GM

GM trucks using the LS engine platform are used for towing and racing. Either way, MSD has them covered.

Multiple Spark Coils

Upgrade from the factory coil packs with MSD performance! Our coils create increased energy and deliver multiple sparks at lower rpm to ensure combustion. Three models are available in sets of eight. See page 51.

8.5mm Super Conductor Plug Wires

Sure the wires are only 10" long on LS engines, but the 8.5mm MSD wire still has a lot lower resistance than the factory wires. Or, we offer universal sets that will help if you decide to move the coils from the valve covers. See page 126.

FORD

When Ford moved to the 5.4L Modular Motor it didn't take long for truck enthusiasts to start looking for performance goodies to install. MSD has answered with upgraded coils and controls.

Blaster Coil-on-Plugs

MSD's replacement coils for the Mod Motors are designed with improved materials and product increased high rpm operation and are great for forced induction systems. See page 53.

6-Mod Controller

Program the timing and rpm limits of your Mod Motor through a PC! Map a timing curve or a boost retard chart while setting a launch rpm limit or even a nitrous retard. If you're going the retro route with a carburetor, the 6-Mod will power the system! See page 52.

DODGE

Dodge trucks need a Hemi. It's the only way to go. Torque and power define the Hemi, just like high output sparks define MSD.

Late Model Blaster Coils

Fire up your new Hemi with a set of MSD's Blaster Coils. The coils are a direct replacement and accept factory connectors, but are spec'd out with superior materials and winding ratios to improve the output. See page 55.

8.5mm Super Conductor Plug Wires

MSD also offers a set of wires for the early Hemi design. The low resistance ensures the most spark delivery! See page 126.



We dare to put fire on water! MSD makes a full line of products that are specifically made for marine applications. Each of these is potted and specially designed to handle harsh, wet conditions, and most importantly they are UL certified. The UL certification shows their dependability and can help with insuring private boats. Check out the suggestions below to find what's right for your Fire to Boat.

STAGE 1



The MSD Ready-to-Run Distributor line is ideal for cruisers. The distributor features a high output ignition module and simple three wire installation. A heavy duty gear is installed, the cap bolts securely to the billet base and flame arrestor holes are machined into the base. See page 149.



High Vibration Blaster Coil, PN 8222

The High Vibration Blaster Coil is the best choice for marine use. The windings are encased in epoxy for vibration resistance. Check out page 57.

8.5mm Super Conductor Plug Wires

Wires are the arteries of your ignition system! MSD's low resistance 8.5mm wires are available in red or black in a variety of custom fit or universal sets. See page 126 for more wire information.

STAGE 2



Packing a little more power in your boat? Stepping up to a multiple sparking, CD ignition is the best choice

MSD 6M2-L Ignition

The 6M2-L Ignition will improve the overall performance of your engine thanks to its high output capacitive discharge sparks. See page 148.

Pro-Billet Distributor

Pro-Billet Distributor will provide accurate trigger signals with a mechanical advance you can adjust to your application. See page 149.

High Vibration Blaster Coil, PN 8222

The High Vibration Blaster Coil is the best choice for marine use. The windings are encased in epoxy for vibration resistance. Check out page 57.

STAGE 3



Drag boats are easy for MSD! There's no better than the 7AL-2 Ignition, a crank trigger, Pro-Billet Distributors and a set of 8.5mm wires to ensure the best performance from your race boat!

7AL-2 Plus Ignition, PN 7222

Higher compression and rpm are no problem for this ignition, plus you get the benefit of a built-in 2-Step Rev Control. See page 37.

Pro Power HVC II Coil, PN 8261

Stout spark packed with voltage and energy. See page 61.

Flying Magnet Crank Trigger Kits

There is no better place to trigger the ignition than at the crankshaft. MSD's Crank Trigger Kits are the most accurate available and rely on special rare earth magnets to trigger the ignition.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO

MSD[®]

ATOMIC EFI

AtomicTM

EFI

The all new Atomic EFI system was designed with two goals; simplicity and performance. Simplicity was achieved when we rewrote the industry standard for easy installation and programming. Performance is served through improved driveability from idle to full throttle blasts. Atomic EFI delivers.

Most car guys could install the Atomic EFI system in a weekend with the tools they have in their garage. In fact, with a little preparation, installation can start Saturday morning and the car will make the cruise that night! This is due in large part to the ability to run a returnless fuel system so there are no modifications to the tank and no need to run another fuel line.

The Throttle Body features a common 4-barrel square bore flange for a universal fit. We incorporated the ECU into the Throttle Body to reduce the wiring and connections. While we

were at it, four main sensors were also grouped inside the ECU for even less underhood clutter and wiring!

As for programming – leave your laptop at the office. The Atomic comes with a compact Handheld Monitor that allows you to select a number of parameters to match your engine combination. This will get the engine to fire up and it will start learning your combination immediately. No software programs to learn, and certainly no jets or idle mixture screws!

In the end, the Atomic delivers the performance and driveability expected from EFI yet with an installation so easy you'll have the rest of the weekend to cruise.

See more Atomic EFI information at www.atomicEFI.com and follow the next few pages.

NEW!



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COILS
STARTERS
DISTRIBUTORS
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SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



Go on a No-CARB DIET with ATOMIC EFI

When tuned perfectly, carburetors work well on a tuned engine. However, you still need to pump the gas to set the choke for cold starts, crack the throttle while sitting at lights due to a rough idle, fight mid-range bogs, flooding and varying fuel mixtures. Besides, how many guys want to, or even can, tune a carb any more?

The Atomic EFI provides the performance and driveability benefits that you expect from fuel injection. Quick starts, smooth idle and great throttle response to name a few. Combine the fact that MSD provides the ability to set the ignition timing through the ECU to match the fuel delivery and you have a win-win combination. But nearly as important as performance is the ease of installation and that is where the Atomic system really shines.

Muscle cars and street rods don't look good with a spider's web of wiring and fuel lines. The Atomic system was designed for simple installation! The Throttle Body houses the ECU along with four sensors for a serious reduction in wiring. In fact, there are only eight connections required to start the engine.

From the throttle body, a single cable runs to a Power Control Module. This unit controls the fuel pump, electric fans (if equipped) and the O2 sensor. Speaking of the O2, the Atomic kit is supplied with a Wide Band O2 sensor and you will have to weld the bung into the exhaust. That is the only fabricating necessary. The Wide Band constantly reviews the exhaust gases to help keep the engine in its optimum performance range.

Once the components are installed, simply plug-in the Handheld Monitor to set your engine's parameters. Cubic inch, cylinder count, idle rpm target and a few other selections will get you the point where you to hit the key and listen to your newly EFI'd engine come to life.

Yes, it is just that easy.

- *The easiest fuel injection system to install*
- *Half the connections of other EFI systems*
- *Returnless fuel system design – no need to run a second fuel line*
- *Control the ignition timing through the ECU*
- *Improved air/fuel distribution through annular ring injection design*
- *Self Learning technology eliminates the need for PC programming*
- *Control two cooling fans for consistent engine temperatures*
- *Traditional styling with modern appeal*



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM

The crown jewel of the Atomic EFI system is of course the throttle body itself. Our engineers have countless hours in designing the unit with great performance and appearance. The compact design is similar in size to a carburetor, yet contains an Electronic Control Unit, four injectors, the Idle Air Control solenoid, TPS, MAP, Intake Air Temperature (IAT) and more. It's easy to overlook all of the details so let's have a closer look –

INTERNAL FUEL RAIL

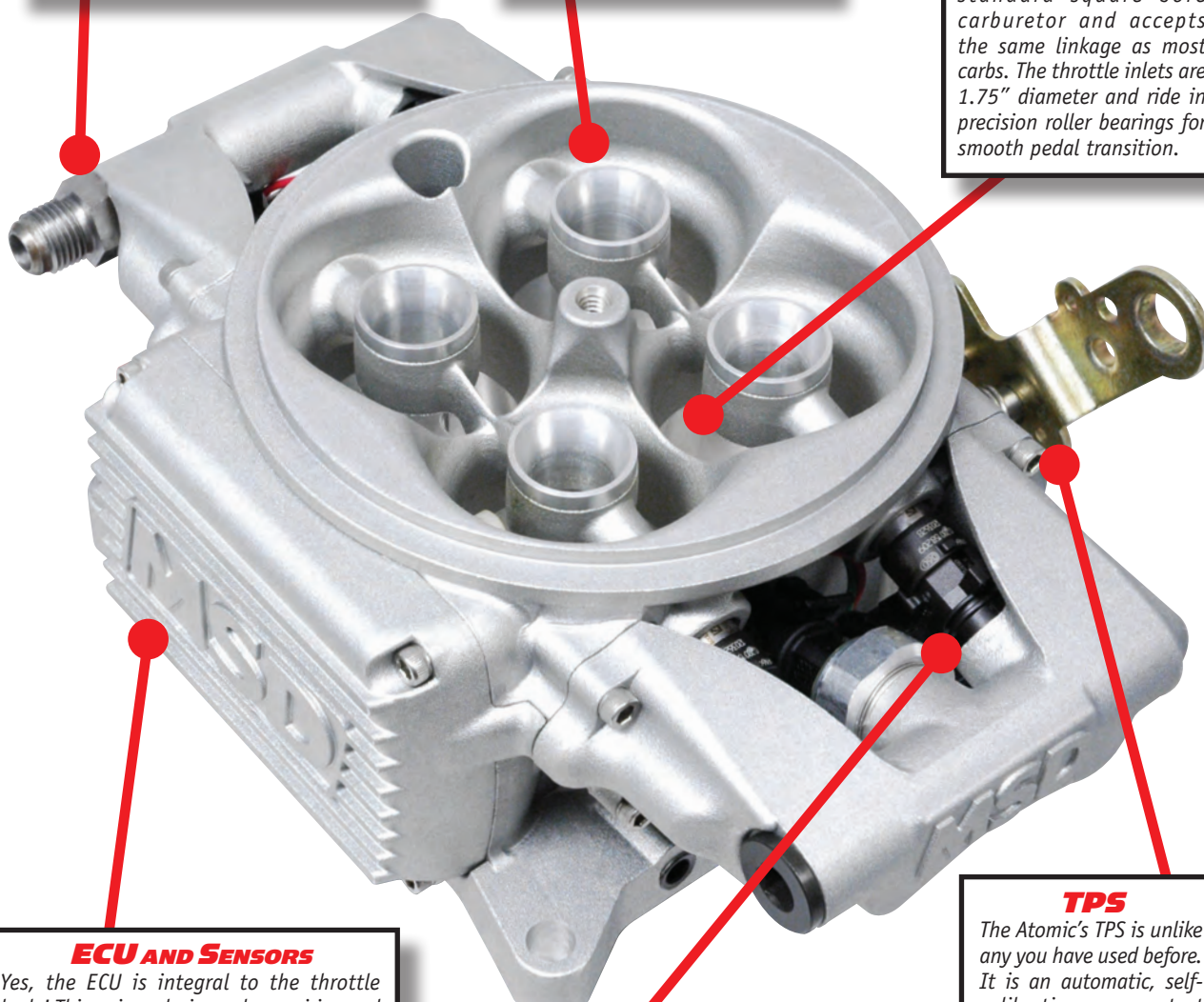
MSD designed the fuel rail to be integral to the throttle body assembly. Not only does this present a sleek appearance, it removes fitting connections where leaks could develop. Also note that with a single fuel line, you can bring the fuel line up from the back or use the front fitting.

ANNULAR RINGS

Notice the annular rings atop the Atomic? These were incorporated to deliver superior atomization of the fuel mixture resulting in the best air/fuel mixture. This design ensures the best possible fuel mixture delivery to each cylinder.

MOUNT AND BLADES

The Atomic throttle body bolts right in place of a standard square bore carburetor and accepts the same linkage as most carbs. The throttle inlets are 1.75" diameter and ride in precision roller bearings for smooth pedal transition.



ECU AND SENSORS

Yes, the ECU is integral to the throttle body! This unique design reduces wiring and keeps your EFI installation easier than ever. Better yet is that we incorporated the TPS, MAP, IAT and fuel pressure sensors into the ECU. In fact, the only sensors you need to connect are the coolant temp and the O2.

INJECTORS

Fuel delivery is provided by four precision 80-pound injectors. These injectors feature a stainless steel ball and seat metering method for maximum internal sealing. For a secure mount the injectors are sealed between the housing and the cast fuel rails.

TPS

The Atomic's TPS is unlike any you have used before. It is an automatic, self-calibrating, non-contact sensor. That means you don't have to worry about configuring it during set up. You also won't need to replace it when the contacts wear out like in our competitors systems.



POWER CONTROLLER

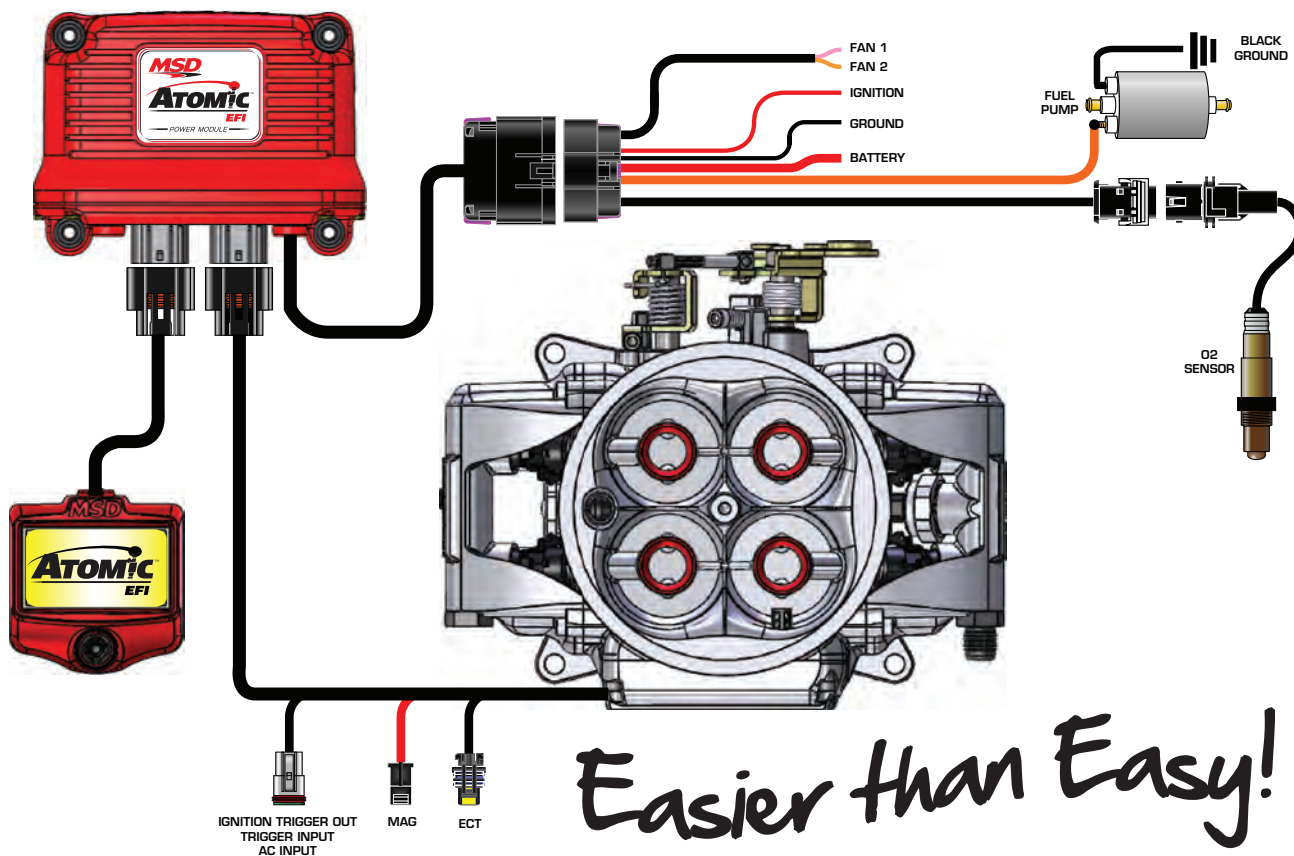
This compact device handles the high power systems such as the electric fans and the fuel pump control. It simply plugs into the throttle body via MSD's CAN-Bus network with a single connection. The power runs to the electric fuel pump and there are two fan control wires allowing you to program what temperatures to activate the fans.



HANDHELD CONTROLLER

Atomic's handheld controller gets the system set for your particular engine in just a few easy clicks! This controller, combined with the Self-Learning technology from the internal ECU, eliminate the need for a laptop or user tuning. Simply push the joystick left, right, up, and down to move through the options. Within minutes the setup will be complete! Plus, the handheld will act as a dash to display all that is happening in your new Atomic EFI system!

WIRING

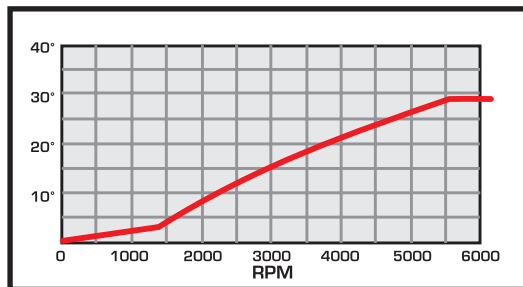


Easier than Easy!

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO

EFI TECH

There is a lot that goes in to making the most advanced throttle body injection system in the aftermarket. Some of the innovations, like the CAN-Bus, are behind the scenes to make Atomic better and some, like Timing Control, are added user features that other systems simply cannot offer. Read below to learn about a few of the great technical features that set Atomic apart from the pack.



TIMING CONTROL

The Atomic system does more than just fuel! When paired with an ignition box, like the MSD 6A, the Atomic unit can take over your vehicle's timing advance along with handling the fuel. This provides much more precise tuning and is important for large cams and low idle rpm. It's like the springs and bushings on a distributor, but with digital control.

CAN-Bus

CAN-Bus technology allows us to cut down on wires and make the whole system look better (or easier to hide). CAN (Controller Area Network) is a communication system that uses packs of data (busses) to send lots of information through only a few wires. This technology has been used by automakers for years and now you can finally reap its benefits in the aftermarket without the fear of over complication.

FAN CONTROL

If you run electric fans to help keep the engine cool, Atomic has a few extra features built in just for you. There are two independent fan circuits to better control engine temperatures. When the engine coolant reaches the temperature you set the first fan circuit switches on. If the temperature keeps climbing then the second fan will activate at another setting. With this method you can control multi-speed fans or two fans independently.

PWM FUEL PUMP

In order to make the Atomic easier and cleaner to install, MSD uses a Pulse Width Modulated (PWM) fuel pump. Using a PWM pump allows the ECU to control fuel pressure by only briefly supplying power to the pump when more fuel is needed. This system tends to run quieter and eliminates the need to run an extra fuel line. Of course, if you already have a fuel system you are happy with and it will meet Atomic's needs you can select a "return system" in the initial setup.

WIDE BAND OXYGEN SENSOR

Wide Band Oxygen Sensors (WB02) are another item that OE automakers have been using in vehicles for many years. The sensor is used to constantly measure the Air / Fuel ratio so the Atomic knows whether more or less fuel is needed for optimal performance – no need to have an expensive shop do the tuning for you!

DIAGNOSTICS AND DATA

The Atomic was designed to be better than any other throttle body injection system on the market. With that in mind, we hope you never have to worry about diagnosing a problem. Nonetheless, the handheld unit is designed to display a variety of error codes in case things aren't quite right. The handheld also has built in data acquisition. The data is a simple way Atomic lets users know exactly what is happening under the hood.



MSD®

ATOMIC EFI

WHAT DO I NEED TO GO ATOMIC?

The Atomic EFI system is designed to make the step to fuel injection easy. We offer two kits to fit your application:



PN 2900

ATOMIC EFI MASTER KIT

The Master Kit includes every component you need to complete an EFI conversion, including: Throttle Body, Power Module, Wide Band O2 Sensor, Handheld Programmer and the Fuel Pump Kit which includes the pump (good to 525hp), filters, brackets, high pressure hose and clamps.

Atomic EFI Master Kit - PN 2900*

THROTTLE BODY KIT

If you have a vehicle that already uses an electric fuel pump (with a return line), the Basic Kit provides the parts you'll need to convert to Atomic power. These include; Throttle Body, Power Module, Wide Band O2 Sensor and the Handheld Programmer

Atomic EFI Basic Kit - PN 2910*



PN 2910

FUEL PUMP KIT

For engines up to 525hp, the standard Fuel Package includes all of the parts needed to upgrade a vehicle's fuel system to Atomic standards.

Parts included: PWM Fuel Pump, Pre-Filter, Post-Filter, 15 ft. 3/8" Fuel Line, Mounting Hardware

Atomic EFI Fuel Package - PN 2920*



PN 2920



PN 2921

HIGH HORSEPOWER FUEL KIT

The Fuel Upgrade is a replacement PWM fuel pump for vehicles making between 525-650hp.

Parts included: PWM Fuel Pump, Pre-Filter, Post-Filter, 15 ft. 3/8" Fuel Line, Mounting Hardware

Atomic EFI Fuel Upgrade - PN 2921*

*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



6-SERIES



PN 6425



PN 6530



BENEFITS AND RESULTS

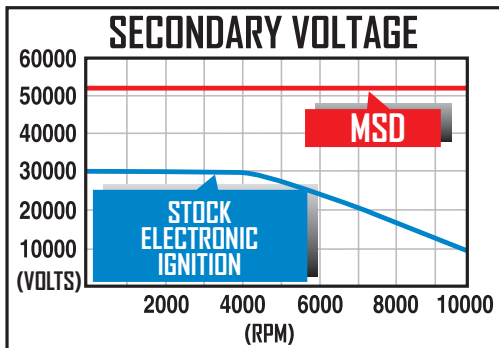
- Quick Starts
- Increased Power
- Smooth Idle
- Crisp Throttle Response
- Reduced Spark Plug Fouling

THE MSD 6-SERIES ADVANTAGE

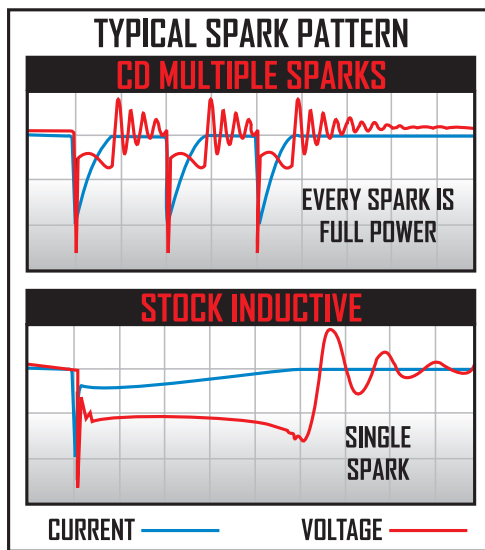
MSD was the first company to develop and offer the multiple sparking, capacitive discharge ignition for engines. The line of MSD 6-Series Ignitions are the most popular aftermarket ignitions in the world due to our race-proven performance on the track and our reliability on the street!

Most of the 6-Series Ignition Controls share similar output characteristics when it comes to spark energy, voltage and the spark series. The main difference is the addition of a built-in rev control such as the 6AL or the boost timing control in the 6 BTM. The increased voltage that the MSD puts across the plug gap will improve the driveability and performance of everyday drivers to Saturday night racers!

All of the MSD 6 Ignitions can be installed on 4, 6 or 8-cylinder engines equipped with a 12 volt, negative ground electrical system and a distributor. They can be triggered by points, electronic amplifiers, magnetic pickups and even other aftermarket distributors.



MSD's proven Capacitive Discharge technology delivers high primary voltage at any rpm!



MSD's multiple sparks are shown at the top. This series of sparks ensures combustion to improve power.

CAPACITIVE DISCHARGE

An MSD Ignition uses capacitive discharge (CD) technology to produce a very high primary voltage. This high voltage is always present regardless if you're at an idle or racing down a straight away at 10,000 rpm.

A special transformer instantly steps up the supply voltage from the battery then stores this high voltage in a large capacitor. When the ignition is triggered the capacitor releases all of this voltage to the coil so the primary voltage is at full power at any rpm. These high powered sparks ensure complete combustion of the fuel mixture at racing rpm which in turn produces more power!

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



MULTIPLE SPARKS

All of the MSD 6-Series Ignitions produce multiple sparks up to at least 3,000 rpm. This series of sparks, whether there are two or six, will always last for 20° of crankshaft rotation. Also, each spark is at full voltage. This powerful series will improve the starting ability, idle quality and throttle response. If you have a multiple carb set up that is a little off at idle or an engine that burns a little oil, the MSD's spark series will help prevent the cylinders loading up.

At higher rpm there isn't enough time to fire the plug more than once during the combustion stroke so there is only a single, full power spark. Thanks to MSD's CD technology, this spark is always at full power even through 10,000+ rpm so you know the fuel mixture is being burned efficiently, creating maximum power!

WIRING

The primary wiring used on an MSD has a special tinned conductor that meets MIL-86A specifications. This allows for superior crimps and prevents corrosion. The jacket is resistant to high temperatures, abrasion and underhood chemicals.

SOFT TOUCH REV CONTROL

MSD Ignition first developed the adjustable rev control and we have since incorporated it into most of our ignition controls. Our Soft Touch circuitry produces an accurate and smooth limit without loading up the cylinders or excessive backfires. Even if your car is a mild street machine, a rev limiter can save you from expensive engine damage due to driveline failure or a missed shift.

ADD-ONS

Another great thing about the MSD Ignition line is that most all of our accessories can be added to your existing Ignition Control. You can run an MSD Ignition with your stock distributor, then upgrade to a Pro-Billet model or even a crank trigger. You don't have to buy everything at once or spend money on features that you will never use.

For instance, if you choose an MSD Digital 6AL then decide to add a nitrous system, you can easily install an MSD Timing Retard accessory. MSD has a variety of different timing controls, but the point is that you don't have to pay for features that you won't use when you select an MSD Ignition!

COMMON QUESTIONS

What's the difference between the 6A and 6AL Ignition Control?

The only difference is the addition of a rev limiter. The 6A, 6AL and 6 BTM ignitions all share the same CD, multiple sparking circuitry and output power. The units also have the same wiring but with a couple different features such as the rev limiter or boost retard circuit.

Do the 6-Series operate on distributorless engines?

No, or you would need one ignition per coil pack! To meet these needs, MSD engineers developed our multi-channel Stacker or DIS Ignition Controls. These Ignitions are capable of firing two to four coil packs or coil per cylinder and feature our proven multiple spark design along with other built-in features.

Do I need to replace my points?

No. Actually, adding an MSD 6-Series Ignition will increase the life of your original breaker points. With an MSD installed the current across the points gap decreases significantly and the gap is not imperative to performance. Of course, it is important to have a distributor that is not worn out and an accurate mechanical advance aids performance.

Will I need a Tach Adapter?

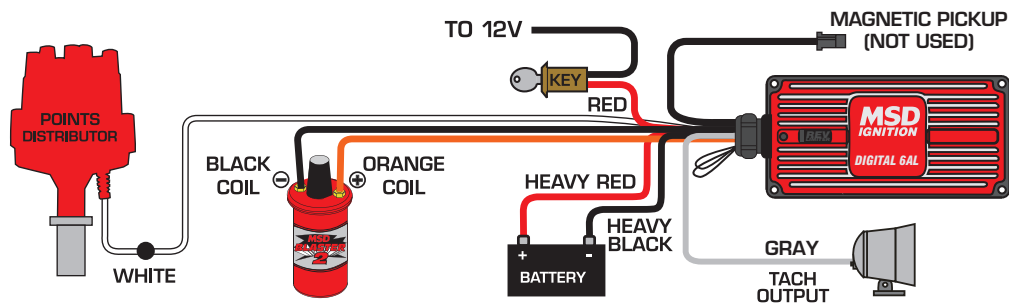
In most cases, a Tach Adapter is not necessary. Most quality aftermarket tachs will have no problem reading the MSD's tach signal. Some factory tachs, such as Fords, may need an Adapter and most import cars will need one to run.

Which coil is right for my application?

Coil selection depends on your performance goals. You can use your stock coil with an MSD, but an MSD Blaster Coil will ensure that you get the most output power available. MSD offers a variety of performance and racing coils and there is more information starting on page 50.

What's the best spark plug gap for my application?

The spark plug is the point in the ignition system where electrical energy is converted into heat, consequently, the larger the gap the greater the amount of heat available to light the air/fuel mixture. As a starting point, follow the engine builder or manufacturer's recommendation for the plug gap. With that, you can experiment with increasing the gap by .005" - .010" until the best performance is found.



MSD Ignitions install easily to a variety of applications. This diagram shows the wiring with a points distributor.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



INFORMATION & SPECIFICATIONS

Operating Voltage: This is the amount of supply voltage required from the battery to operate the MSD Ignition at full output power. An MSD CD Ignition is designed to produce full output power (470-630 volts) with a supply voltage of 10-18 volts. The MSD will still operate below 10 volts, but the output voltage will be lower. An MSD will also accept a momentary 24 volts such as during a jump start.

Operating Current: This is the current, or amperes, required to operate the MSD Ignition. This is shown with the rpm of the engine because more current is required as rpm increases.

Spark Energy: This is a measure of how much "heat" is produced across the spark plug gap to initiate the combustion process of the air/fuel mixture. Spark energy is a product of voltage, current and time with the result being measured in millijoules. The specification shown with MSD CD ignitions is the amount of energy stored in the capacitor which is all delivered to the coil for every firing.

Primary Voltage Output: This is the maximum amount of voltage that is delivered to the primary terminals of the ignition coil. With a CD ignition this voltage is very high because the MSD steps up and stores this voltage with its transformer and capacitor. DO NOT attempt to check for voltage on the coil terminals with a test light.

Secondary Voltage Output: This is the potential maximum voltage that the ignition and coil can generate. It is the most common specification used and also the most exaggerated. Your engine will not typically require the maximum voltage given, though the ignition and coil are capable of reaching this level. This measurement is affected by the specifications of the coil such as its construction, turns ratio, insulation as well as the type of coil used. MSD lists which coil was used to determine this specification.

RPM: This is the highest rpm rating that the MSD will operate at full output power. This number is always listed for V8 engines. The rpm rating is higher as the number of cylinders decrease.

Spark Duration: The spark duration shown is how long the series of multiple sparks lasts in crankshaft degrees. It is listed this way because the number of sparks that occur decreases as rpm increases. When operating with a supply voltage of 14 volts, a general rule is one spark per millisecond.

IGNITION SPECIFICATION CHART

MSD uses standard measuring methods as set by the Society of Automotive Engineers (SAE) and information from the California Air Resources Board (CARB) to test our ignitions. Note that we list the coils used with each listing of specifications. The ignition coil plays a major role in determining several specifications such as secondary voltage, current and spark energy and selecting the proper coil for your application is important. When comparing other ignition systems always be sure to examine the coil used during the tests.

Ignition	Operating Voltage	Operating Current AMP per RPM	RPM w/ 14.4v	Spark Series Duration	Spark Energy Millijoules	Output Primary (Into Coil)	Voltage Secondary (Coil Output)	Weight	Size L x W x H	Coil Used
6ALN 6 BTM 6M-2L	12-18 Volt DC	1A/1,000 rpm	15,000	20°	105-115 mJ	460-480V	45,000V	6ALN - 5 lbs. 6 BTM - 3 lbs. 6M-2 - 3.5 lbs.	8" x 4" x 2.25" 8" x 4" x 2.25" 8" x 3.5" x 2.25"	PN 8202
Digital 6A, 6AL		0.7A/1,000 rpm	12,500	20°	135 mJ	535V	48,000V	3 lbs.	7" x 4" x 2"	PN 8207 PN 8252
Digital-6 Plus		0.7A/1,000 rpm	12,500	20°	135 mJ	535V	48,000V	2.856 lbs.	8.5" x 4.5" x 2.2"	PN 8252
6 HVC Professional Racing Ign.		0.7A/1,000 rpm	15,000	20°	150 mJ	550V	40,000V	3.75 lbs.	8" x 3.5" x 2.25"	PN 8250
DIS-2 Plus DIS-4 Plus		0.7A/1,000 rpm	14,000 14,000	20°	105-115 mJ	460-480V	45,000V	3 lbs. 3 lbs.	9.5" x 4.5" x 2.2"	Stock type coil
DIS-2 HO DIS-4 HO		0.8A/1,000 rpm	14,000	20°	170 mJ	470V	43,000V	3 lbs.	9.5" x 4.5" x 2.2"	Stock type coil
Midget System		1A/1,000 rpm	15,000	20°	190 mJ	500V	45,000V	4.5 lbs.	9.5" x 4.5" x 2.2"	MSD Coil Pack
7AL-2 Plus		1A/1,000 rpm	14,000	20°	160 mJ	570V	47,000V	4.75 lbs.	8" x 3.75" x 5.75"	PN 8201
7AL-3		1A/1,000 rpm	14,000	20°	160 mJ	570V	50,000V	5.25 lbs.	8" x 3.75" x 5.75"	PN 8201
Digital-7 Plus Programmable Digital-7-Series		1.1A/1,000 rpm	12,500	21°	190 mJ	530	45,000V	3 lbs.	9.5" x 4.5" x 2.2"	PN 8251
Power Grid-7		1.3A/1,000 rpm	15,000	20°	200-220 mJ	545-570	50,000 V+	2.9 lbs.	7.5"x5"x2.25"	PN 8261
MSD 8-Plus		3A/1,000 rpm	15,000	20°	315-330 mJ	360-580V	50,000V + Single Coil	5 lbs.	8" x 3.75" x 5.75"	PN 8261



6-SERIES APPLICATIONS



SELECTING AN IGNITION

Choosing an MSD may seem confusing, but making the right choice really comes down to what you plan to do with your vehicle. The following suggestions will help you choose the right ignition for your application.

ALL MSD 6-SERIES IGNITIONS:

- Deliver full power capacitive discharge multiple sparks
- Trigger from distributors with breaker points, amplifiers or magnetic pickups
- Accept an MSD Timing Accessory
- Full one year warranty

DIGITAL 6A

This is the base model multiple sparking, capacitive discharge (CD) ignition control. If you're simply looking for a hotter spark for improved driveability, this is the model for you. Remember though, there is not a rev limiter, nor can one be added. See page 28.

DIGITAL 6AL

If you are planning on spirited driving, grabbing gears or some form of racing, the adjustable rev control of the Digital 6AL or 6BTM Ignitions is a wise choice. Also, you can add a 2-Step Module Selector for launch rpm limit if you choose. See page 28.

DIGITAL 6AL-2-SERIES IGNITIONS

The Digital 6AL-2 Ignition Control is ideal for the street and strip and features a built-in 2-Step rev control. The next step is the Programmable 6AL-2 which gives you PC programming for the street! Check out pages 31-32 for more information on this exciting ignition.

EXTREME DUTY 6ALN IGNITION

For severe duty applications such as off-road truck racing or Saturday night dirt tracks, the 6ALN is the best choice. Sealed locking connectors and epoxy for vibration resistance create an ignition ready to take on the rigors of hard-core racing. See page 33.

MARINE

This ignition is fit with sealed Weathertight connectors. All of the power and multiple sparks of an MSD, plus a rev limiter for Marine applications. See page 33 and 146.

PROFESSIONAL RACING IGNITIONS

Just like the name implies, this ignition is designed for professional long duration, high-rpm racing. It features NASCAR mandated harnesses, a clear baseplate and vibration dampening silicone. This ignition uses a special Coil (PN 8250) and produces higher spark energy and voltage. See page 34.



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



6A AND 6AL IGNITIONS



THE NEXT GENERATION 6AL IGNITION 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 raised the bar even higher with the revised Digital 6AL 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. 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 Digital 6AL and 6A deliver over 530 volts to the coil with up to 135mJ of spark energy for every firing! Increased output combined with MSD's proven multiple spark series is a win-win situation!

The Digital 6A and 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.

Digital 6A™ Ignition Control, no rev limiter – **PN 6201**

Note that the mounting points of the Digital 6A are slightly wider than the 6A PN 6200 model.

Digital 6AL™ Ignition Control, with Soft Touch Rev Control – **PN 6425**

All New Design!

- Higher output with 530 primary volts and 135mJ of spark energy
- Efficient components use less current to produce more power
- Set an rpm limit on the 6AL with two rotary dials in 100 rpm increments
- Same bolt pattern as the original 6AL with a lower profile housing
- Built-in LED for system checks
- All wires exit through a locked, sealed connector
- Compatible for 4, 6 or 8-cylinder engines



6A AND 6AL IGNITIONS



PN 6201

6A AND 6AL OPERATING SPECIFICATIONS

SPARK ENERGY:	135-145 mJ PER SPARK
PRIMARY VOLTAGE:	520-540 VOLTS
SECONDARY VOLTAGE:	45,000 VOLTS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	0-15,000 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	12-15 VOLTS, 7 VOLT START
CURRENT DRAW:	.7 AMP PER 1,000 RPM
WEIGHT & SIZE:	1.7 LBS., 8"L x 4"W x 1.825"H

THESE PRODUCTS ARE LEGAL TO SELL, DISTRIBUTE OR INSTALL ON NON-OBD II VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-43; LEGAL IN ALL 50 STATES.



If you want to add a 2-Step Rev Control to the new Digital 6AL, see page 121 for a new Digital 2-Step rev control.



PN 8732

SEALED AND LOCKED CONNECTOR



The Digital 6A and 6AL Ignitions incorporate a secure and sealed connector for all of the wiring. This design routes the wiring out of one side of the ignition making wiring your engine easier and looks great.

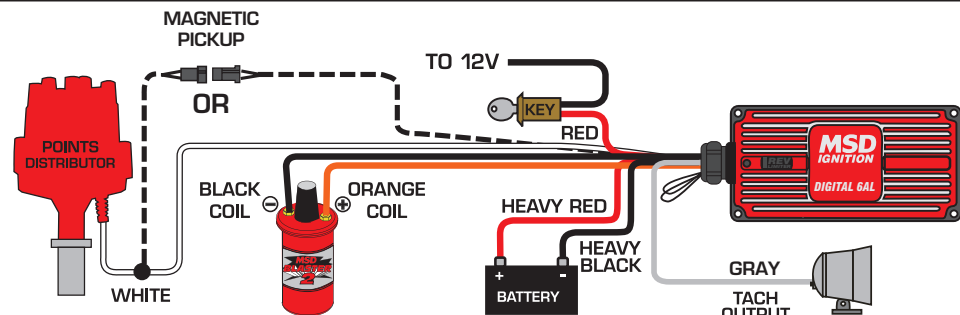
SOFT TOUCH REV CONTROL



Rotary dials are easy to access right on top of the 6AL! You can dial-in a rev limit to protect your engine from overrev damage caused by a missed gear or driveline failure.

WIRING

The Digital 6AL and 6A easily connect to 4, 6 or 8-cylinder engines with a 12 volt, negative ground electrical system. The MSD will accept trigger signals from a points or amplifier distributor as well as a magnetic pickup.



EFI IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



PN 6462

OPERATING SPECIFICATIONS

SPARK ENERGY:	105-115 mJ PER SPARK
PRIMARY VOLTAGE:	450-480 VOLTS
SECONDARY VOLTAGE:	45,000 VOLTS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	15,000 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	12-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW:	1 AMP PER 1,000 RPM
WEIGHT & SIZE:	3 LBS., 8"L x 4"W x 2.25"H

TESTED WITH BLASTER COIL

THESE PRODUCTS ARE LEGAL TO SELL, DISTRIBUTE OR INSTALL ON NON-OBD II VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-28; LEGAL IN ALL 50 STATES.

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 turbo or blower forces the air/fuel mixture into the engine, the cylinder pressure inside the combustion chamber increases. The result is a great increase in power but this can also lead to detonation that can result in severe engine damage. The 6 BTM lets you dial away detonation by retarding the timing in relation to the boost pressure.

A dash mounted control knob lets you adjust the amount of timing retard. It can be adjusted from 0° per pound of boost to 3° per pound (up to 15°).

The 6 BTM also shares the Soft Touch Rev Control 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.

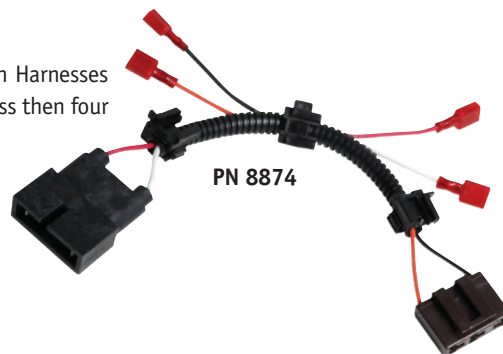


6 BTM Ignition Control, 4, 6 (even-fire only) and 8-Cylinder - PN 6462

NOTE: For a PC-adjustable boost/timing map, see the Programmable 6AL-2 on page 32.

WIRING HARNESSES

MSD Ignition Controls are easy to install, but we also offer several direct plug-in Harnesses for late model vehicles! The Harnesses plug directly into your factory coil and harness then four color coded wires plug into the corresponding wires of the MSD.



PN 8874

MSD to Ford TFI Harness - PN 8874

MSD to GM Dual Connector Coil - PN 8876

MSD to GM '96-On Single Connector Coil - PN 8877

MSD to '90-'97 Dodge Ram 5.2/5.9L - PN 8889

MSD to '98-'03 Dodge/Chrysler - PN 8884

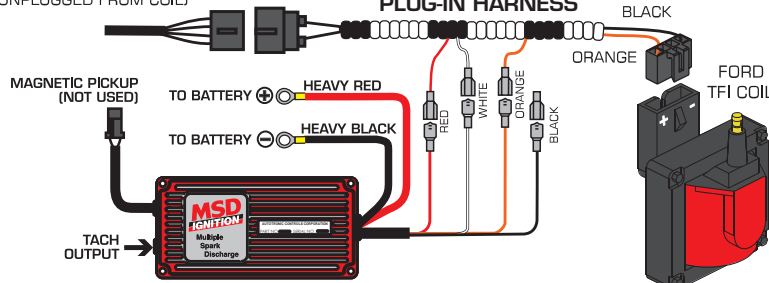
MSD to GM HEI (internal coil) without

Vacuum Advance - PN 8875

MSD 6M-2 to GM Dual

Connector Coil - PN 64602

FACTORY FORD HARNESS (UNPLUGGED FROM COIL)





DIGITAL 6-SERIES



PN 6421

DIGITAL 6AL-2

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 135 millijoules! The multiple sparks of the 6AL-2 burn in the cylinder for 20° of crankshaft rotation to ensure complete combustion.

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!

This 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 with 4, 6 and 8-cylinder engines.

Digital 6AL-2 Ignition Control - PN 6421*

- Accurate digital circuits and control
- Built-in 2-Step Rev Control – with rotary dials
- Accepts Hall-effect, points and mag pickup triggers



OPERATING SPECIFICATIONS

SPARK ENERGY:	135 mJ PER SPARK
PRIMARY VOLTAGE:	535 VOLTS
SECONDARY VOLTAGE:	45,000 VOLTS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	12,000 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	12-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW:	.7 AMP PER 1,000 RPM
WEIGHT & SIZE PN 6421:	3 LBS., 7"L x 4"W x 2"H
PN 6520:	3.7 LBS., 8.5"L x 4.5"W x 2.2"H

TESTED WITH BLASTER HVC II COIL, PN 8252
THE PN 6520 IS LEGAL TO SELL, DISTRIBUTE OR INSTALL ON NON-OBD II VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-31; LEGAL IN ALL 50 STATES.

PN 6421 CARB Approval Pending

DIGITAL-6 Plus™

The MSD Digital-6 Plus Ignition Control combines terrific power, digital accuracy and great accessories making it ideal for street/strip applications.

For nitrous equipped cars, the Digital-6 Plus offers a step retard that will retard the timing when the N2O is activated. There is also a 2-step rev limiter for holeshot consistency and overrev protection. Accepts points, amplifiers and mag pickups on 4, 6 or 8-cylinder engines.

MSD Digital-6 Plus Ignition Control, 4, 6 and 8-cylinder engines - PN 6520

- Built-in Drag Race features
- Single stage retard
- 2-Step rev control
- Start Retard



PN 6520



*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUS
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



PROGRAMMABLE 6AL-2



PROGRAMMABLE 6AL-2

The Programmable 6AL-2 Ignition provides 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 2-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.

Programmable 6AL-2 - PN 6530*

PRO-DATA+ SOFTWARE

This Pro-Data+ software program is designed in-house exclusively for MSD's Programmable Ignitions and Accessories. The Pro-Data+ software can be used with any PC running Windows 95, 98, 2000, NT, XP or ME. It is available on a mini CD or can be downloaded through the MSD Ignition website at: www.msdisignition.com/softdwn.htm.

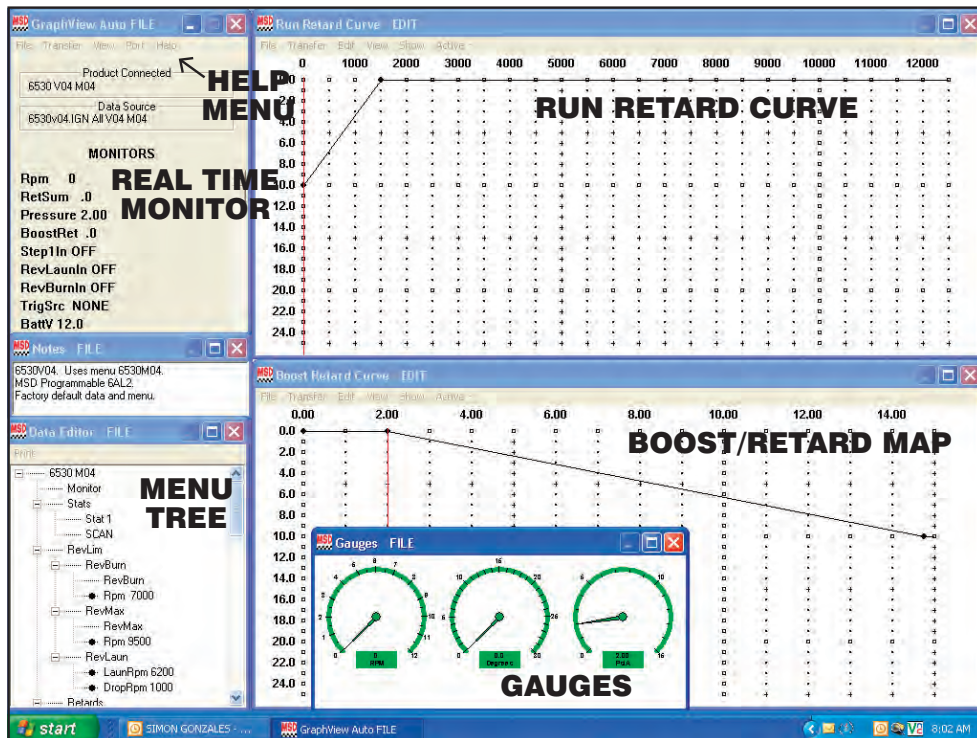


OPERATING SPECIFICATIONS

SPARK ENERGY:	135 mJ PER SPARK
PRIMARY VOLTAGE:	535 VOLTS
SECONDARY VOLTAGE:	45,000 VOLTS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	12,500 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	12-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW:	.7 AMP PER 1,000 RPM
WEIGHT & SIZE PN 6200:	3 LBS., 7"L x 4"W x 2"H

TESTED WITH BLASTER HVC II COIL, PN 8253

CARB Approval Pending



The Programmable 6AL-2 lets you lock out the distributor and program a timing curve via a PC. You'll also be able to set a 2-Step Rev Limiter, a retard for use with nitrous and even a boost timing curve for forced induction engines!

*Not legal for use or sale on pollution controlled vehicles.

TRACK AND MARINE IGNITIONS



EXTREME DUTY 6ALN™ IGNITION CONTROL

Every MSD Ignition is designed for performance use but the Extreme Duty 6ALN is ready to take on nearly any harsh performance environment!

Originally designed with NASCAR in mind, the 6ALN is equipped with 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.

The 6ALN has a built-in Rev Control. These rev controls are adjustable with plug-in modules and will save your engine from over-rev damage caused by missed shifts or driveline failure.

MSD 6ALN, 4, 6 (Even-Fire)
& 8-cyl. - PN 6430*

NOTE: The 6ALN is supplied with a 3000, 6000, 7000 and 8000 rpm module.

The 6ALN is fit with locking and sealed Weathertight connectors making it ready for racing or for the trails.



PN 6430

OPERATING SPECIFICATIONS

SPARK ENERGY:	105-115 mJ PER SPARK
PRIMARY VOLTAGE:	460-480 VOLTS
SECONDARY VOLTAGE:	45,000 VOLTS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	15,000 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	12-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW:	1 AMP PER 1,000 RPM
WEIGHT & SIZE PN 6430:	5.1 LBS., 8" L x 4" W x 2.25" H

TESTED WITH BLASTER COIL

MSD 6M-2L™ MARINE IGNITION CONTROL

The MSD 6M-2L Ignition Control is designed for performance marine applications where a high energy and reliable ignition is a necessity. MSD offers the 6M-2L and Pro-Billet distributors that are U.L. approved for marine use. See pages 148-150 for more information on marine products.

MSD 6M-2L Marine Ignition, with
Rev Limiter - PN 6560

Thoroughly tested by Underwriter's Laboratory and certified to meet or exceed safety standards for marine ignitions as specified by the U.S. Coast Guard.



PN 6560



*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



CIRCLE TRACK & PROFESSIONAL RACING

MSD 6 HVC™ -Series Ignitions

PN 6631



OPERATING SPECIFICATIONS

SPARK ENERGY:	150 mJ PER SPARK
PRIMARY VOLTAGE:	550 VOLTS
SECONDARY VOLTAGE:	40,000 VOLTS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	15,000 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	12-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW:	.7 AMP PER 1,000 RPM
WEIGHT & SIZE:	5.1 LBS., 8"L x 4"W x 2.25"H

TESTED WITH 6 HVC COIL.

HVC
HIGH VOLTAGE CURRENT



The 6 HVC-L Ignition features a built-in rev limiter.

Professional race teams have been relying on the power and endurance of our 6 HVC Ignition Control and will be excited to see the addition of a rev limiter! The 6 HVC-L Ignition has a built-in rev limiter that will save the engine from over-rev damaged caused by spins, missed shifts or driver misfortune. This means there is no need to mount an external rev control (i.e., less wiring and reduced weight)!

The advanced component design and circuitry of the 6 HVC Ignitions produce incredible voltage with high current output. Internally there is an efficient heat sync, solid component mounting and it's all encased in a clear epoxy. The rpm limit is adjustable with plug-in modules and the wiring is routed into NASCAR approved Deutsch style MSD connectors.

6 HVC-L Ignition Controls

Fast Rev Limiter, Deutsch Connectors - PN 6631*

Soft Touch Rev Limiter, Deutsch Connectors - PN 6632*

MSD HVC™ Coil

The 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.

MSD 6 HVC Coil (Must be used with MSD 6 HVC Ignition) - **PN 8250***

COIL SPECIFICATIONS

TURNS RATIO:	100:1
PRIMARY RESISTANCE:	.07 OHMS
SECONDARY RESISTANCE:	360 OHMS
INDUCTANCE:	3mH



AUTOMATIC COIL SELECTOR

Running redundant ignition systems gives you piece of mind during long races, but how do you swap the coil wire to the backup ignition? The MSD Automatic Coil Selector solves this problem.

The 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.

Automatic Coil Selector - PN 8210

NOTE: Not for use with MSD 7, 8 or 10-Series Ignitions.



TACH SPLITTER

If you are running a dual ignition system, this little device will allow the tachometer to operate with both ignitions. Simply install the Splitter between the tach outputs and the Tachometer. Female faston connectors match common racing connections.

Dual Ignition Tach Splitter - PN 8911

PN 8911



*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



PROGRAM FEATURES:

- Plot two timing curves ranging from 800-15,000 rpm in 0.1° increments
- Select a rev limit from 2,000-15,000 rpm in 100 rpm increments
- A battery monitor circuit shows real time battery voltage and a low voltage time percentage
- Switch between two timing curves as track conditions change during a race



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. This takes all of the mechanical variables out of the picture to produce exact ignition timing!

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 over-rev 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 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.

MSD Programmable Midget Ignition - PN 6214*

Midget Coil Pack - PN 8240*

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

US
PATENT NOS.
6196208
6304814
6741925

8.5MM UNIVERSAL WIRE SET FOR MIDGETS

MSD offers a universal set of 8.5mm Super Conductor plug wires for the Midget racers. These 50 ohms per foot resistance wires are supplied with the coil side's special locking terminal and boot crimped to the wires. The spark plug side boots and terminals are supplied loose so the wires can be routed and crimped for each application. A special Mini-Stripper-Crimper tool is also supplied.

Midget Universal 8.5mm Wire Set - PN 31689

*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS

LATE MODEL

COILS

STARTERS

DISTRIBUTORS

CRANK
TRIGGERS

TIMING/RPM
CONTROLS

SPARK PLUG
WIRES

ACCESSORIES

MARINE

STREET FIRE

PRODMO



PN 7222



PN 7230



PN 7530T



PN 7720



PN 7730



PN 7805

SELECTING A RACE IGNITION

MSD offers a variety of racing and performance ignition controls for a variety of engine applications. The following ignitions are generally used in drag racing, pulling and similar applications. The following suggestions will help you choose the right ignition for your application.

7AL-2™ PN 7222

The 7AL-2 has been a staple in the drag race community for years. It has now been redesigned with a 40% increase in spark energy! It also features a popular 2-Step Rev Control, LEDs for troubleshooting and convenient terminal strips for easy wiring. See page 37.

7AL-3™ PN 7230

Need a start retard? How about three rev limits? Running multiple nitrous stages? If you answered yes to any of these, the MSD 7AL-3 could be the ignition for you. It has these features and an RPM Activated Switch plus it makes a little more spark energy and voltage than the 7AL-2. See page 38.

PROGRAMMABLE DIGITAL-7 SERIES

The most advanced Ignition Controls available! Incredible spark energy with an array of programming features including individual cylinder management, a run timing curve, launch timing curve, step retards, gear retards, an rpm activated switch, three rev limits plus more! All of these features are easy to program from your PC and give you an opportunity to tune in even more performance. See pages 39-41.

POWER GRID IGNITION SYSTEM

The Power Grid Ignition System is the next evolution of our Programmable Series Ignition Controls. It features an all new software system with USB interface and operates on a CAN-Bus harness system which reduces the amount of wiring and simplifies the addition of accessory modules. A high output CD ignition was developed to square off with high compression, nitrous and boost pressures. Check the Grid out in detail on pages 42-44.

MSD 8™ PN 7805

The MSD 8 is a favorite of tractor pullers thanks to its high spark energy and spark duration. In 2009, MSD revamped the powerful MSD 8-Series into a single unit that works on single or dual plug systems. See page 38.



MSD 7-SERIES IGNITION

MSD 7AL-2™ Plus Ignition

You'll recognize the 7AL-2 Plus Ignition Control, as its predecessor is the most popular ignition control used in drag racing. 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.

Racers will be happy to see that the updated components up the voltage output and spark energy! Over 40% more spark energy in fact!

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.

NOTE: MSD 7-Series Ignitions are not compatible with distributorless systems.

MSD 7AL-2 Plus Ignition Control - PN 7222*

OPERATING SPECIFICATIONS

SPARK ENERGY:	160 MILLIJOULES/SPARK
PRIMARY VOLTAGE:	570 VOLTS
SECONDARY VOLTAGE:	47,000 VOLTS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	14,000 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	12-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW:	6 AMPS AT 6,000 RPM
WEIGHT & SIZE:	4.85 LBS., 8.25"L x 3.75"W x 5.75"H

TESTED WITH PRO POWER COIL, PN 8201

- Built-in 2-Step Rev Control
- Operates on 4, 6 or 8-cylinder engines
- Troubleshooting LED for spark output diagnostics



MSD Digital-7 Plus™ Ignition Control

The Digital-7 Plus provides racers with two smooth rev limits, one for top end over-rev protection and another to activate with a clutch or transbrake switch for use on the starting line. Both are adjustable with rotary dials in 100 rpm increments from 2,000-9,900 rpm with a maximum of 12,500 rpm. For nitrous applications or for racers looking for a little more mph, there is a single stage retard circuit that is adjustable up to 9.9°. Plus there is an adjustable start retard to ease cranking!

The Digital-7 Plus can be used on 4, 6 or 8-cylinder engines and must be used with the MSD Pro Power HVC Coil, PN 8251, or Pro Power HVC-II Coil, PN 8261 (see pages 60-61).

MSD Digital-7 Plus Ignition Control - PN 7520*

OPERATING SPECIFICATIONS

SPARK ENERGY:	190 MILLIJOULES/SPARK
PRIMARY VOLTAGE:	535 VOLTS
SECONDARY VOLTAGE:	40,000 VOLTS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	12,500 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	12-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW:	1.1 AMP PER 1,000 RPM
WEIGHT & SIZE:	3.7 LBS., 8.5"L x 4.5"W x 2.2"H

TESTED WITH PRO POWER HVC COIL, PN 8251



ADJUSTABLE FEATURES

- Set two accurate rev limits
- Single stage retard
- Adjustable start retard

*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



MSD 7AL-3 Ignition

The MSD 7AL-3™ is based off the well proven MSD 7AL-2 Plus. It features a host of the most popular drag racing accessories.

A built-in 3-Step Rev Control provides three different rpm limits that can be used for the burnout, holeshot and top end over-rev protection. There is also a Multi-Step Retard with four different modules that can be activated at different times. Four 0° modules and a 2°, 3° and 4° module are supplied.

During cranking a Start Retard will retard the timing 25° allowing the engine to turn over easier. When the engine starts, the timing will automatically go back to its mechanical setting.

One last option is an RPM Activated Switch that allows you to activate a solenoid or shift light at an adjustable rpm. When the engine hits the desired rpm the RAS circuit provides a ground to the component to activate it. Vibration mounts, wires and detailed instructions are supplied.

MSD 7AL-3 Ignition Control, V8 only - PN 7230*

NOTE: MSD 7-Series Ignitions are not compatible with distributorless systems.

OPERATING SPECIFICATIONS

SPARK ENERGY:	160 MILLIJOULES/SPARK
PRIMARY VOLTAGE:	570 VOLTS
SECONDARY VOLTAGE:	50,000 VOLTS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	14,000 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	12-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW:	6 AMPS AT 6,000 RPM 12 AMPS AT 12,000 RPM
WEIGHT & SIZE:	4.75 LBS., 8"L x 3.75"W x 5.75"H

TESTED WITH PRO POWER COIL, PN 8201

FOR MORE INFORMATION ON:

Recommended Coils, see page	56
Flying Magnet Crank Trigger Kits, see page	111
RPM Module Kits, see page	125

MSD 8-Plus Ignition Control

There has always been a niche group of hardcore racers and pullers that run nothing but the MSD 8 Ignition Series. If you liked it then, you're going to like it even better now!

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.

MSD 8-Plus Ignition Control - PN 7805*

OPERATING SPECIFICATIONS

SPARK ENERGY:	315-345 MILLIJOULES/SPARK
PRIMARY VOLTAGE:	580 VOLTS
SECONDARY VOLTAGE:	50,000 VOLTS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	15,000 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	12-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW:	36 AMPS AT 12,000 RPM
WEIGHT & SIZE:	4.85 LBS., 8.25"L x 3.75"W x 5.75"H

TESTED WITH PRO POWER COIL, PN 8201



- Extreme spark output
- Built-in 2-Step Rev Control
- Compatible for 4, 6 and 8-cylinders
- Single or dual coil output

*Not legal for use or sale on pollution controlled vehicles.



PROGRAMMABLE DIGITAL-7

OPERATING SPECIFICATIONS

SPARK ENERGY:	190 MILLIJOULES/SPARK
PRIMARY VOLTAGE:	535 VOLTS
SECONDARY VOLTAGE:	40,000 VOLTS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	12,500 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	12-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW:	1.1 AMP PER 1,000 RPM
WEIGHT AND SIZE:	3 LBS., 9.5"L x 4.5"W x 2.2"H

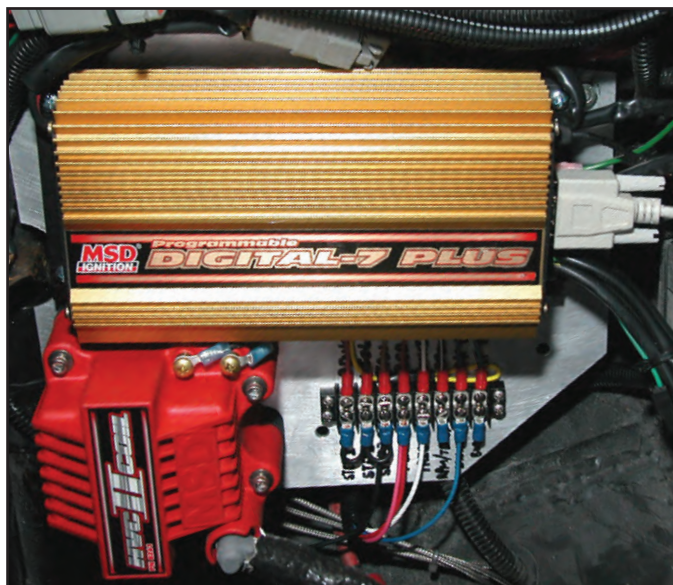
TESTED WITH PRO POWER HVC COIL, PN 8251

THE MSD PRO POWER HVC COIL, PN 8251 OR PN 8261, ARE THE RECOMMENDED COILS.

PROGRAMMABLE DIGITAL-7 IGNITION OPTIONS

PN 7535, Pg. 40
PN 7530T, Pg. 40
PN 7531, Pg. 41

TRIGGER INPUTS			
Magnetic Pickup	X	X	X
Square Wave (Points, 12V Sq.)	X	X	X
REV LIMITERS			
Overrev Limiter	X	X	X
Launch Limiter	X	X	X
Burn Out Limiter	X	X	X
Spool Limiter (Turbo)	X	X	
Slew Rate Limiter (Per Gear)		X	
Auto Learning Limiter	X	X	X
RPM/Time Based Limiter Map		X	
Time Rev Limiter (NHRA Req.)		X	
Traction Control Detection		X	
TIMING			
Individual Gear Timing Map	X	X	X
Boost Timing Map	X	X	
Individual Cylinder Timing	X	X	X
RETARDS			
Start Retard	X	X	X
Launch Retard (based on time)	X	X	X
3-Step Retards (ramp on/off)	X	X	X
OUTPUTS			
Activation Switch			
by RPM	X	X	X
by Time	X	X	X
by PSI	X	X	
Sequential Shift Light	X	X	X
Staging Light	X	X	X
Tach Output Configurable to Trigger/Timing	X	X	X
Configurable Cam Sync or Limiter output	X	X	X
SENSOR			
Configurable 1, 2 & 3-Bar	X		X
TUNING			
Real Time Graphical Display for Engine Monitor (W/Laptop)	X	X	X
DATA LOGGING			
Ignition Acquisition			X



PROGRAMMABLE DIGITAL-7 INTRODUCTION

When the Programmable Digital-7 was introduced to the racing community, racers couldn't wait to get their hands on its advanced programming capabilities. It also wasn't long before they started asking for even more programming controls. We've worked closely with drag radial racers, outlaw 10.5 crazies and professional pro stock teams to make the Programmable Digital-7-Series ignitions the best and only choice in programmable ignition systems.

Due to rules and different classes, there are now four main Programmable Digital-7 Ignition Controls. The Programmable with Boost Retard, PN 7535, is our base model with the Programmable Plus, PN 7531, being the top of the line due to the rpm/time based rev limiting map. These two ignitions are not legal in some professional racing sanctions, so we developed the PN 7530T which is legal in all NHRA competition. (This ignition has the Traction Control Detection, TCD, feature.)

All of these ignitions share the same power producing components so output levels are equal. They can also be used on 4, 6 or 8-cylinder engines, have the same dimensions and the primary wiring is the same so there is not much to change when upgrading or changing. To better understand what each ignition offers, we developed a chart that shows which units have the various features.



EFI IGNITIONS LATE MODEL COILS STARTERS DISTRIBUTORS CRANK TRIGGERS TIMING/RPM CONTROLS SPARK PLUS WIRES ACCESSORIES MARINE STREET FIRE PRODMO



PROGRAMMABLE DIGITAL-7



US
PATENT NOS.
6304814
6741925
6196208

ADJUSTABLE FEATURES

- The entry level Programmable Digital-7 Ignition
- Plot gear curves down to 0.1° every 100 rpm
- Map a timing curve based on boost pressure
- Set rpm limits for the launch, burnout, spool and top end
- Three retard stages for multiple nitrous applications



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.

BOOST RETARD PROGRAMMABLE DIGITAL-7™

The PN 7535 is our entry level Programmable Digital-7 Ignition Control and will deliver more tuning opportunities than you thought possible! Racers running normally aspirated, nitrous oxide or forced induction systems can all take advantage of the PN 7535.

You can easily map out a timing curve for each gear (up to six), so you can match the timing exactly to the rpm and load on the engine. For nitrous applications, there are separate step retards that can even be ramped on and off over time. For blower or turbo cars, there is a separate map that lets you program a timing curve based on boost pressure. This is set in increments down to 0.25 psia for every 0.1°. If you're going the boost route you will need to purchase a MAP sensor to meet your application.

The PN 7535 delivers a stout 190 millijoule spark with 535 volts of primary voltage, so even with high boost pressures the fuel is going to get lit. All of this power and adjustments are managed by a very quick 40Mhz RISC microprocessor.

The Ignition is supplied with a wiring harness, mounting hardware, a Pro-Data+ CD and an RS232 computer cable. It will accept trigger signals from an amplifier/ECU output or a magnetic pickup. (It is recommended to use a crank trigger.) Use HVC Coils, PN 8251 or PN 8261.

MSD Programmable Digital-7 with Boost Retard - PN 7535*

PROGRAMMABLE DIGITAL-7™ WITH TCD™

This ignition is the result of working with professional racers and sanctioning bodies. Racers asked for more programmable features, while the sanctioning bodies asked for Traction Control Detection (TCD) capabilities.

The TCD circuitry monitors the magnetic pickup input and if it senses that the signal has been modified, it will go into a rev limiting mode, set a trouble code and flash an LED indicating that a traction control has been detected. The TCD Ignition has been used successfully in NHRA pro stock racing.

The ignition offers racers the advanced controls they asked for such as timing curves for each gear, rampable step retards, individual cylinder timing and much more.

MSD Programmable Digital-7 w/TCD - PN 7530T*



PN 7530T

US
PATENT NOS.
6304814
6741925
6820602
6196208



*Not legal for use or sale on pollution controlled vehicles.

PROMO
STREET FIRE
MARINE
ACCESSORIES
SPARK PLUG WIRES
TIMING/RPM CONTROLS
CRANK TRIGGERS
DISTRIBUTORS
STARTERS
COILS
LATE MODEL
IGNITIONS
EFI



PROGRAMMABLE DIGITAL-7



**US
PATENT
PENDING**

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 mini CD. (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 PN 8251 or PN 8261.

MSD Programmable Digital-7 Plus - PN 7531*
Replacement Harness for PN 7535, PN 7530T and PN 7531 - PN 8855

For more Programmable 7 Series accessories, see page 119.

PRO-DATA+ SOFTWARE

This Pro-Data+ software program is designed in-house exclusively for MSD's Programmable Ignitions and Accessories. The Pro-Data+ software can be used with any PC running Windows 95, 98, 2000, NT, XP or ME. It is available on a mini CD or can be downloaded through the MSD Ignition website at: www.msdisignition.com/softdwn.htm.



*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS

LATE MODEL

COILS

STARTERS

DISTRIBUTORS

CRANK
TRIGGERS

TIMING/RPM
CONTROLS

SPARK PLUG
WIRES

ACCESSORIES

MARINE

STREET FIRE

PRODMO



POWER GRID IGNITION SYSTEM



PN 7730



PN 7720

OPERATING SPECIFICATIONS

SPARK ENERGY:	200-220 mJ PER SPARK
PRIMARY VOLTAGE:	545-570 VOLTS
SECONDARY VOLTAGE:	50,000 VOLTS PLUS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	15,000 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	12-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW:	1.3 AMP PER 1,000 RPM
WEIGHT & SIZE:	2.9 LBS., 7.5"L x 5"W x 2.25"H

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 outlaw cars and 10.5-tire classes all rely on the advanced programming of MSD's Programmable 7 Ignitions.

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.

Power Grid Ignition System™:

Controller - PN 7730*

Ignition - PN 7720*

Accessory Modules:

Adding accessories is simple due to the CAN-Bus technology. Each module plugs into the Power Grid and the software recognizes the module's features and operation.

ARC Module - PN 7761

Manual Launch Control - PN 7751

Boost Retard Control Module - PN 7762

Boost Controller Module - PN 7763

4-connector CAN-Bus Hub - PN 7740

CAN-Bus Termination Cap - PN 7741



PN 7761



PN 7751



PN 7740

*Not legal for use or sale on pollution controlled vehicles.

LEFT
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



POWER GRID IGNITION SYSTEM

Power Grid Programming Features:

- USB connection for ease of programming
- Timing based on engine rpm and gear value
- Advanced individual cylinder timing based on gear or time
- Five retard stages for nitrous
- Four steps of rpm limits for burnout, spool, launch and overrev
- Output switch set on rpm, pressure or time
- Shift light settings for each gear
- Ignition data acquisition accepts multiple runs



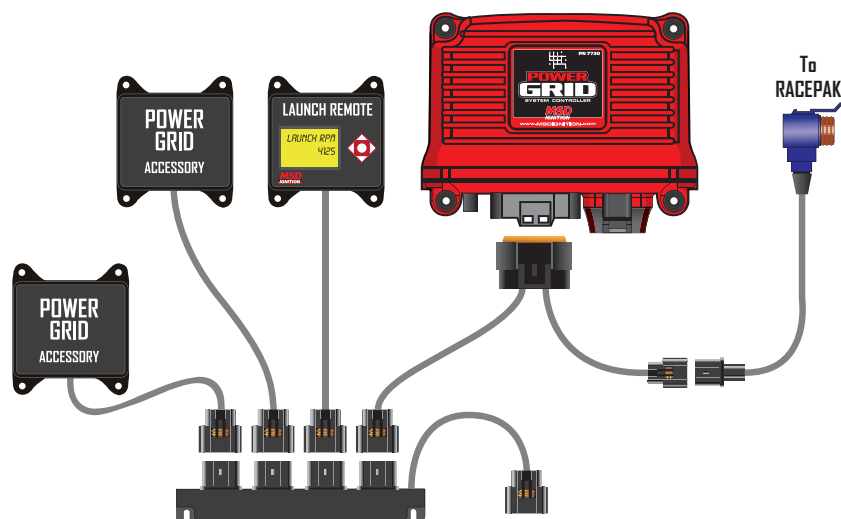
The Controller is designed to mount on top of the Ignition housing. This keeps wiring and required space at a minimum.



The Controller features a single wiring harness routed through a durable, locking connector. Next to it is a sealed cover that protects the micro-SD card and the USB connection. That's right – the Power Grid uses a USB connection for easier connections and power up during programming!

WIRING OVERVIEW

The Power Grid System consists of a central Controller, and an Ignition. The Controller is the brains of the system, while the Ignition is high output CD ignition (or use your existing MSD ignition). To add accessories, such as a Boost Retard Module, or a Manual Launch Shift Light Control, simply plug the new Module into the CAN-Bus bridge connector – that's it! Also, notice the separate connector that plugs directly into a RacePak Data System. The Power Grid is designed to share its ignition information to Racepak's data!



Replacement Harness for PN 7730 – **PN 7780**

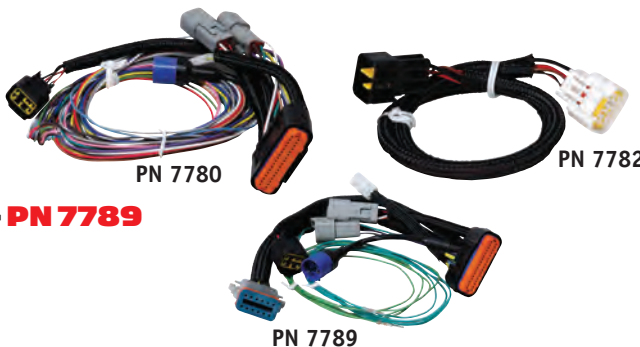
CAN-Bus Extension Harnesses:

2 feet – PN 7782

4 feet – PN 7784

6 feet – PN 7786

Harness Adapter, PN 7730 to Digital-7 Programmable – **PN 7789**



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



POWER GRID IGNITION SYSTEM

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO

To get samples:

- Cancel MSD View Connect
- Go to File
- Click Open
- Select the part number you want to learn about
- Open the data set you are interested in

VIEW - FREE DOWNLOAD

The new View software was designed with racer input to improve navigation and help ease programming. See for yourself at msdignition.com to download the software FREE!

Once you have downloaded the software you can open one of our sample data files to see exactly how the program would work with the ignition you are interested in before you buy; it's like a test drive without any annoying salesperson.

INDIVIDUAL CYLINDER TIMING

One of View's most nimble features is the ability create individual cylinder timing. Using the software racers are able to program in the exact timing desired, down to 0.1° changes, per cylinder at 0.1sec intervals per each gear! For example, the image to the outside shows that cylinder 4 will take 0.5sec to ramp in a 5° retard 0.5sec after shifting into 2nd gear. All of this works to help tune the race car for a perfect 1/4mile pass.

- Adjust each cylinder +/- 10°
- Control the start ramp and amount of timing
- Set different ICT for each gear

TIME BASED REV LIMITER

Using this part of the View software, a racer can import RPM data from past runs to help determine the best rev limits throughout the entire pass. Plotting a few points on graph will keep the car below a certain rpm based on the time since launch. This way, if the tires break loose 1.0 seconds into the run the engine won't be able to speed all the way to the final overrev setting. This feature isn't likely to lower any ETs but will work great to help salvage a run that would have otherwise been thrown away.

- Help create consistency with repeatable rpm
- Salvage a run that could have been ruined by tire spin
- Easily changeable to adjust for track conditions
- Keep the engine rpm in control no matter when issues arise



WHAT IS DISTRIBUTORLESS?

Late-model vehicles have incorporated ignition systems that have not used a distributor for quite a few years. Reaching back to the mid '80s, some vehicles, such as Buick's turbo V-6 models used a coil pack with six secondary terminals. This technology continued to be used on more cars and trucks rolling off the assembly line. These systems use some form of a crank sensor that produces a trigger signal to the ECU which triggers the correct channel of the ignition.

In recent years, distributorless technology has evolved into coil-per-cylinder and coil-on-plug systems that have an individual coil for each cylinder. These coils receive voltage and energy through a driver that is triggered by the ECU. These drivers are sometimes incorporated into the ECU, and other times in the coils themselves (such as the GM LS). The following info will help you get an idea of which ignition is right for your application.

EFI IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODMO



MSD DIS IGNITION CONTROLS

These DIS Ignition Controls provide MSD's proven CD multiple sparks that will ignite performance into street/strip cars. The DIS-2 is designed for 4-cylinder engines with two coil packs, the DIS-4 can be used on 6 or 8-cylinder engines with coil packs (and on some 4-cylinder coil-per-cylinder systems). Both Ignitions have been updated with rotary dials to adjust its two rev limiters and step retard. See page 46.

IGNITION CONTROLLERS FOR THE DETROIT-THREE

The Detroit-Three have been distributorless for over a decade! MSD now offers an ignition controller for each; the GM LS engines, the Ford Modulares and the new Dodge Hemi. These Controllers will connect to the factory sensors (with the accessory EFI Harnesses) and allow the user to alter the timing curve, set a launch rpm limit, program a step retard or even map a timing curve based on boost pressure. They'll also drive the coil packs when an old-school carburetor is added to the mix! Check out pages 49-55.



6-Hemi

6-Mod

6LS



DISTRIBUTORLESS IGNITIONS

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



US
PATENT NO.
6196208

PN 62152



OPERATING SPECIFICATIONS

SPARK ENERGY:	105-115 MILLIJOULES/SPARK
PRIMARY VOLTAGE:	460-480 VOLTS
SECONDARY VOLTAGE:	40,000 VOLTS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	14,000 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	10-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW DIS-2:	3.5 AMPS AT 10,000 RPM
CURRENT DRAW DIS-4:	6.6 AMPS AT 10,000 RPM
WEIGHT & SIZE:	4.5 LBS., 9.5" L x 4.5" W x 2.2" H

THIS PRODUCT IS LEGAL TO SELL, DISTRIBUTE OR INSTALL ON NON-OBD II VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-31; LEGAL IN ALL 50 STATES.

BUILT-IN FEATURES:

- 2-Step Rev Control
- Step Retard
- LED Monitor
- Features are adjustable with rotary switches



DIS Plus Ignition Controls

The mid 1980s 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 four 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° of crankshaft rotation 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 over-rev 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 DIS-4 Plus (For use on 6 or 8-cylinder engines with two, three or four coil packs.) - **PN 62152**

MSD DIS-2 Plus (For 4-cylinder engines with one or two coil packs.) **PN 62112**

NOTE: Some engines will require at least one Dual Channel Ignition Adapter, see page 47.



PN 62153

OPERATING SPECIFICATIONS

SPARK ENERGY:	170 MILLIJOULES/SPARK
PRIMARY VOLTAGE:	470 VOLTS
SECONDARY VOLTAGE:	43,000 VOLTS (STOCK COIL)
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	14,000 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	10-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW DIS-2:	5.3 AMPS AT 10,000 RPM
CURRENT DRAW DIS-4:	10 AMPS AT 10,000 RPM
WEIGHT & SIZE:	3 LBS., 9.5" L x 4.5" W x 2.2" H

*Not legal for use or sale on pollution controlled vehicles.

HIGHER OUTPUT RACE ONLY DIS Ignition Controls

For full bred drag race engines running high boost pressures from turbos, blowers or nitrous we offer 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.

DIS-2 Plus HO, 2-Coil Packs - PN 62113*
DIS-4 Plus HO, 2, 3 or 4-Coil Packs - PN 62153*





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.

Blaster Single Tower Coil - PN 8232*

COIL SPECIFICATIONS

TURNS RATIO:	85:1
PRIMARY RESISTANCE:	.09 OHMS
SECONDARY RESISTANCE:	988 OHMS
INDUCTANCE:	3.7 mH
MAXIMUM VOLTAGE:	43,000 V
PEAK CURRENT:	800 mA
SPARK DURATION:	125 uS

TESTED WITH CPC IGNITION AT PLUG GAP



DIS-4 HARNESSES

These harnesses will provide a splice-free installation of a DIS Ignition.

MSD DIS-4 to Dual Ford Coil Packs - PN 88812

MSD DIS-2/4 to Dodge/Mitsubishi - PN 8883

DUAL DIS-4 HARNESS

This harness allows an easy installation of two DIS-4 ignitions on '99-'09 Fords.

MSD Dual DIS-4 Installation Harness - PN 88813

NOTE: Complete installation on a late model Ford requires two DIS-4 Plus Ignition Controls and four Tach Adapters, PN 89121.

- Easily install two DIS-4 Ignitions on late model Ford Engines
- Easy connections with no splicing or cutting into factory wiring



COIL INTERFACE MODULE

This module goes between the factory GM ignition module and coils. It has color coded wires that connect to the DIS wiring and are molded using Dupont Rynite for its high dielectric strength and connect directly to the factory terminals.

GM Coil Interface Module - PN 8870

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.

INDIVIDUAL COILS?

The MSD DIS Ignitions were designed primarily for dual tower, waste spark ignition systems. Some aftermarket engine management systems can adapt the DIS Ignitions to fire individual coils. In order to accomplish this with a DIS-4 Ignition, the ECU must have four outputs and a cam sync pickup to determine when to fire number one. These systems are typically on high-end, race systems only.



PN 8870



PN 8912

Dual Ignition Adapter - PN 8912

Ford Coil-On-Plug and '03 and Newer Vehicles - PN 89121

NOTE: Coil sold separately.

*Not legal for use or sale on pollution controlled vehicles.

EFI IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM

PN 6302



PN 6304



DUAL IGNITOR AND CPC SIGNAL CONVERTER

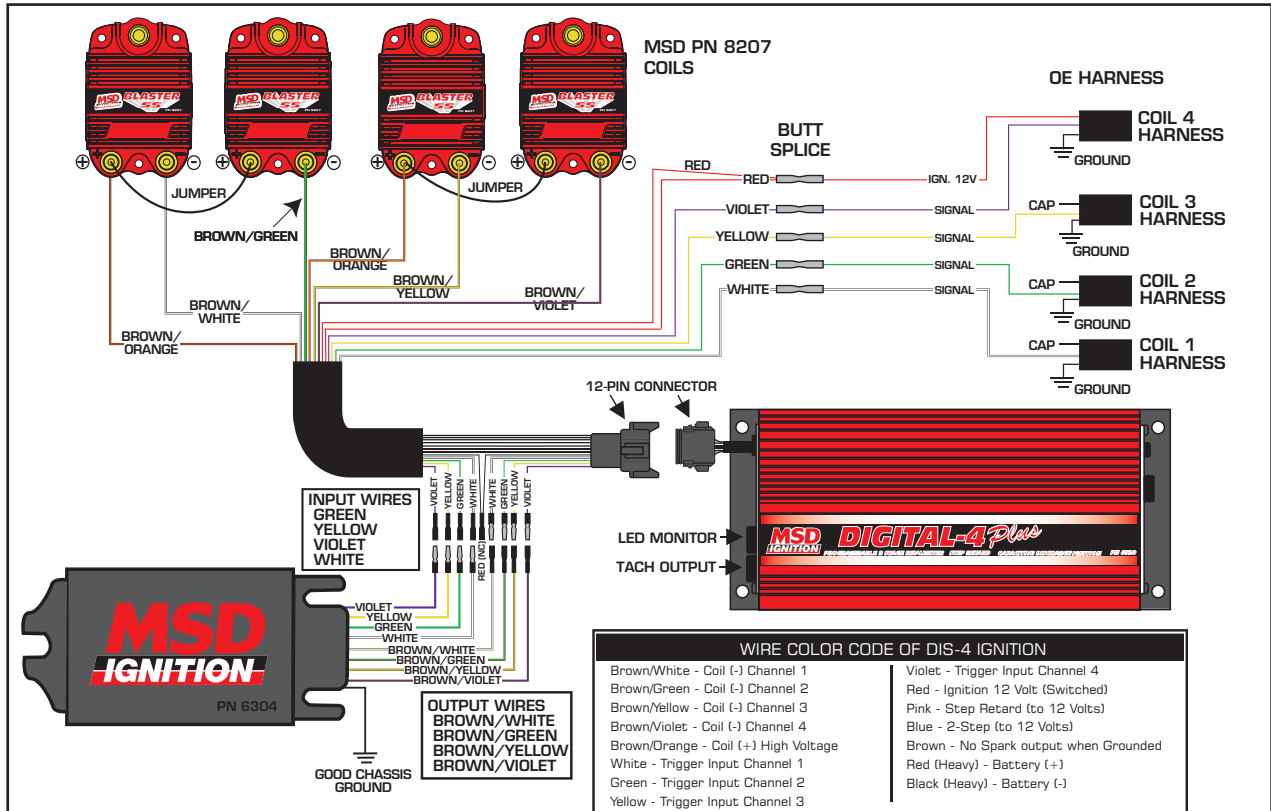
Modern engine technology is a great thing to grasp and take advantage of, but it is also bringing up many challenges in regards to ignition. One common question we receive has to do with installing our DIS-Series Ignitions on engines that were originally equipped with transistorized coil packs or coil-per-cylinder systems. This is where technology can get tricky.

In the past, adding ignition boxes and coils to factory transistorized ignitions was virtually impossible. MSD has made it possible with these two handy components. This DIS Dual Coil Ignitor will drive two coils or two coil packs by receiving the factory ECU's low voltage trigger signal. It can also be used with an MSD DIS-2.

The DIS CPC Coil Ignitor has to be used with an MSD DIS Ignition, as well as single output coils. On performance engines, tossing the pencil type coil in favor of a set of Blaster SS Coils and a DIS Ignition produce a much better performance package, especially on engines receiving a kick in the pants from a turbo!

DIS Dual Coil Ignitor, 2-Channel - PN 6302
DIS CPC Signal Converter, 4-Channel - PN 6304

This diagram shows how the CPC Signal Converter wires to a factory coil-per-cylinder ignition to connect a high output DIS-4 Ignition complemented with Blaster SS Coils.





LATE MODEL PERFORMANCE

LATE MODEL PERFORMANCE

Most gearheads recall the glory days of the late 60s when discussing muscle car performance. GTOs, 396 Chevelles, L-79 Novas, the 428 Cobra Jet, Thunderbolts and of course the Hemi. Great days indeed, but think about what we now have for domestic performance – 400+ horsepower LS engines, Ford's high winding Modular motor and of course, the Hemi is back.

Bench races of whether the new GTO will outrun a '65 tri-power or which is the better machine will continue in garages for years to come but the long and short of it is that at this time, we have some amazing powerplants to play with! And thanks to our performance aftermarket ingenuity, there are parts available to help you drop these modern engines into the engine bays of muscle cars and street rods. Engine mounts, transmission adapters, intake manifolds for carburetors, electronics and more all for the sake of harnessing the smooth, efficient power of today's V8 muscle.

All of these engines, and the cars themselves (including the new Challenger and Camaro) are fun cars that can be driven to work and then driven to the track. MSD has put in a lot of hours testing and toying with the electronics and we are pleased to offer the 6-Controllers to give you the adjustability over the ignition and rpm. Plus, our direct plug-in coils will shoot a high energy spark across the plug gap to fire performance up! Check out the next few pages for our offerings for late model Chevrolet, Ford and Chrysler muscle motors.



Yep, there's a Hemi® in this '68 Barracuda! But this is a late model Hemi and it has a carburetor feeding the fuel to the engine. MSD's 6-HEMI Controller drives the coil packs (also available from MSD) and provides total control of the timing including a boost/vacuum map, run chart and rev limits. The 6-Hemi can also be installed on factory EFI equipped engines.



The 6LS Controller easily wires to a factory fuel injected engine or will drive the coils on an LS engine retrofit with a carburetor. The Controller allows you to program a custom timing curve, two rev limits and more. Also note the direct bolt-in Multiple Spark Coils that provide up to 30% more spark energy.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODMO



6LS CONTROLLERS

MSD 6LS AND 6LS-2 IGNITION CONTROLLERS



PN 6012

QUICK ID

LS2/LS7 - Cam Sensor in front.
Gray Crank Sensor.
LS1/LS6 - Cam Sensor in rear.
Black Crank Sensor.

- **Runs a carbureted LS engine without complicated EFI hardware**
- **Map a timing curve using Pro-Data+ software**
- **Programmable 2-Step Rev Limiter, vacuum advance curve and step retard**
- **Direct plug-in to factory components**
- **Programmable via a PC through MSD's Pro-Data+ software**

While it may seem blasphemous to some, putting a carburetor on a GM Gen-III V-8 is a great option for those wanting the advantages of the aluminum small block without the headaches of wiring a modern EFI system. The controllers allow you to map a timing advance curve with MSD's easy-to-use Pro-Data+ software. Other programmable features include a 2-Step Rev Limiter, a vacuum advance curve for cruising economy and even a step retard in case you want to add a little nitrous to the mix.

The 6LS is designed for LS1/LS6 type engines with a 24-tooth wheel, which can be identified by its black harness connector.

The 6LS-2 is designed specifically for the LS2/LS7 and its 58-tooth wheel, which can be easily recognized by its gray harness connector. Both of these compact ignition controllers fit with matching factory connectors for a direct installation. Only a handful of connections are required; the coils, crank sensor, MAP sensor and the cam sensor. You'll have your carb'ed LSX running in no time!



US
PATENT
PENDING

MSD 6LS Ignition Controller, for LS1/LS6 (24-tooth crank trigger) Engines - PN 6010*

6LS-2 Ignition Controller for LS2/LS7 (58-tooth crank triggers) Engines - PN 6012*

EFI HARNESSES

These harnesses allow you to easily connect the 6LS or 6LS-2 to a factory EFI system to take advantage of timing adjustments and settings!

6LS to EFI Harness, LS1/LS6 - PN 8886

6LS-2 to EFI Harness, LS2/LS7 - PN 88862



NEW!



COIL BRACKETS

LS Engines are outstanding when it comes to performance, however their aesthetics leave a lot to be desired. Specifically when it comes to the coils and their factory stamped brackets. MSD is excited to offer two new brackets for use on LS engines that will help clean up the coil installation.

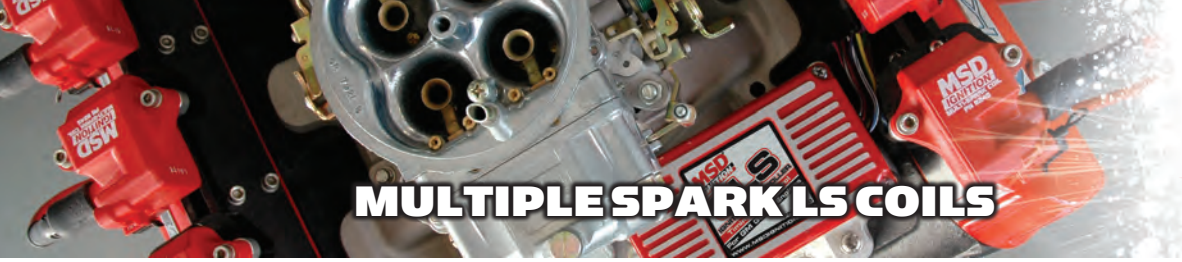
These new brackets are made from cast aluminum with a machined finish to deliver strength and great looks. The brackets are supplied with all new mounting hardware and accept either OEM or MSD style coils!

LS1/LS6 OE or MSD Coils - PN 8215

LS2/LS7 OE or MSD Coils - PN 8216

*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



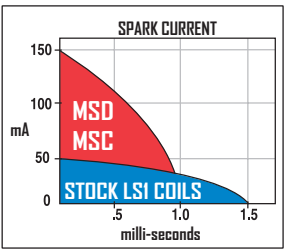
MULTIPLE SPARK LS COILS

MULTIPLE SPARK COIL KITS

MSD Ignition's Multiple Spark Coils (MSC) will fit in place of the stock Gen-III GM coils and connect directly to the factory connectors. Once installed, you'll have the power and performance of higher energy sparks, crowned with MSD's multiple spark discharge.

Increased spark energy and voltage, along with multiple spark capabilities, help improve the combustion process of the fuel mixture to create an efficient burn. This results in improved throttle response, smooth idle and quick starts, plus increased high rpm performance!

There are three types of housings for the MSD Coils. Check your application for the visual match.



The MSC delivers up to three times the current of the stock coils. Plus, the coils fire multiple times!



PN 8245



PN 8246



PN 8247

COIL SPECIFICATIONS

	PN8245/8246	PN 8247
TURNS RATIO:	52:1	52:1
PRIMARY RESISTANCE:	.57 OHMS	.49 OHMS
SECONDARY RESISTANCE:	3.1K OHMS	2.3K OHMS
INDUCTANCE:	5.8 mH	3 mH
MAXIMUM VOLTAGE:	44,000 VOLTS	44,000 VOLTS
PEAK CURRENT:	150 mA	210 mA
SPARK DURATION:	1200 uS	900 uS

THESE PRODUCTS ARE LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES (UP THROUGH 2008) IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-41; LEGAL IN ALL 50 STATES.

LS1/LS6 Engines
LQ Truck Series
LS2/LS7

Individual
PN 8245
PN 8246
PN 8247

8-Pack
PN 82458
PN 82468
PN 82478

More cool LS Stuff! Check out the LS Trigger Converter on page 120 and the Front Drive Distributor on page 101!

IDENTIFYING YOUR COILS

GM used a variety of coils on these engines, so the best way to identify the coil you need is through visual comparison. We've tried to break our three coils down to the most common applications:

MSD PN 82458 replaces:

'98-'04 GM Car w/VIN G
'98-'03 Trucks w/VIN E and D
Connector and plug wire on same side.



MSD PN 82468 replaces:

'99-'06 GM 4.8L, 5.3L, 6.0L
'03-'06 Hummer 6.0L
VIN Z, N, T, V, U, B and P
Connectors on opposite ends.



MSD PN 82478 replaces:

'05-'09 Cars 5.3L, 6.0L, 7.9L w/VIN M and C
'05-'09 Trucks 5.3L, 6.0L w/VIN M, U and H



The 8th digit in the VIN is the engine code.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



FORD MODULAR PERFORMANCE

PN 6011



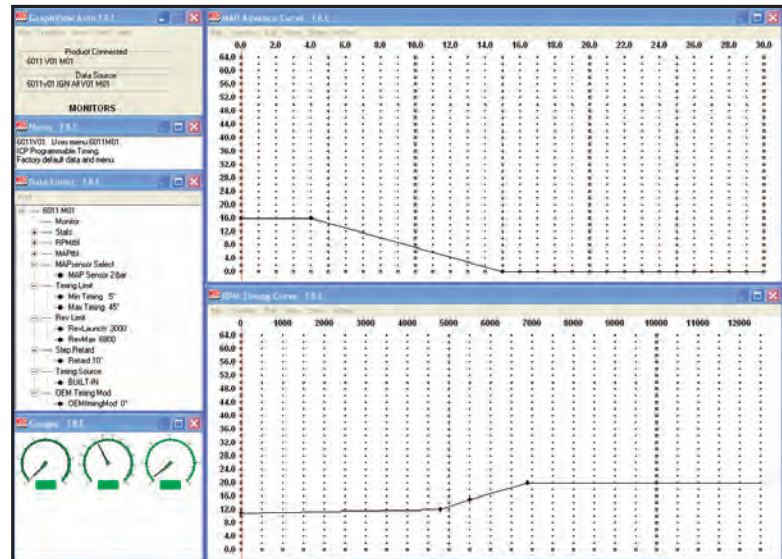
FORD MODULAR IGNITION CONTROLLER

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 our Pro-Data+ software, you can program a custom timing curve, a step retard, 2-Step Rev Limiter and even a vacuum advance. A great system for street rods and retro muscle cars.

Ignition Controller for Carbureted Ford Modular Engines 4.6/5.4L - PN 6011*

- Fire the coils and control the timing on Ford Modular engines with carburetors
- Map a timing curve and vacuum advance to meet your vehicle's needs
- Program two rev limits and set a step retard for nitrous use
- Connects directly to the coils, crank, cam and MAP sensors for an easy installation



PN 88814



6-Mod Controller Harness for EFI

The 6-Mod Ignition Controller was originally developed for Mod Motors that were fed through a carburetor rather than an electronic fuel injection system. However, with the useful options that the 6-Mod provides, such as two rev limits, a step retard and easy control over the timing, the EFI guys wanted a way to take advantage of the adjustment. The answer lies in this new Harness Kit.

This Harness provides a splice-free installation of the MSD 6-Mod Controller to factory equipped EFI vehicles making installation a snap. All of the connectors plug directly to the factory units so there is no cutting or splicing of your factory wires. The compact "tach adapters" ensure that the ECU and the 6-Mod receive the correct signals required to keep both systems operating as designed.

Once installed, the 6-Mod allows users to advance or retard the factory's timing curve, program a step retard for use with nitrous systems or even map out a timing curve through a laptop by using MSD's Pro-Data+ software.

6-Mod Harness for EFI - PN 88814

*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



MSD®

FORD BLASTER COIL-ON-PLUG

The improved spark energy and voltage of MSD's Blaster 2 Coils, combined with reliability, have made them a favorite for performance enthusiasts. Whether firing a restored BOSS

429 or a Saturday night circle tracker, the Blaster 2 has always gotten the job done. MSD is excited to offer Blaster coils for late model Ford engines with Coil-on-Plug technology!

The new Blaster CoPs are designed as a direct bolt-in replacement coil for many SOHC Modular Motors. The housing and installation are the same as the factory, but that's where the similarity ends. Inside the MSD red housing, engineers spec'd better material to assemble the primary and secondary windings. Together, this combines a coil that produces higher voltage and spark energy! The Coil-on-Plug design of the Blaster CoPs puts the spark energy right out of the coil and across the plug gap to improve the combustion and output of the engine.

The Blaster 2 CoPs are available individually or as a complete set of eight.

Ford Coil-on-Plug

'99-'04, 4.6L SOHC

'05-On, 4.6L SOHC

'99-'04, 4.6L DOHC

Individual

PN 8242

PN 8243

PN 8244

8-Pack

PN 82428

PN 82438

PN 82448



THESE PRODUCTS ARE LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA
ACCORDING TO EXECUTIVE ORDER E.O. D-40-42; LEGAL IN ALL 50 STATES.

DUAL DIS-4 HARNESS

Using MSD's DIS-4 ignition systems on your coil-on-plug Ford has always been a great upgrade, but honestly, the wiring poses quite a challenge. To ease this install, we now offer a wiring harness kit that'll make the install nearly a direct plug-in!

The harness provides a splice-free installation with connectors that plug directly into the factory unit. They even have corresponding wire colors! When used in conjunction with two DIS-4 Ignitions and four Dual Ignition Adapters, PN 89121, your coil-on-plug Ford will receive all the spark it needs plus a 2-Step Rev Limit and step retard. And the best part, wiring will only take about an hour!

Dual DIS-4 Installation Harness - **PN 88813**

NOTE: Complete installation on a late model Ford requires two DIS-4 Plus Ignition Controls and four Tach Adapters, PN 89121.



PN 88813

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



LATE MODEL HEMI® PERFORMANCE

PN 6013

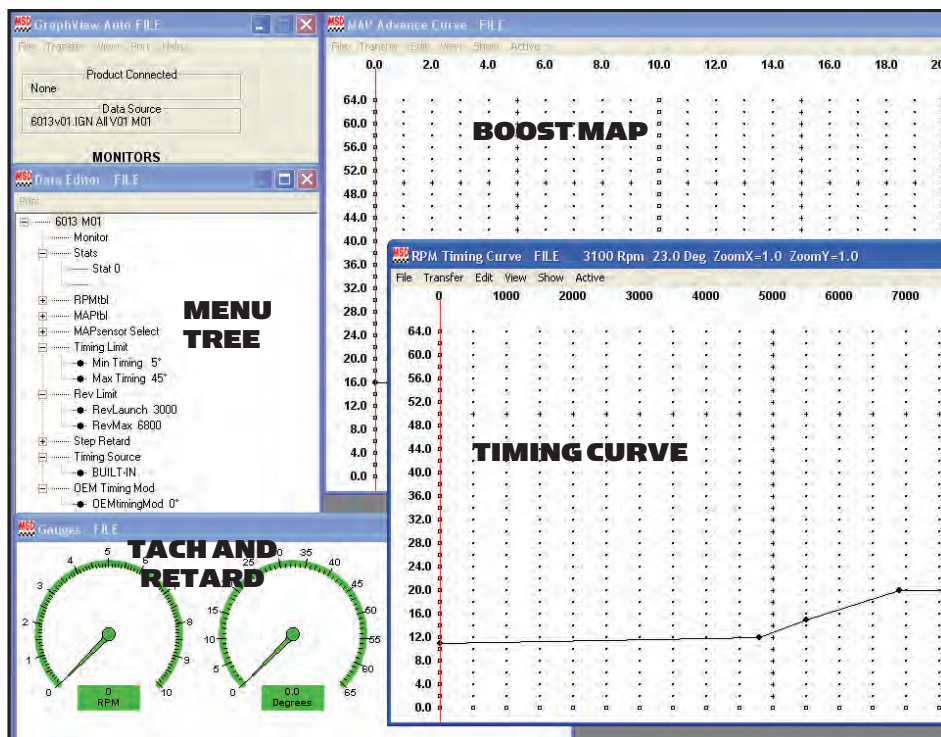


6-HEMI IGNITION CONTROLLER

Hemi fans old and new will be excited to see that the 6-Hemi Controller will connect to factory EFI fueled 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 2-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.

6-Hemi Ignition Controller - PN 6013*

- Fire the coils and control the timing on Hemis retro-fit with a carburetor or factory EFI
- Program two rev limits and a step retard
- Connects directly to the coils, crank, cam and MAP sensors for easy installation



When connected to a PC, you can tune your Hemi through MSD's Pro-Data+ software. It is easy to program items like two rev limits, a step retard and a timing curve through a laptop!

Hemi® is a registered trademark of Chrysler LLC.

*Not legal for use or sale on pollution controlled vehicles.



LATE MODEL HEMI® PERFORMANCE

MSD

6-HEMI HARNESSSES

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:

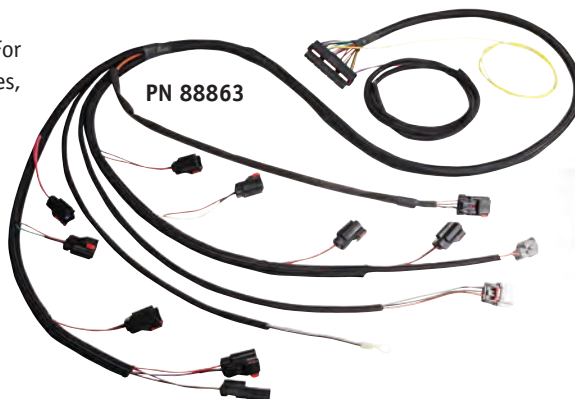
'03-'05 - **PN 88863**

'06-'08 - **PN 88864**

Adapter for Factory EFI:

'03-'05 - **PN 88815**

'06-'08 - **PN 88816**



8.5mm Super Conductor Wire for '03-'05 Hemi's

MSD offers a set of low resistance 8.5mm wires - see pages 126-140 for information on PN 32039 and PN 32033.

BLASTER COILS FOR LATE MODEL HEMI ENGINES

Fire up your late model Hemi with a set of MSD's Blaster Coils. The Coils are a direct bolt-in and are spec'd with superior materials and winding ratios to improve the output of the coil while retaining the factory fit.

- Improved high rpm operation
- Patented winding design and materials
- Direct bolt-in to factory connectors

Blaster Hemi Coils

Early Model, '03-'05

Late Model, '06-'08

Individual

PN 8256

8-Packs

PN 82568

PN 8255

PN 82558

THESE PRODUCTS ARE LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-42; LEGAL IN ALL 50 STATES.



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



PERFORMANCE COIL INFO

Like our ignition controls, MSD offers a variety of performance coils designed for a number of different applications. From OEM replacement models, to Blaster 2 kits to improve spark output on stock systems and up to the HVC II Coil, MSD has a coil for most everything!

MSD hand assembles several of our high output racing coils completely in-house. This gives our engineers much more control over the output, quality and ultimately, the performance that you receive from your ignition system. The HVC II Coils (see page 61) are completely built in-house and incorporate state-of-the-art Rynite molded bobbins and special wiring for windings. This advanced technology may be over the top for many applications, but the information gained from these race coils is useful in developing all of our coils and products.

The chart below will give you a good starting point in choosing the right coil for your ignition system. If you have any questions regarding coil selection, please contact our Customer Support Department at (915) 855-7123.



COILS

	Blaster 2- 3-Series	Blaster SS PN 8207	HEI Coil PN 8225	Blaster GM Ford and OEM Coils	Blaster HVC PN 8252	Pro Power PN 8201	Pro Power HVC, PN 8251	Blaster HVC II PN 8253	HVC II PN 8261	HVC Coil PN 8250
Factory Points* or Electronic Ignition	✓	✓	✓	✓						
MSD HEI Module, PN 83647	✓ ⁺	✓ ⁺	✓							
MSD 6A, 6AL, 6ALN, 6AL-2, 6 BTM	✓	✓	✓	✓	✓			✓		
Digital 6AL-2 Digital-6 Plus, Programmable 6AL-2	✓	✓	✓	✓	✓			✓		
6 HVC Professional Racing Ignitions										✓
MSD 7AL-2 Plus, 7AL-3	✓	✓			✓	✓	✓		✓	
Digital-7-Series					✓		✓		✓	
Power Grid-7							✓		✓	
MSD 8						✓	✓		✓	

* Points require a ballast resistor, supplied with PN 8200 and PN 8203.

PROMO
STREET FIRE
MARINE
ACCESSORIES
SPARK PLUG
TIMING/RPM
CRANK
DISTRIBUTORS
STARTERS
COILS
LATE MODEL
IGNITIONS
EFI

IGNITIONS



BLASTER PERFORMANCE COILS

If you are looking to upgrade your stock coil or want to complement the performance of your MSD 6-Series Ignition, our Blaster Coils are the right choice.

COIL SPECIFICATIONS

TURNS RATIO:	100:1
PRIMARY RESISTANCE:	.7 OHMS
SECONDARY RESISTANCE:	4.5K OHMS
	PN 8200, 10K
INDUCTANCE:	8 mH
MAXIMUM VOLTAGE:	45,000 Volts
PEAK CURRENT:	140 mA
SPARK DURATION:	350 uS

TESTED WITH 6AL IGNITION AT PLUG GAP

THESE PRODUCTS ARE OBD II LEGAL TO SELL, DISTRIBUTE OR INSTALL ON 2003 OR OLDER VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-37; LEGAL IN ALL 50 STATES.



FOR MSD IGNITION 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 resistor is not necessary.

Blaster 2, Red - PN 8202

Blaster 3 - PN 8223

The 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.

Blaster 2F - PN 8205

This coil features the same "horseshoe" connector that the stock Ford Duraspark Ignitions have so there is no need to cut the wires!

HIGH VIBRATION BLASTER™

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 protects the coil's internal components from high and low frequency vibrations that are commonly experienced in racing.

High Vibration Blaster - PN 8222

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.

Blaster 2 Kit, Chrome - PN 8200

Blaster 2 Kit, Red - PN 8203

COIL BRACKET

The MSD Coil Bracket offers easy, universal mounting for standard size ignition coils up to 2.25" in diameter. The Bracket uses a bolt and nut combination instead of the easily stripped self-tapping screw common on other brands brackets. Not compatible with HVC Series.

Coil Bracket - PN 8213



PN 8213



PN 8202

PN 8223



PN 8205

PN 8222



(Ballast Resistor - PN 8214)



PN 8200

NOTE: The ballast is not necessary if an MSD 6 or 7-series Ignition Control is being used with the points distributor.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



PN 8207



PN 8225



PN 8226



PN 8227

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. In fact, when used with an MSD 6-Series Ignition, the Blaster SS produces 300 milliamps with a maximum voltage output of 40,000 volts!

The secondary windings are wound on a segmented bobbin which reduces the chance of voltage breakdown between the primary and secondary windings.

COIL SPECIFICATIONS

URNS 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

TESTED WITH 6AL IGNITION AT PLUG GAP

For 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 is supplied with a 90° boot, terminal and vibration mounts. A great addition to CD Ignitions and some stock applications.

Blaster SS Coil - PN 8207



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 coil is a direct replacement of the stock coil and offers increased spark energy when used with the MSD HEI Module, PN 83647.

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.

HEI Coil - PN 8225

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 PN 8874 Harness for a direct plug-in installation. For the Blaster GM Coil, use a PN 8876 Harness. See page 19.

COIL SPECIFICATIONS PN 8226 AND PN 8227

URNS RATIO:	100:1
PRIMARY RESISTANCE:	.68 OHMS
SECONDARY RESISTANCE:	4.8K OHMS
INDUCTANCE:	5.6 mH
MAXIMUM VOLTAGE:	44,000 VOLTS
PEAK CURRENT:	220 mA
SPARK DURATION:	300 uS

TESTED WITH 6AL IGNITION AT PLUG GAP

Blaster GM Dual Connector Coil - PN 8226

Blaster Ford TFI Coil - PN 8227

THESE PRODUCTS ARE OBD II LEGAL TO SELL, DISTRIBUTE OR INSTALL ON 2003 OR OLDER VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-37; LEGAL IN ALL 50 STATES.



REPLACEMENT COILS



When it comes to late model performance parts, nothing beats bolt-on and direct connection components. These new bolt-in coils are designed with improved materials and windings to produce a stronger output.

THESE PRODUCTS ARE LEGAL TO SELL, DISTRIBUTE OR INSTALL ON 2003 OR OLDER VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-37; LEGAL IN ALL 50 STATES.



GM DIS 2-Tower

Coil Pack - PN 8224

Used on GM vehicles from the mid 1980s to late 1990s.
Installation Tip: If you plan to install an MSD DIS Ignition, use Interface Modules, PN 8870. See page 47.

COIL SPECIFICATIONS

URNS RATIO:	80:1
PRIMARY RESISTANCE:	.35 OHMS
SECONDARY RESISTANCE:	7.8K OHMS
INDUCTANCE:	4.2 mH
MAXIMUM VOLTAGE:	40,000 Volts

PN 8224



PN 8231



GM Single Connector Coil - PN 8231

Used on 1996-1999 GM vehicles.
Installation Tip: If you plan to install an MSD Ignition with this coil, use a PN 8877 Harness for a direct plug-in installation. See page 30.

COIL SPECIFICATIONS

URNS RATIO:	80:1
PRIMARY RESISTANCE:	.5 OHMS
SECONDARY RESISTANCE:	6.5K OHMS
INDUCTANCE:	3.9 mH
MAXIMUM VOLTAGE:	40,000 Volts

Late Model Dodge, 2-Pin

Connector - PN 8228

MSD offers direct plug-in Dodge Harnesses for MSD 6 installations, see page 30.

COIL SPECIFICATIONS

URNS RATIO:	70:1
PRIMARY RESISTANCE:	1.2 OHMS
SECONDARY RESISTANCE:	13.7K OHMS
INDUCTANCE:	3.9 mH
MAXIMUM VOLTAGE:	40,000 Volts

PN 8228



Ford Coil Pack, 4-Tower - PN 8241

For 1995-1998 4.6L, DOHC/SOHC.

COIL SPECIFICATIONS

URNS RATIO:	83:1
PRIMARY RESISTANCE:	.53 OHMS
SECONDARY RESISTANCE:	13.7K OHMS
INDUCTANCE:	3.9 mH
MAXIMUM VOLTAGE:	40,000 Volts

PN 8241



MITSUBISHI/NEON/TALON/MINI

MSD offers these two 4-tower coils as replacements for a variety of years ranging from 1994-2003 on vehicles including Mitsubishi, Neons and others.

Flat Terminals - PN 8239

NOTE: Some OE coils use round terminals. The MSD coil features flat terminals. Contact MSD Customer Service for the connector to convert round terminals to flat.



PN 8239

COIL SPECIFICATIONS

URNS RATIO:	77:1
PRIMARY RESISTANCE:	.051 OHMS
SECONDARY RESISTANCE:	12K OHMS
INDUCTANCE:	7 mH
MAXIMUM VOLTAGE:	36,000 Volts

PN 8239



If you plan to run an MSD DIS-2 Ignition, see page 47 for a direct plug-in wiring harness, PN 8883.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



HVC COILS

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.

COIL SPECIFICATIONS

	PN 8252	PN 8251	PN 8250
TURNS RATIO:	100:1	85:1	100:1
PRIMARY RESISTANCE:	.02 OHMS	.04 OHMS	.07 OHMS
SECONDARY RESISTANCE:	1.38K OHMS	86 OHMS	360 OHMS
INDUCTANCE:	7 mH	1 mH	3 mH
MAXIMUM VOLTAGE:	42,000 V	45,000 V	34,000 V
PEAK CURRENT:	300 mA	1.1 AMP	600 mA
SPARK DURATION:	200 uS	150 uS	200 uS
ALL HVC COILS WEIGH:	3.75 LBS. FULLY ASSEMBLED		

PN 8252 TESTED WITH 6AL IGNITION AT PLUG GAP

PN 8251 TESTED WITH 7AL-2 IGNITION AT PLUG GAP

THE PN 8250 COIL MUST BE USED WITH THE PN 6631 IGNITION CONTROL.



PN 8252

Blaster HVC™ Coil

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

Blaster HVC, for 6-Series Ignitions - PN 8252



THIS PRODUCT IS LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-37; LEGAL IN ALL 50 STATES.



PN 8251

Pro Power HVC™ Coil

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

Pro Power HVC, for 7/8-Series Ignitions - PN 8251*



PN 8250

MSD 6 HVC™ Coil

The HVC Coil is designed exclusively for the HVC Professional Racing Ignition Controls, PN 6601 and PN 6631.

MSD 6 HVC Coil, for 6 HVC Ignitions - PN 8250*



*Not legal for use or sale on pollution controlled vehicles.

EFI

IGNITIONS

LATE MODEL

COILS

STARTERS

DISTRIBUTORS

CRANK TRIGGERS

TIMING/RPM CONTROLS

SPARK PLUG WIRES

ACCESSORIES

MARINE

STREET FIRE

PROMO



HVC II COILS

MSD[®]

Blaster HVC II™

The Blaster HVC 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.

Blaster HVC II Coil, for 6-Series Ignition Controls - **PN 8253***

COIL SPECIFICATIONS

TURNS RATIO:	100:1
PRIMARY RESISTANCE:	.16 OHMS
SECONDARY RESISTANCE:	630 OHMS
INDUCTANCE:	3.5 mH
MAXIMUM VOLTAGE:	44,000 V
PEAK CURRENT:	450 mA
SPARK DURATION:	450 μS
WEIGHT:	3.75 LBS.

TESTED WITH DIGITAL 6 PLUS IGNITION AT PLUG GAP



Pro Power HVC II™ Coil

The Pro Power HVC II Coil is also 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 a Dupont Rynite 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 features wide 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.

HVC Pro Power II Coil, for 7/8-Series Ignition Controls - **PN 8261***

COIL SPECIFICATIONS

TURNS RATIO:	70:1
PRIMARY RESISTANCE:	.016 OHMS
SECONDARY RESISTANCE:	30 OHMS
INDUCTANCE:	.250 mH
MAXIMUM VOLTAGE:	45,000 V
PEAK CURRENT:	2 AMPS
SPARK DURATION:	150 μS
WEIGHT:	3.75 LBS.

TESTED WITH PN 7530T AT PLUG GAP



MSD Pro Power™ Coil

The MSD Pro Power Coil is a great 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 plenty of spark energy when used with an MSD 7 or 8-Series Ignition Control.

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.

Pro Power Coil, for MSD 7AL and 8-Series Ignitions only - **PN 8201***

NOTE: Not for use with MSD 6 or Digital-7-Series Ignitions.

COIL SPECIFICATIONS

TURNS RATIO:	100:1
PRIMARY RESISTANCE:	.03 OHMS
SECONDARY RESISTANCE:	240 OHMS
INDUCTANCE:	1 mH
MAXIMUM VOLTAGE:	43,000 V
PEAK CURRENT:	800 mA
SPARK DURATION:	180 μS

TESTED WITH 7AL-2 IGNITION AT PLUG GAP



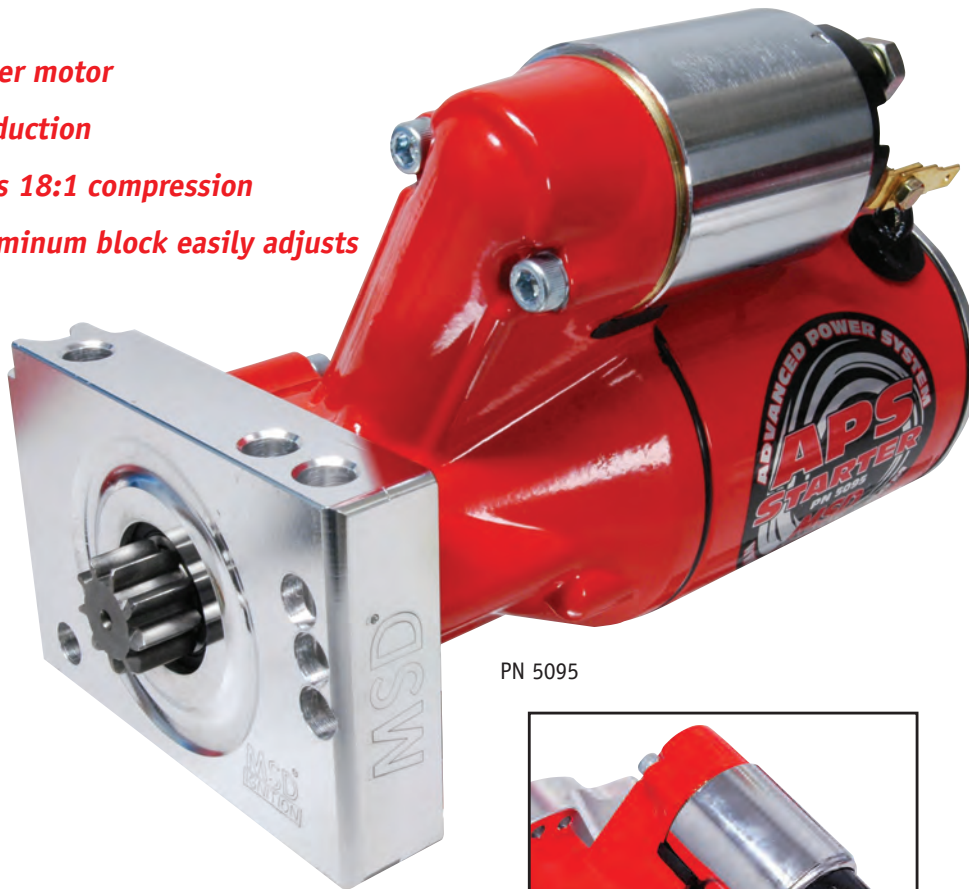
*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



ADVANCED POWER SYSTEM® STARTERS

- 3.4 horsepower motor
- 4.4:1 gear reduction
- Easily handles 18:1 compression
- Machined aluminum block easily adjusts
- 10.5 lbs.



PN 5095



ADVANCED POWER SYSTEM® STARTER

Our APS Starter is designed to crank the highest compression engines on a hot day in Death Valley. Not that too many race cars are sitting in Death Valley, but it's good to know that you have the oomph to make it happen.

The APS Starters feature a 3.4 horsepower motor to crank over the reduced 4.4:1 gear set to deliver great torque to the engine's ring gear to get the engine turning. The armature is balanced during assembly and is guided by two ball bearings for smooth engagement and thousands of starts.

The downsized housing clears most headers and oil pans, but just in case, we made the billet mount so it can be clocked in different positions to help in tight applications. The assembly is powder coated MSD red and will stay looking good, even though it's underneath your car.

TECH TIP

To make sure your starter has the perfect fit always use MSD's supplied hardware. MSD's mounting blocks are specially machined to fit these bolts. If the wrong bolts are installed the starter could have issues disengaging.



Nickle plated heavy duty solenoid is designed to operate in severe environments.



The APS Starter features a billet aluminum mounting block that can be positioned in different locations to help clear suspension parts, the oil pan and exhaust systems.



APS STARTERS

Chevy V8, 153 and 168 Tooth Flywheels - **PN 5095**

NOTE: Mount is for straight bolt pattern.

Chevy 168 Tooth, Staggered Mount - **PN 50951**

GM LS-Series Engines - **PN 5096**

Ford Small Block, 289-351w - **PN 5090**

Ford Small Block, V8, 3/8th Depth - **PN 50901**

Ford Big Block, 351m, 400, 429 - **PN 5092**

Ford FE 390, 427, 428 - **PN 5093**

Pontiac/Olds 326, 455 - **PN 5097**

AMC (All except 4.OL) - **PN 5099**

Chrysler 318-440 - **PN 5098**

The Chrysler Starter is a compact replacement for everything from Small Blocks to 440 engines.



PN 5093



PN 5090
PN 5092



PN 5098



PN 5096

HIGH SPEED APS STARTER

Anyone who struggles to start their Chevy race engine reliably because the starter can't keep up needs to check out the new High Speed APS 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.

High Speed APS Starters:

Chevy 153/168 Tooth, Pro Mag - **PN 50952**

Perfect for applications with magnetos that require 250+ rpm to start.

- *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*

SERVICE PARTS

Solenoid

GM LS, PN 5096 **PN 5086**

Chevy, PN 5095 and Ford, PN 5090 . . . **PN 5087**

Gear Clutch Assembly

For PN 5090, PN 5095 and PN 5096 . . . **PN 5089**



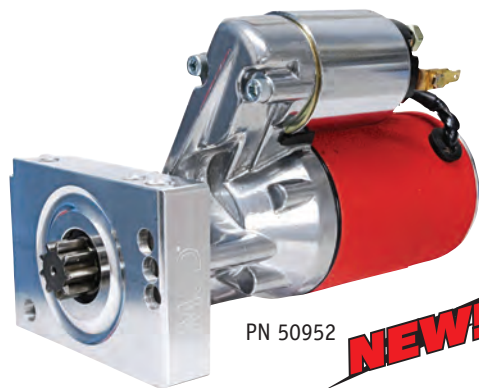
PN 5086



PN 5087



PN 5089



PN 50952

NEW!

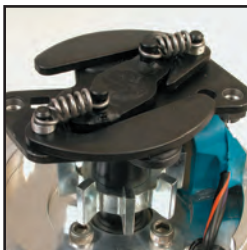
EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



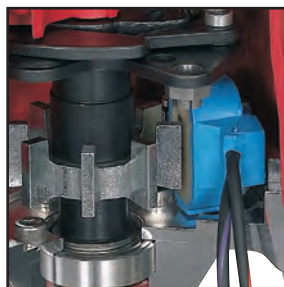
PRO-BILLET™ DISTRIBUTORS

As with the multiple spark, CD ignition, MSD was the first to introduce a distributor housing machined from a billet of 6061-T6 aluminum. MSD Pro-Billet Distributors are the finest performance and racing distributors available. Every feature has been engineered to endure the rigors of high performance and racing engines. Whether you race stock cars, dragsters, boats or trucks, MSD has a distributor to put you in the winner's circle. MSD uses state-of-the-art, Computer Numerical Controlled (CNC) mills and lathes to machine each housing. After a long series of precise cuts and movements, the billet is formed into a flawless distributor housing that is accurate to within 0.001". The flex-free housings are lightweight, have no porosity or weak areas and look great on polished, show-quality engines. Whether you race stock cars, dragsters, boats or trucks, MSD has a distributor to put you in the winner's circle.

1 MSD's race-proven adjustable mechanical advance features a chromoly plate and weights that are "fine blanked" for precision and balance. The weight pins are staked and TIG-welded, while nylon bushings ensure smooth movement of the weights. The entire assembly also receives a QPQ coating to reduce friction and eliminate corrosion. Three sets of advance springs and four stop bushings are supplied to dial-in a curve to match your application.



2 All of the MSD Distributors, except crank trigger models, use a high-output magnetic pickup to trigger the ignition system. This triggering method is extremely accurate and reliable at any engine rpm. The stationary pickup is mounted to the base of the distributor and creates an ignition signal as the shaft mounted reluctor passes by. This reluctor is precision manufactured and is bright zinc plated for corrosion resistance.



3 The top of the polished steel shaft is guided by a sealed ball bearing while an extra long, sintered steel bushing is used at the bottom of the distributor (some models use a lower bearing). This assembly will deliver accurate sparks for the life of your distributor, even in a 10,000 rpm race environment.



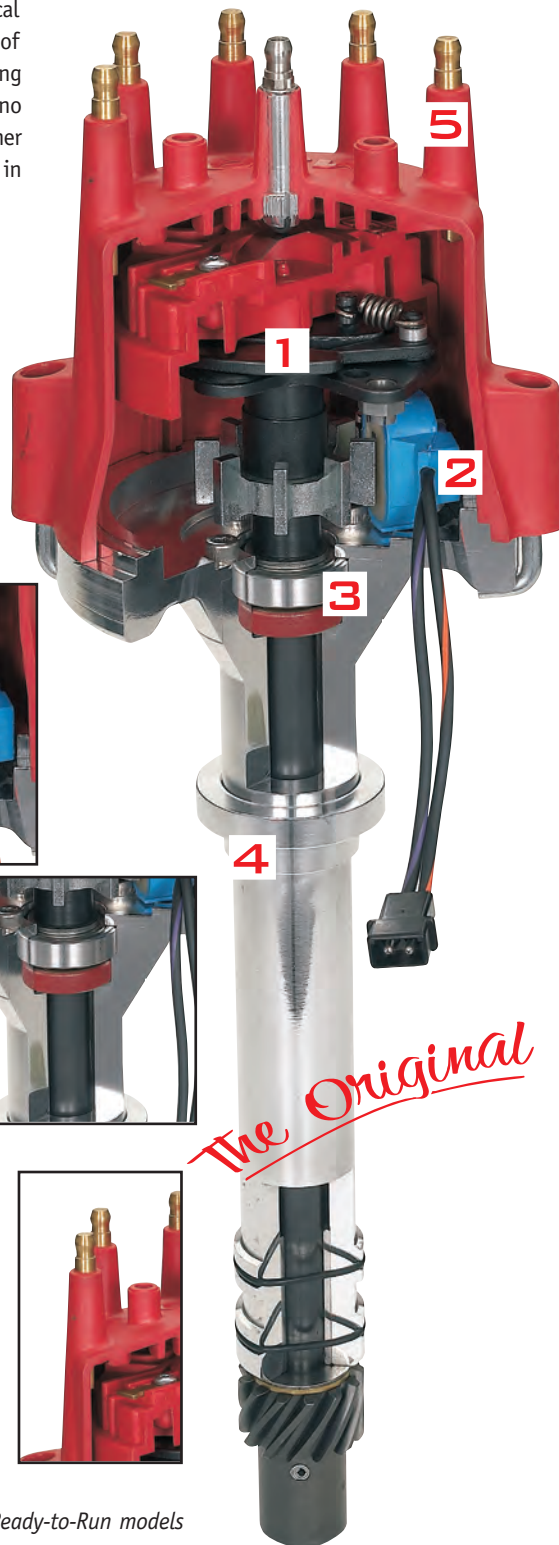
4 MSD's Pro-Billet Distributors offer incredible strength and stability. Each housing is CNC-machined from a billet of 6061-T6 aluminum resulting in a precise housing with no porosity or weak areas.



5 Most Pro-Billet Distributors are topped off with MSD's own cap and rotor. Molded from Dupont Rynite material, the cap and rotor offer high dielectric properties and improved strength. Also, most models are supplied with a retainer to secure the wires.



NOTE: Most MSD Distributors must be used with an MSD Ignition Control. The Ready-to-Run models and the O.E. style distributors do not require an MSD Ignition.



EFI

IGNITIONS

LATE MODEL

COILS

STARTERS

DISTRIBUTORS

CRANK TRIGGERS

TIMING/RPM CONTROLS

SPARK PLUG WIRES

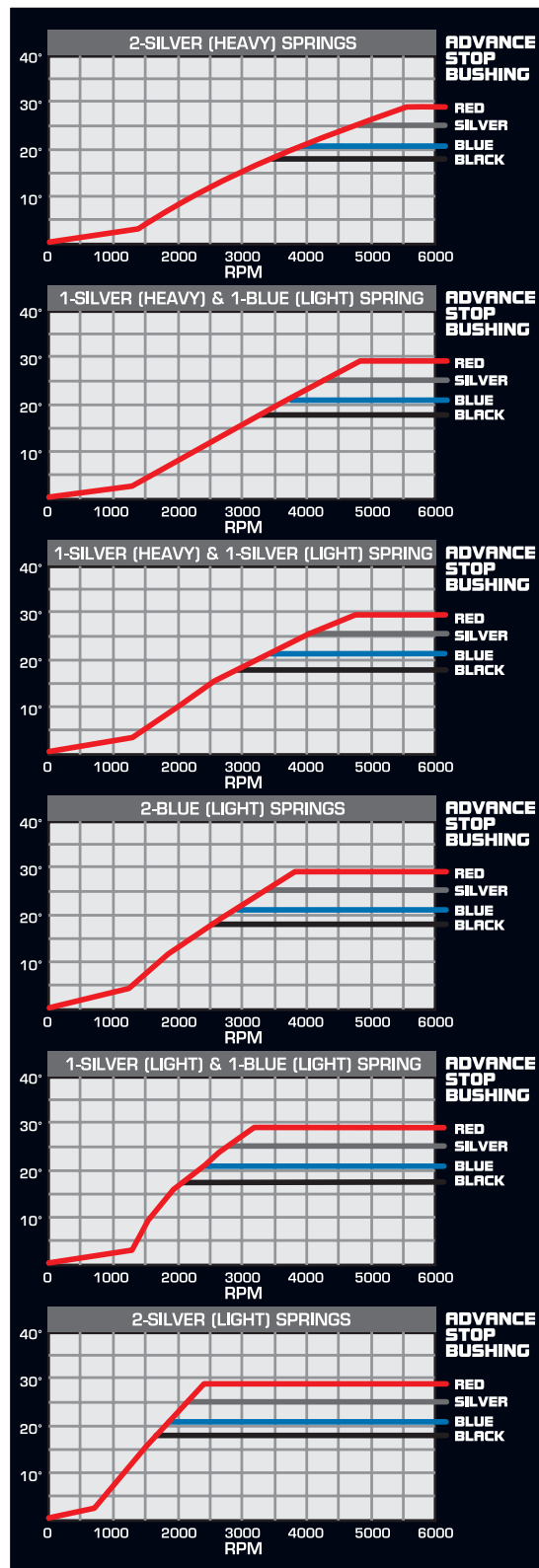
ACCESSORIES

MARINE

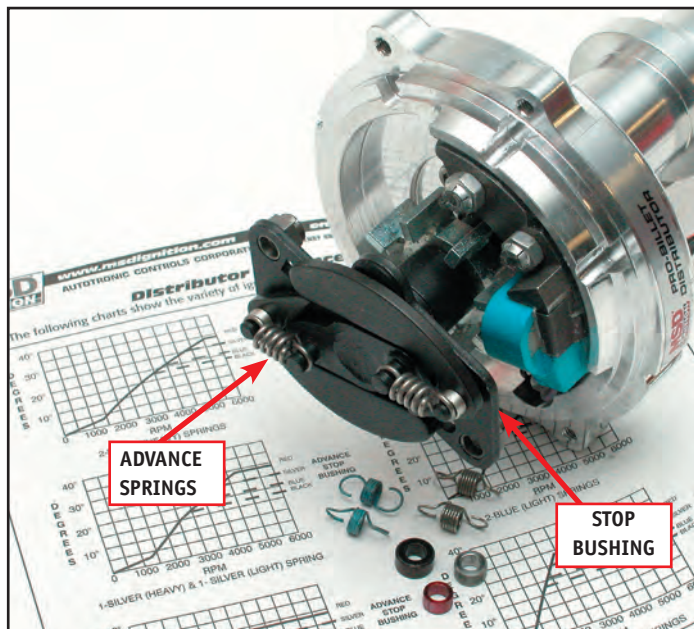
STREET FIRE

PROMO

ADJUSTABLE MECHANICAL ADVANCE



These charts show the variety of mechanical, or centrifugal, advance curves you can achieve with MSD's Pro-Billet Distributors.



The advance assembly is mounted on top of every MSD distributor. Each model is supplied with different advance springs and stop bushings so you can easily tune in a timing curve to match your engine and application.

One of the most important features of the MSD Pro-Billet Distributors is the adjustable mechanical advance assembly. The mechanical advance, sometimes referred to as centrifugal advance, allows you to accurately and easily modify the advance curve to match your specific application. MSD engineers have spent many hours at the dyno controls and in our labs perfecting this great distributor feature.

The advance plate and weights are made from chromoly steel through a "fine blank" process. This produces precise and well balanced components. The weight pins are staked into this plate and TIG-welded in place for extra strength. The entire assembly then receives a QPQ plating for corrosion resistance. Nylon pads are positioned under the chromoly weights to ensure smooth movement as the weights move outward advancing the timing as rpm increases. This assembly is mounted on top of the distributor shaft on all of our distributors to ease adjustments.

A variety of timing curves can be achieved simply by changing the advance springs and stop bushing. The stop bushing determines the amount of mechanical advance that can be achieved. Each distributor is equipped from the factory with the blue (21°) bushing installed with three other bushings included; Red allows 28°, Silver 25° and Black for 18°.

The springs determine the rate, or how fast the advance occurs. Each distributor comes with two heavy silver springs installed which give the curve the slowest advance rate. There are also two sets of springs with different tensions included; blue and light silver, which can be mixed and matched to achieve a variety of advance rates. The charts to the left illustrate the variety of ignition timing curves you can achieve by simply changing the springs and stop bushing.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TIMING/RPM
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



DISTRIBUTOR QUICK REFERENCE CHART

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO

PN	Description	Page	Cylinders	Requires MSD Ignition Control	Built-in Ignition Module	Mechanical Advance	Vacuum Advance	Locked Out Timing	Gear Material	Crank Trigger Required	Special Notes
AMC											
8516	Jeep 6-cyl. 232-258, 4.0L	90	6	✓		✓	✓		Iron		
8519	Pro-Billet, 290, 304, 343, 360, 390, 401, ci	90	8	✓		✓	✓		Iron		
8523	Ready-to-Run, 290, 304, 343, 360, 390, 401 ci	90	8		✓	✓	✓		Iron		Built-in Rev Limiter
BUICK											
8548	Pro-Billet, 215, 300, 340, 350 ci	91	8	✓		✓			Iron		
8517	Pro-Billet, 400, 430, 455 ci	91	8	✓		✓			Iron		
8552	Ready-to-Run, 400, 430, 455 ci	91	8		✓	✓	✓		Iron		
8524	Ready-to-Run, Nailhead, 322, 364, 401, 425	91	8		✓	✓	✓		Iron		Built-in Rev Limiter
CADILLAC											
8363	Pro-Billet, 368, 425, 472, 500 ci	94	8	✓		✓	✓		Iron		
CHRYSLER											
8534	Billet, 273, 318, 360 ci	87	8	✓		✓			N/A		
8545	Pro-Billet, 383, 400 ci	87	8	✓		✓			N/A		
8546	Pro-Billet 426, 440 ci	87	8	✓		✓			N/A		
8388	Ready-to-Run, 273, 318, 360 ci	88	8		✓	✓	✓		N/A		Built-in Rev Limiter
8504	E-Curve, Ready-to-Run, 273, 318, 360 ci	89	8		✓		✓		N/A		Electronic Advance
8391	Ready-to-Run, Early Hemi, 331, 354 ci	89	8		✓	✓	✓		N/A		Built-in Rev Limiter
8389	Ready-to-Run, Early Hemi, 392 ci	89	8		✓	✓	✓		N/A		Built-in Rev Limiter
8386	Ready-to-Run, 383-400 ci	88	8		✓	✓	✓		N/A		Built-in Rev Limiter
8387	Ready-to-Run, 440, 426 ci	88	8		✓	✓	✓		N/A		Built-in Rev Limiter
CHEVROLET											
8367	Pro-Billet, EFI, 4.3L	73	6		✓			✓	Iron		OEM Replacement
8515	Pro-Billet, 194, 230, 250, 292 ci	77	6	✓		✓	✓		Iron		
8366	Pro-Billet, EFI, 5.0L, 5.7L	73	8		✓			✓	Iron		OEM Replacement
85551	Pro-Billet, Standard	71	8	✓		✓			Iron		
85561	Pro-Billet, Slip Collar	76	8	✓		✓			Iron		Adjustable Height
8361	Pro-Billet, Street	71	8	✓		✓	✓		Iron		
84891	Pro-Billet, Flat-Top	74	8	✓		✓	✓		Iron		Crab Cap
8570	Pro-Billet, Small Diameter	75	8	✓		✓			Iron		Adjustable Height
85501	Pro-Billet, Locked Out	75	8	✓				✓	Bronze		Adjustable Height
8572	Pro-Billet, Mechanical Tach Drive	76	8	✓		✓	✓		Iron		with Mechanical Tach Drive
8360	Ready-to-Run, Pro-Billet	72	8		✓	✓	✓		Iron		Built-in Rev Limiter
8393	Ready-to-Run, Pro-Billet, 348, 409 ci	77	8		✓	✓	✓		Iron		Built-in Rev Limiter
8394	E-Curve, Ready-to-Run	73	8		✓		✓		Iron		Electronic Advance
8381	Pro-Billet, LT-1 '93-'94, 5.7L	74	8		✓				N/A		Adjustable Advance
83811	Pro-Billet, LT-1 '95-'97, 5.7L	74	8		✓				N/A		Adjustable Advance
8365	Pro-Billet HEI, with Digital Module and Coil	70	8		✓	✓	✓		Iron		4-pin MSD HEI Module
8547	Billet, Extra Tall Deck	76	8	✓		✓			Iron		Adjustable Height
84697	Billet, Crank Trigger, Low-Profile	98	8	✓				✓	Bronze	✓	Large Cap
8558	Billet, Crank Trigger, Tall Block	98	8	✓				✓	Bronze	✓	Adjustable Height
8486	Billet, Crank Trigger, Crab Cap	99	8	✓				✓	Bronze	✓	Adjustable Height
8489	Billet, Crank Trigger, Crab Cap, Tall Block	99	8	✓				✓	Bronze	✓	Adjustable Height, Extra Tall
8712	Pro-Billet Front Mount, LS Engines	101	8	✓				✓	N/A	✓	Requires Cam Belt Drive
8520	Pro-Billet Front Mount, Big Block	101	8	✓				✓	N/A	✓	Requires Cam Belt Drive
8510	Pro-Billet Front Mount, Small Block	101	8	✓				✓	N/A	✓	Requires Cam Belt Drive
8356	Pro-Billet Dual Pickup	97	8	✓		✓			Iron		Dual Pickups
8362	Street-Fire HEI	153	8		✓	✓	✓		Cast		4-Pin HEI, cast housing
2340	Cam Sync, Billet, Low-Profile, Non-Magnetic Cam Sync	99	8	✓				✓	Bronze	✓	Large Cap
2345	Cam Sync, Pro-Billet, Non-Magnetic Cam Sync	78	8	✓				✓	Iron		Standard Cap, Adjustable Rotor
23451	Cam Sync, Pro-Billet, Hall-Effect Cam Sync	78	8	✓				✓	Iron		Large Cap, Hall-Effect Cam Sync
8366	Marine, Pro-Billet, EFI, 5.0L, 5.7L	73,149	8		✓			✓	Iron		for factory EFI, UL Approved
8367	Marine, Pro-Billet, EFI, 4.3L	73,149	6		✓			✓	Iron		for factory EFI, UL Approved
8560	Marine, Pro-Billet	149	8	✓		✓			Iron		UL Approved
83606	Marine, Ready-to-Run, Pro-Billet	150	8		✓	✓			Iron		UL Approved
83945	HVC Racing, Chevy R07	96	8								
83941	HVC Racing, Chevy SB2	96	8								



DISTRIBUTOR QUICK REFERENCE CHART

PN	Description	Page Cylinders Requires MSD Ignition Control Built-in Ignition Module Mechanical Advance Vacuum Advance Locked Out Timing Gear Material Crank Trigger Required Special Notes									
FORD											
8473	Billet, 2.3L	81	4	✓		✓			Iron		
8580	Billet, 351C, 351M, 400, 429, 460 ci	80	8	✓		✓			Iron		
8598	Billet, with Steel Gear, 289, 302 ci	80	8	✓		✓			Steel		for Roller Hydraulic Cams
8582	Billet, 289, 302 ci	80	8	✓		✓			Iron		
85821	Billet, without gear, 289, 302 ci	80	8	✓		✓			N/A		no gear included
8584	Billet, 351W ci	80	8	✓		✓			Iron		
85805	Billet, 351W ci, for Edelbrock Victor Jr. Intake	80	8	✓		✓			Iron		clears Edel Vic Jr. intake
85840	Billet, with steel gear, 351W ci	80	8	✓		✓			Steel		
8579	Pro-Billet, Small Diameter, 289, 302 ci	81	8	✓		✓			Iron		Small Diameter Cap
8577	Pro-Billet, Small Diameter, 351C, 351M, 400, 429, 460 ci	81	8	✓		✓			Iron		Small Diameter Cap
8578	Pro-Billet, Small Diameter, 351W ci	81	8	✓		✓			Iron		Small Diameter Cap
8477	Pro-Billet, Small Diameter, 351C, 351M, 400, 429, 460 ci	81	8	✓		✓	✓		Iron		Small Diameter Cap
8478	Pro-Billet, Small Diameter, 351W ci	81	8	✓		✓	✓		Iron		Small Diameter Cap
8479	Pro-Billet, Small Diameter, 289, 302 ci	81	8	✓		✓	✓		Iron		Small Diameter Cap
8594	Pro-Billet, FE, 332, 352, 360, 406, 410, 427, 428 ci	85	8	✓		✓			Iron		
8353	Pro-Billet Flathead, 3-Bolt Front Mount	86	8	✓		✓			N/A		
8382	Pro-Billet Dual Pickup, 289, 302	97	8	✓		✓			Iron		Dual Pickups
8384	Pro-Billet Dual Pickup, 351W	97	8	✓		✓			Iron		Dual Pickups
8503	E-Curve, Ready-to-Run, 289, 302 ci	83	8		✓		✓		Iron		Electronic Advance
8352	Ready-to-Run, 289, 302 ci	82	8		✓	✓	✓		Iron		Built-in Rev Limiter
83521	Ready-to-Run, 289, 302 ci	82	8		✓	✓	✓		Steel		for Roller Hydraulic Cams
8350	Ready-to-Run, 351C, 351M, 400, 429, 460 ci	82	8		✓	✓	✓		Iron		Built-in Rev Limiter
83501	Ready-to-Run, 351C, 351M, 400, 429, 460 ci	82	8		✓	✓	✓		Steel		for Roller Hydraulic Cams
8354	Ready-to-Run, 351W ci	82	8		✓	✓	✓		Iron		Built-in Rev Limiter
83541	Ready-to-Run, 351W ci	82	8		✓	✓	✓		Steel		for Roller Hydraulic Cams
8595	Ready-to-Run, FE, 332, 352, 360, 406, 410, 427, 428 ci	85	8		✓	✓	✓		Iron		Built-in Rev Limiter
8573	Ready-to-Run, Flathead, '49-'53	86	8		✓	✓	✓				Adjustable Height
8383	Ready-to-Run, Y-Block, 239, 272, 292, 312 ci	85	8		✓	✓	✓		Iron		OEM Replacement
8456	TFI, '86-'93 with Module, 302 ci	79	8		✓			✓	Steel		OEM Replacement
8455	TFI, '94-'95, no Module, 302 ci	79	8		✓			✓	Steel		OEM Replacement
8453	TFI, '86-'93 with Module, 351W ci	79	8		✓			✓	Iron		OEM Replacement
8451	TFI, '94-'95, no Module, 351W ci	79	8		✓			✓	Steel		OEM Replacement
8452	TFI, '86-'93 with Module, 351W ci	79	8		✓			✓	Steel		OEM Replacement
8378	Billet, Crank Trigger, 351W ci	100	8	✓				✓	Bronze	✓	Low-Profile
8569	Billet, Crank Trigger, 351C, 351M, 400, 429, 460 ci	100	8	✓				✓	Bronze	✓	for Sheet Metal Intakes
2358	Cam Sync, Pro-Billet, Non-Magnetic Cam Sync	84	8	✓				✓	Steel		Adjustable Rotor
2359	Cam Sync, Pro-Billet, Non-Magnetic Cam Sync	84	8	✓				✓	Iron		Adjustable Rotor
2360	Cam Sync, Pro-Billet, Non-Magnetic Cam Sync	84	8	✓				✓	Bronze		Adjustable Rotor
2362	Cam Sync, Pro-Billet, Non-Magnetic Cam Sync	84	8	✓				✓	Steel		Adjustable Rotor
83506	Marine, Ready-to-Run, 351C, 351M, 400, 429, 460 ci	150	8		✓	✓			Iron		UL Approved
OLDSMOBILE											
8566	Pro-Billet, 260, 307, 330, 350, 400, 403, 425, 455 ci	92	8	✓		✓			Iron		
8529	Ready-to-Run, 260, 307, 330, 350, 400, 403, 425, 455 ci	92	8		✓	✓	✓		Iron		Built-in Rev Limiter
PONTIAC											
8563	Pro-Billet, 326, 350, 389, 400, 421, 428, 455 ci	93	8	✓		✓			Iron		
8528	Ready-to-Run, 326, 350, 389, 400, 421, 428, 455 ci	93	8		✓	✓	✓		Iron		Built-in Rev Limiter
VW											
8485	Billet, Type 1	94	4	✓		✓			N/A		
HONDA											
8488	Pro-Billet, B-Series, '92-'00	95	4					✓	N/A		Requires Ignitor, PN 6305



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM

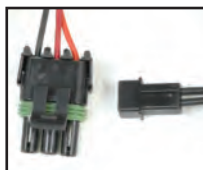
MSD introduced the first aftermarket distributor crafted from a billet of 6061-T6 aluminum. These Pro-Billet Distributors are now available for most popular domestic V8s and several other popular engines.

You'll notice that there are several versions of distributors available. There are similarities across the distributor line, such as the upper ball bearing and seal design to guide the QPQ coated shaft or the non-magnetic pickup, but there are several lines available that fit different applications.

Pro-Billet™

This pretty well covers all of our distributors, however this is our traditional distributor. This is our most popular distributor and they require an MSD Ignition Control such as a 6AL or 7AL-2 Ignition Control. The distributor has a 2-pin connector that plugs directly into an MSD Ignition.

These distributors are available from AMC to the famous W-Chevy motor. They're built for everything, from powerful street cars to racers. Some have vacuum advance while others may be locked out. The important thing to note is that an MSD Ignition Control is required and are identified by the 2-pin connector.



Standard Pro-Billet Distributors use a 2-pin connector that plugs into an MSD Ignition Control. Ready-to-Run models are equipped with a 3-pin Weathertight connector.

READY-TO-RUN

MSD offers a line of distributors called Ready-to-Run. The biggest visual difference is that the distributor has a 3-pin Weathertight connector. These distributors have a built-in ignition module, so an MSD Ignition Control is not required. They're simple to drop in and connect with three wires (power, coil negative and ground) making them favorites for street rods and muscle cars. They also have a gray tach output wire to trigger a tach or even an aftermarket EFI system, such as the Atomic EFI (pages 18-23). Plus, there is now an adjustable rev limiter!

The inductive ignition module is built into the housing of the distributor and packs a powerful spark. You'll notice an immediate difference if you replace an old points distributor or low output replacement. Not only do you get the ease of installation and a good spark, but there's also a vacuum advance for economy and an easy-to-adjust mechanical advance.

There's also a version of the Ready-to-Run called an E-Curve. These are available for Chevy V8s and small block Fords and Chryslers. The big advantage is these distributors offer an electronic advance that is adjustable with rotary dials under the cap! No springs or bushings to adjust with the E-Curves.

CRANK TRIGGER DISTRIBUTORS

Like the name implies, these Pro-Billet Distributors will require a crank trigger to fire the ignition. These distributors do only that, distribute the spark. There is no trigger mechanism and no advance. They are meant as high performance, racing distributors. They are easy to identify with the lack of wiring and their lower stance.

OEM UPGRADE

MSD also offers several distributors that are Pro-Billet designs, yet they're suitable as performance replacements for OEM models. Examples include the popular Ford TFI used in Fox bodied Mustangs. These distributors feature increased strength and support, yet incorporate the factory style module, pickup and connectors for a drop-in replacement.

PRO-BILLET



READY-TO-RUN



CRANK TRIGGER



OEM UPGRADE





CRATE KITS

MSD

- **Everything you need to fire up your new crate engine!**
- **Ready-to-Run Distributor with Blaster SS Coil or Pro-Billet HEI**
- **8.5mm Super Conductor Plug Wires and Pro-Clamp separators**
- **Billet Hold-Down Clamp is also supplied**

CRATE IGNITION KITS

Aftermarket engine companies are making it easy to get your project out of the garage and on the street with any number of ready-to-go crate engines. It seems that no matter what range of power and cubic inch your little heart desires, there's an engine available for you! Even for those of you that are building your own engine, MSD has made it one step easier to fire up your engine with our new crate engine kits.

These kits are 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. They feature a high output module that produces a vigorous jolt across the plug gap and the installation is simple with just three wires to connect!

The Blaster SS Coil is a compact and efficient coil that is easy to mount and the system is complemented with MSD's red 8.5mm Super Conductor wires. The wires are supplied as a universal fit, with our straight/multi-angle boots and terminals on the spark plug side and after you route them and cut to length, you simply install the distributor side terminal and boot. Our Pro-Clamp separators keep the wires neat and secure and we even supply a Pro-Billet Hold-Down Clamp for the distributor.

Crate Ignition Kits:

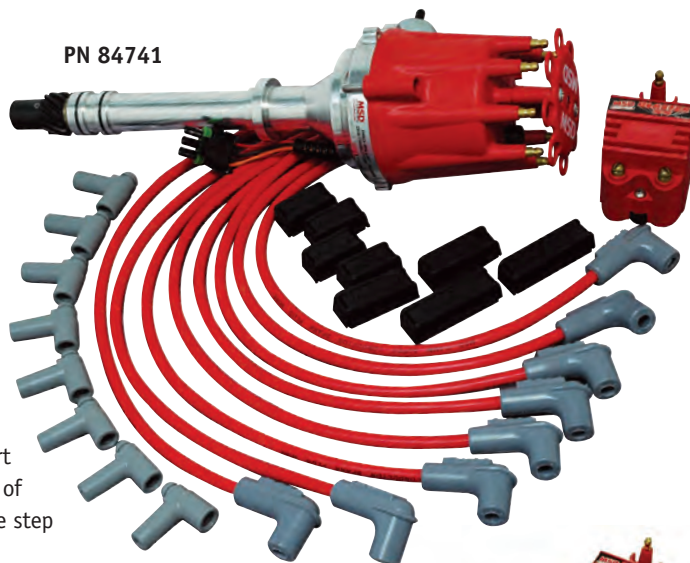
Chevy Ready-to-Run Distributor Kit - PN 84741

Chevy HEI Distributor Kit - PN 84742

Ford 289, 302 - PN 84745

Ford 351W - PN 84746

Ford 351C - 460 - PN 84747



PN 84741



PN 84746

All Ford kits are supplied with a steel gear installed on the distributor.



MSD SUPER HEI KIT

The MSD Super HEI Kit is one of MSD's solutions to the GM HEI's common problem of power loss and lack of response above 4,500 rpm. The kit allows you to remove or bypass the low-powered HEI module and coil and replace them with the MSD Digital 6AL Ignition Control and the Blaster 2 high output coil. The result is more power, increased rpm range, easier starting, plus better mileage and performance.

The Kit includes the new MSD Digital 6AL Ignition, Blaster SS Coil, coil wire and HEI dust cover. The 6AL has a Soft Touch Rev Control to protect your engine from overrev damage.

Super HEI Kit II, with MSD Digital 6AL - PN 85001

CARB Approval Pending



PN 85001



*updated
KIT*

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



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.

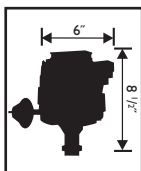
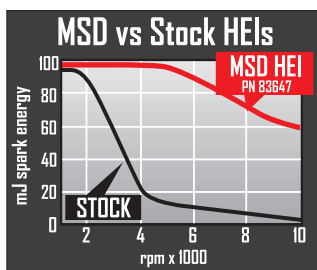
MSD answers the need for a strong, accurate and high performance HEI with our Pro-Billet HEI. The distributor is supplied with our Digital HEI Module and Coil so there is plenty of spark energy combined with improved dwell and timing control.

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.

All of this is assembled around a precision and great looking CNC-machined housing. The distributor is supplied with MSD's cap, rotor and coil cover and heavy duty gear so it is ready to install in your engine!

NOTE: The PN 8365 is designed to replace GM HEI Distributors that use a 4-Pin ignition module.

MSD Pro-Billet Chevrolet - PN 8365 MSD HEI Coil - PN 8225



PN 8365 REPLACEMENT PARTS

Red Cap:	Rotor:	Gear:	Bronze Gear:
PN 84111	PN 84101	PN 8531	PN 8471

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

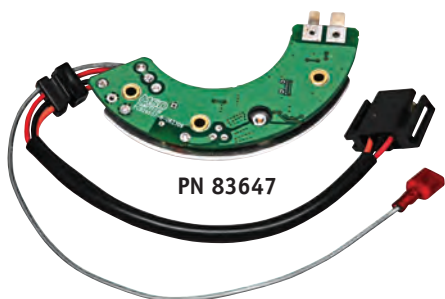
THESE PRODUCTS ARE LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-39 AND D-40-37; LEGAL IN ALL 50 STATES.

HEAT Digital HEI Module and Coil

MSD's HEAT Digital HEI Module and performance coil 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 8.5 amps of current. This increased energy will continue through racing rpm reaching 9,000 rpm!

The HEI 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.

To get the most performance out of the HEI Module, MSD offers a performance Coil as well. This Coil drops right in place of the original, and fits under the stock cover.



- Digitally controlled module for accurate timing
- High drive currents to the coil for a powerful spark
- Adjustable rev limiter for overrev protection
- Module and Coil fit in a stock HEI distributor

Heat Digital HEI Module - PN 83647



ULTIMATE HEI KIT

Update your stock 4-pin HEI distributor with MSD performance. This kit includes the MSD HEAT Module, Coil, MSD Heavy Duty Cap, Rotor and Coil Cover.

Ultimate HEI Kit - PN 8501

THIS PRODUCTS ARE LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-36; LEGAL IN ALL 50 STATES.



CHEVY DISTRIBUTORS



Pro-Billet™ Chevy V8

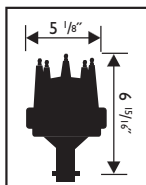
This is our most popular performance distributor! The housing is machined from a billet of 6061-T6 aluminum on a state-of-the-art CNC-machine producing exact tolerances.

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 pickup mounted in the housing.

This high output magnetic pickup is the most accurate way to trigger your ignition. Plus, with no moving parts to wear or adjust, the pickup is maintenance-free! Just above the pickup 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 or 8-Series Ignition.

Chevy V8 - PN 85551*



PN 85551 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:
PN 8433	PN 84333	PN 8467	PN 8531	PN 8471

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

STREET Pro-Billet V8

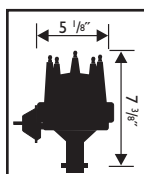
The Street Pro-Billet is a popular route for people looking for proven race performance for their street cars. A vacuum advance canister provides economy and the proven MSD mechanical advance gives you the opportunity to dial-in a timing curve to fit your needs.

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 pickup to trigger the MSD Ignition Control which delivers the powerful sparks to the coil. This pickup is extremely accurate and never needs adjusting.

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

Chevy V8 - PN 8361



PN 8361 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:
PN 8433	PN 84333	PN 8467	PN 8531	PN 8471

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

THIS PRODUCT IS LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-39; LEGAL IN ALL 50 STATES.



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM

*Not legal for use or sale on pollution controlled vehicles.



CHEVY DISTRIBUTORS

PRO-BILLET™ READY-TO-RUN

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 pickup 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. Plus, there is an easy-to-adjust rev limiter! For positive street performance, the Ready-to-Run is the best choice.

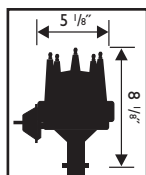
Ready-to-Run Chevy V8 - PN 8360

PN 8360 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:	Harness:
PN 8433	PN 84333	PN 8467	PN 8531	PN 8471	PN 88621

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

THIS PRODUCT IS LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-39; LEGAL IN ALL 50 STATES.



CHEVY CRATE IGNITION KITS

These kits make it easy to add MSD performance to your new crate engine.

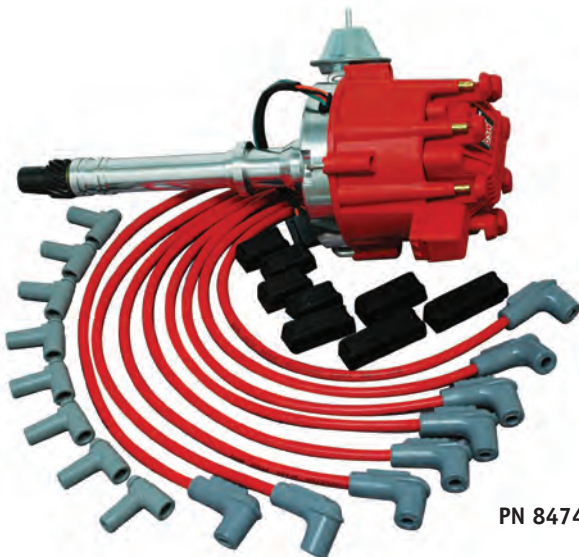
Two kits are available; one with our Pro-Billet HEI (PN 8365) for applications that have enough room to take advantage of an internal coil and large cap. If you need something smaller, the other kit is supplied with our Ready-to-Run (PN 8360) Distributor along with a powerful Blaster SS Coil.

Both kits are complemented with a set of 8.5mm Super Conductor Wires, Pro-Clamp separators and even a Billet Hold-Down Clamp!

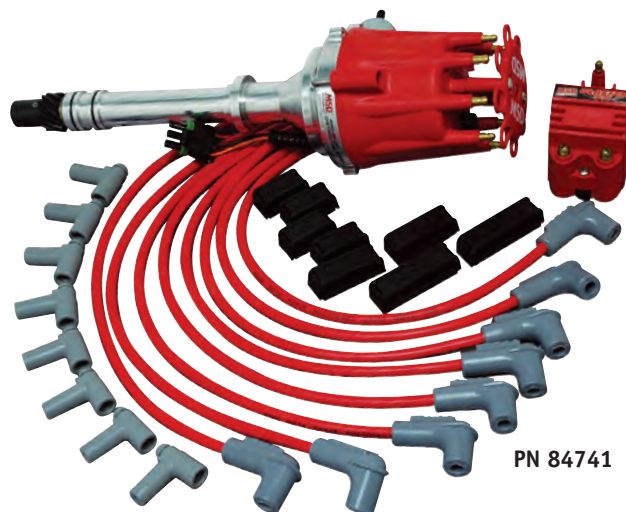
Chevy Crate Engine Ignition Kits:

Ready-to-Run Distributor Kit - PN 84741

HEI Distributor Kit - PN 84742



PN 84742



PN 84741

Separate Tach circuit is ideal to trigger the Atomic™ EFI System.

EFI

IGNITIONS

LATE MODEL

COILS

STARTERS

DISTRIBUTORS

CRANK TRIGGERS

TIMING/RPM CONTROLS

SPARK PLUG WIRES

ACCESSORIES

MARINE

STREET FIRE

PROMO



DIGITAL E-CURVE™ CHEVY

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!

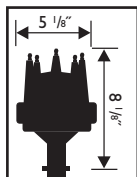
That's right, no more springs or stop bushings to change. A new digital module lets you select from nearly 100 different advance curves, including a vacuum advance! Simply remove the cap and rotor to access the rotary dials and select a curve to match your application. You can also set an rpm limit that will protect your engine from over-rev 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.

The E-Curve Distributor is topped with MSD's Rynite molded cap and rotor and is supplied with a heavy-duty gear and a matching 3-Pin weathertight wiring harness.

E-Curve Chevy V8 - PN 8394

CARB Approval Pending



PN 8394 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:	Harness:
PN 8433	PN 84333	PN 8467	PN 8531	PN 8471	PN 88621

- Digitally controlled stand-alone distributor with adjustable electronic advance
- 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 over-rev damage

PN 8394



US
PATENT NO.
6820602

PRO-BILLET™ EFI

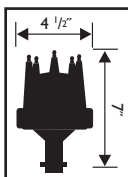
GM late-model performance enthusiasts will be happy to see this Pro-Billet Distributor. The distributor, PN 8366, is a drop-in replacement for GM V8s using the small cap distributor with a dual connector coil found in cars from 1987-1993 and trucks from 1987-1995.

The entire housing is CNC-machined to exact tolerances for incredible strength (not to mention cool looks). For improved lubrication there is an extra oil tract machined into the bottom of the housing that delivers oil directly to the cam and distributor gears.

Inside, a polished steel shaft receives guidance from a sealed ball bearing and an extra-long sintered bushing adds stability. This 0.500" shaft also receives a QPQ coating for increased friction reduction and corrosion resistance.

A factory-style ignition module is supplied with the distributor so your factory wiring will plug directly in. Triggering this module is the responsibility of a high output magnetic pickup.

Topping it all off is a heavy-duty rotor and a red MSD cap with brass terminals to ensure full spark delivery. For late model engine swaps or bolt-on strength, this distributor is the answer.



PN 8366

REPLACEMENT PARTS

	Cap/Rotor Kit:	Gear:	Bronze Gear:	Module:
V6	PN 8430	PN 8531	PN 8471	PN 84665
V8	PN 8406	PN 8531	PN 8471	PN 84665

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.
NOTE: THESE ARE OEM REPLACEMENT DISTRIBUTORS AND ARE LEGAL TO INSTALL IN ALL STATES.

Late Model GM:
V8 - PN 8366
4.3L - PN 8367

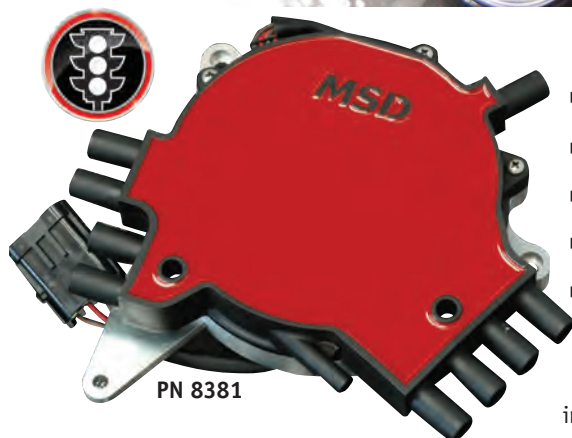
PN 8366



MARINE



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



PRO-BILLET™ LT1

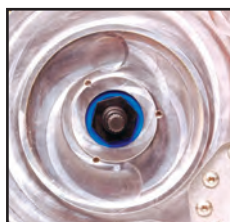
- Advanced optical encoder trigger design for accuracy and reliability
- Easily adjust the timing up to $\pm 6^\circ$
- Improved housing design and extra bolt eliminates leaks
- Large ball bearing stabilizes timing through 10,000 rpm
- Rotor drive design is positively indexed and cannot slip

Leave it to MSD to build an all-out performance distributor to replace the OEM GM LT1 Optispark! We machine an entire billet block of aluminum down into a precise housing that fits in place of the factory piece. Then, we fill it with a reliable new pickup assembly, a trick timing adjustment mechanism and top it off with an all new MSD distributor cap!

The pickup is an advanced optical encoder, a different style of optical pickup than the OEM. This improved pickup has proven to be very reliable and stable through extreme rpm and conditions. The rotor is bolted to a drive assembly that is indexed to the shaft and is stabilized through the use of a large ball bearing assembly.

Once installed, you have the ability to adjust the ignition timing – the only distributor that offers timing adjustability! An adjustment screw allows the timing to be tweaked up to $\pm 6^\circ$.

The distributor is supplied complete with our heavy duty LT1 Cap, Rotor and the components required for installation.



PN 8381 - Spline Drive



PN 83811 - Pin Drive



MSD evaluated the short comings of the OEM optical trigger and incorporated our own trigger wheel and digital encoder. This trigger process is much more reliable and accurate through high rpm.

Pro-Billet LT1 Distributors:

'94-'96 Late Model - **PN 83811***

'92-'94 Early Model, supplied with fresh air hoses - **PN 8381***



FLAT-TOP PRO-BILLET™

Having a huge huffer mounted on top of your engine is cool, but can lead to limited choices for a distributor. We decided to morph our Crab Cap crank trigger distributor with a standard Chevy model to come up with the Flat-Top!

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.

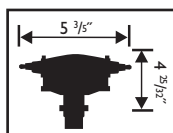
For trigger accuracy, a maintenance-free magnetic pickup is used. This pickup plugs directly into an MSD Ignition Control. The Flat-Top Distributor is supplied with our Dupont, Rynite molded distributor cap and rotor along with a heavy duty gear for long life in your engine.

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

Flat-Top Chevy V8 - PN 84891*

- Crab cap will clear low cowl, exotic intakes and air cleaners
- Mechanical advance is easy to adjust for your engine
- Maintenance-free magnetic pickup provides accurate trigger signals

PN 84891



PN 84891 REPLACEMENT PARTS

Red Cap:	Rotor:	Gear:	Bronze Gear:
PN 8541	PN 84673	PN 8531	PN 8471

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

*Not legal for use or sale on pollution controlled vehicles.



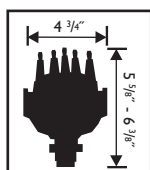
Pro-Billet™ Small Diameter

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 $\frac{3}{8}$ " narrower and almost 1" shorter than a standard distributor.

Proven performance features include a high output magnetic pickup 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 or 8-Series Ignition.

Small Diameter Chevy - PN 8570*



PN 8570 REPLACEMENT PARTS

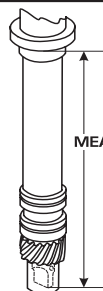
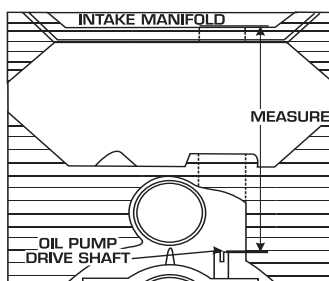
Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:
PN 8431	PN 84313	PN 8467	PN 8531	PN 8471

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

SLIP COLLAR BENEFITS



The adjustable slip collar allows you to compensate for machining of the engine block, intake manifold or heads. The adjustable collar will ensure that you obtain the correct gear mesh as well as the oil pump to distributor shaft overlap. Once adjusted, the slip collar locks securely in place around the distributor housing.



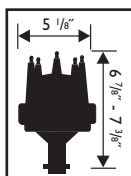
Pro-Billet Locked-Out

This strong, billet aluminum distributor is set up for engines that run locked-out timing or an MSD Timing Computer. With no advance assembly, the rotor plate is welded directly to the oversized shaft. A sealed ball bearing guides the top of the shaft while an extra long sintered bushing stabilizes the lower portion.

Trigger signals are produced via a high-output magnetic pickup. This pickup is extremely accurate and never requires adjustment. Since this distributor is designed primarily for race engines, an oversized (+.006") bronze gear is installed along with an adjustable slip collar for modified blocks, heads or intake manifolds.

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

Pro-Billet w/Locked-Out Timing, Chevy V8 - PN 85501*



PN 85501 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:
PN 8433	PN 84333	PN 8467	PN 8531	PN 8472

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM

*Not legal for use or sale on pollution controlled vehicles.



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



PN 85561



PRO-BILLETS 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.

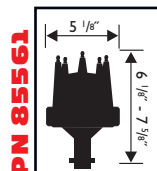
The distributor shares the same features of the standard Pro-Billet Chevrolet model including a ball bearing guide, long sintered lower bushing and an oil seal. To trigger the MSD Ignition a maintenance-free magnetic pickup is secured in the billet base of the distributor. Just above this pickup assembly is an adjustable mechanical advance assembly.

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

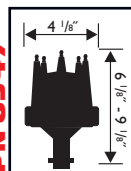
Slip Collar Chevy - PN 85561*

Extra Tall Slip Collar Chevy - PN 8547*

Designed for racing blocks with maximum increased deck height such as Alan Root, Merlin and Rocket Blocks. Nearly three inches of adjustment.



PN 85561



PN 8547

REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:
PN 8433	PN 84333	PN 8467	PN 8531	PN 8472

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

CORVETTE PRO-BILLET™ TACH DRIVE

Corvette owners can now replace their worn out Magna-Pulse distributors with this precision Pro-Billet Tach Drive Distributor. Advantages such as an accurate magnetic pickup, oversized shaft, vacuum advance and a billet aluminum housing are just a few of the MSD advantages.

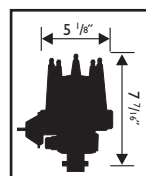
Inside the billet housing, a sealed ball bearing and long sintered bushing guide a 0.500" steel shaft for high rpm accuracy. A special reluctor is mounted to this shaft and is responsible for triggering the magnetic pickup.

An adjustable mechanical advance assembly allows you to get the most performance out of your Vette's engine by custom tailoring a timing curve to fit your application.

The tach drive assembly is compact to clear the firewall and linkage. It can be repositioned easily to fit different applications plus has a grease fitting for lubrication. Also, a stock points style cap can be used to keep that factory appearance.

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

Corvette, with Mechanical Tach Drive, '63-'74 Applications - PN 8572



PN 8572 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:
PN 8433	PN 84333	PN 8467	PN 8531	PN 8471

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

THIS PRODUCT IS LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-39; LEGAL IN ALL 50 STATES.

*Not legal for use or sale on pollution controlled vehicles.



READY-TO-RUN™ 348/409

If you're a 348/409 fan, you'll be excited to learn that you can get a high performance distributor for your classic Chevy engine!

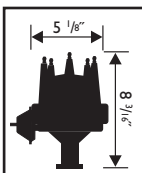
This distributor is Ready-to-Run meaning that you simply need to install it in the engine and connect three wires to fire up the engine. No external ignition controls are required with this distributor because it has a powerful module built into the housing. This module produces a stout inductive spark that will improve the overall driveability and performance of your classic Chevy.

Just above the maintenance-free magnetic pickup there is a chromoly mechanical advance assembly that provides smooth advance of the timing and is easy to adjust. There is also a vacuum canister for cruisers. If you're concerned about looking stock, the distributor accepts a stock-style points distributor cap.

- **An ideal distributor for restored 409s or for nostalgia racers**
- **Maintenance-free magnetic pickup never requires adjusting**
- **Built-in ignition module delivers a powerful spark**
- **Simple and clean three wire installation**
- **Built-in adjustable rev limiter**

Ready-to-Run Chevy 348/409 - PN 8393

CARB Approval Pending



PN 8393 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:	Harness:
PN 8433	PN 84333	PN 8467	PN 8531	PN 8471	PN 88621

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

PRO-BILLET™ 6-CYLINDER

Starting on the inside, a 0.500" oversized steel shaft spins in a sealed ball bearing and sintered bushing for long endurance and accurate spark delivery throughout the entire rpm range. Mounted on top of the shaft is an easy-to-adjust chromoly mechanical advance assembly. Different advance springs and stop bushings are supplied so you can choose from 24 curves.

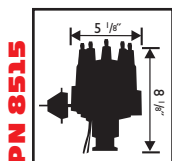
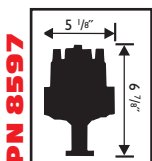
A maintenance-free magnetic pick-up provides accurate trigger signals to your MSD Ignition Control. A precision-manufactured reluctor that is connected to the shaft is responsible for triggering the pick-up. The distributor is topped off with a high quality MSD red cap and Race Rotor.

Pro-Billets:

90° V6, Even-Fire, 4.3L - PN 8597*

Inline-6, 194, 230, 250, 292 - PN 8515

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



REPLACEMENT PARTS

Cap:	Rotor:	4.3L Gear:
PN 8014	PN 8467	PN 8531

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.
THIS PRODUCT IS LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-39; LEGAL IN ALL 50 STATES.

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IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
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EFI CAM SYNC DISTRIBUTORS

ADJUSTABLE CAM SYNC DISTRIBUTORS

Some aftermarket EFI management systems fire the fuel injectors in the same order as the engine's firing order. These are called synchronization systems and are found in most high performance applications. These systems require a sync signal to know when the number one cylinder is firing.

These MSD Distributors feature an adjustable cam sync pickup so you can set it to your ECU's requirements (up to 60° BTDC). Two models are offered; one with a non-magnetic sync pickup and a new version with a Hall-effect switch. Each model is equipped with a slip collar, iron gear and an adjustable rotor to help set phasing!

Chevy V8, Magnetic Sync - PN 2345*

Chevy V8, Hall-Effect Sync - PN 2357*

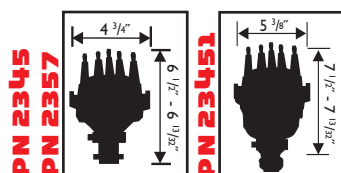
NOTE: Must be used with an MSD 6, 7 or 8-Series Ignition.

Chevy V8, Large Cap, Hall Effect Sync - PN 23451*

REPLACEMENT PARTS

	Red Cap:	Black Cap:	Rotor:	Iron Gear:	Bronze Gear:	Pickup:
PN 2345 and PN 2357	PN 8431	PN 84313	PN 84211	PN 8531	PN 8471	PN 2346
PN 23451	PN 8408	PN 84083	PN 8421	PN 8531	PN 8471	PN 2348

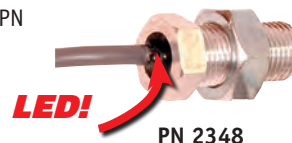
FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



HALL-EFFECT PICKUP WITH LED

Hall-Effect Pickup with LED Cam Sync Distributor - PN 2348

Available separately and can replace the non-magnetic pickup of the PN 2345 and PN 2340 distributors.



UNIVERSAL CAM-SYNC PICKUP

This Universal Cam-Sync pickup Kit is supplied with a non-magnetic pickup and a magnet that you install to any part that operates at camshaft speed. When the magnet passes the pickup, a signal is created to alert the ECU of the position and firing order of the engine. Matching connectors are supplied and the magnet measures .250" x .200". You will need to fabricate a bracket assembly and install the magnet.

Universal Cam-Sync Pickup Kit - PN 2346



*Not legal for use or sale on pollution controlled vehicles.

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STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



FORD DISTRIBUTORS



Pro-Billet EFI FORDS

When you start making serious power with your EFI Ford, the stock distributor shaft is one of the weak links of the engine. These Pro-Billet models answer the need for an affordable replacement in a strong and great looking package.

Each distributor starts as a solid billet that is secured into a state-of-the-art Computer Numerical Control (CNC) machine where it is transformed into a precision housing.

Inside each housing there is a sealed ball bearing at the top of the shaft. This design is responsible for accurately guiding the oversized polished steel shaft throughout the entire rpm range of your engine. The shaft is also QPQ-coated for friction reduction and corrosion resistance.

The Pro-Billet Distributors use a stock-style trigger pickup to accept factory connectors. For installation, you simply remove the stock distributor and bolt the Pro-Billet MSD in place! Each model is supplied with a high-quality cap with brass terminals for full spark delivery, heavy-duty rotor and a special gear to work with the factory camshafts.

5.0L EFI Pro-Billet Distributors:

1986 - 1993 - **PN 8456**

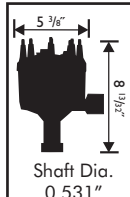
1994 - 1995 - **PN 8455**

5.8L EFI Pro-Billet Distributors:

w/Module, non-roller cam - **PN 8453**

w/Module, steel gear for factory roller-cam - **PN 8452**

for remote Modules, steel gear for factory roller-cam - **PN 8451**



REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:	Module:
PN 8408	PN 84083	PN 8070	PN 85834 (with Roller Cam)	PN 8585	PN 83648

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

NOTE: THESE ARE OEM REPLACEMENT DISTRIBUTORS AND ARE LEGAL TO INSTALL IN ALL 50 STATES.

FIRE UP YOUR 5.0L WITH MSD!



MSD has everything you need to fire up your 5.0L or 5.8L! From strong Pro-Billet Distributors to Ignitions and direct fit Blaster Coils and Wires.



PN 8456



PN 8451



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM

BILLET FORD

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 chromoly 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 pickup.

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

NOTE: PN 8580 will not clear some factory-style Shaker Hood Scoops.

Ford Billet Distributors:

351C, 351M, 400, 429, 460 - PN 8580*

289, 302 - PN 8582*

351W - PN 8584*

Special Ford Applications:

289, 302 with Steel Gear for Hydraulic Roller Cams - **PN 8598***

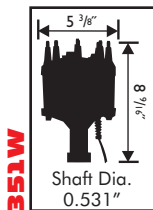
351W for use with Edelbrock Victor Jr. Intake Manifold - **PN 85805***

351W with steel gear for hydraulic roller cams - **PN 85840***

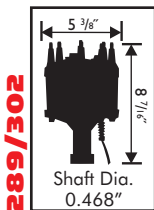


These Ford Distributors use a maintenance-free magnetic pickup and an adjustable advance assembly.

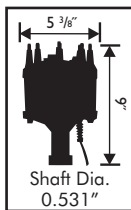
PN 8580



351W



289/302



460

REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:
PN 8408	PN 84083	PN 8423	PN 85812 (351C-460)	PN 8581
			PN 85832 (289-302)	PN 8583
			PN 85852 (351W)	PN 8585

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

NOTE: Will not fit XD and later Australian 351 Cleveland engines.



TECH TIP

Ford used a variety camshaft designs which affect the choice of distributor gear. Here is a quick guide to ensure you have the right gear for your cam.

Hydraulic Cams – Cast Iron Gear

Hydraulic Roller Cams – Steel Gear
(including '85 – '95 Mustangs)

Billet Roller Cams – Bronze Gear

*Not legal for use or sale on pollution controlled vehicles.



Pro-Billet Small Diameter Ford

MSD engineers fit all of their high performance distributor experience into a special compact housing designed to be less obtrusive for Ford engines.

The diameter of the special cap and housing are 5/8" smaller than stock Ford distributors providing extra room in front of the engine. The new MSD cap features spark plug style terminals and is firmly screwed down to the housing.

The distributor relies on MSD's race proven magnetic pickup and precision reluctor to deliver accurate trigger signals to the MSD Ignition throughout high rpm. The reluctor assembly is turned by a hardened steel shaft which rides in a sealed ball bearing for high rpm stability and endurance.

Mounted to the top of this shaft is a fully adjustable mechanical advance assembly. The rate at which the chromoly assembly advances the timing is easily controlled by changing the supplied advance springs and stop bushing for total advance.

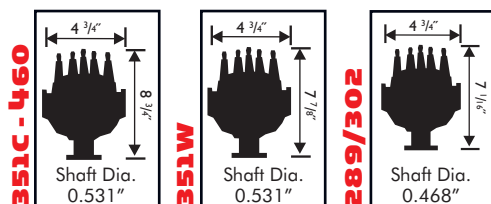
NOTE: Must be used with an MSD 6, 7 or 8-Series Ignition.

Ford Small Diameter Distributors:

351C-460 - PN 8577*

351W - PN 8578*

289,302 - PN 8579*



REPLACEMENT PARTS

With Vacuum Advance:

351C-460 - PN 8477

351W - PN 8478

289,302 - PN 8479

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:
PN 8431	PN 84313	PN 8467	PN 85812 (351C-460)	PN 8581
			PN 85832 (289-302)	PN 8583
			PN 85852 (351W)	PN 8585

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

NOTE: Will not fit XD and later Australian 351 Cleveland engines.

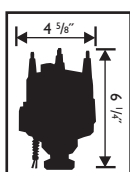
Billet 2.3L Ford

This distributor features an aluminum housing that is CNC-machined for closer tolerances than any conventional cast distributor. Plus you get an adjustable mechanical advance which can be easily tailored to any engine by changing the stop bushing and advance springs.

Triggering the MSD Ignition system is the same high-output magnetic pickup that is used in our racing distributors. This pickup produces an extremely accurate trigger signal and is maintenance-free.

2.3L Ford - PN 8473*

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



PN 8473 REPLACEMENT PARTS

Red Cap:	Rotor:
PN 8434	PN 8470

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



PN 8578



PN 8473



*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



FORD DISTRIBUTORS

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



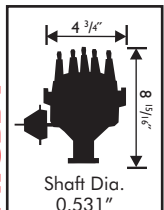
BUILT-IN REV LIMITER

PN 8352

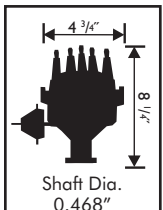
Separate Tach circuit is ideal to trigger the Atomic™ EFI System.



PN 8350
PN 8354



PN 8352



READY-TO-RUN PRO-BILLET FORDS

MSD's Ready-to-Run Ford Distributors are the perfect upgrade for bulky DuraSpark systems or ancient breaker point models. These distributors come complete and ready-to-run. All you need to do is drop it in the engine, connect three wires and fire the engine. Each distributor features an ignition module that produces a powerful inductive spark to improve combustion of the fuel mixture resulting in quick starts, smooth idle and increased performance.

The billet aluminum housings of these distributors are 5/8" smaller in diameter to accommodate induction setups and tight engine compartments. A maintenance-free magnetic pickup is responsible for triggering the high voltage sparks while a sealed ball bearing guides an oversized shaft.

Beneath the bolt down cap and MSD race rotor you'll find MSD's accurate mechanical advance assembly. Different advance springs and stop bushings are supplied so you can easily tune a curve to match your needs. Plus, there is a vacuum advance canister to increase economy on long drives. For protection, there is also an easy-to-set rev limiter!

Ready-to-Run Ford Distributors:

Iron Gear

289,302 -

PN 8352

351W -

PN 8354

351C-460 -

PN 8350



Steel Gear

PN 83521 CARB

PN 83541 Approval

PN 83501 Pending

REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Iron Gear:	Steel Gear:	Harness:
PN 8431	PN 84313	PN 8467	PN 85812 (351C-460)		PN 88621
			PN 85832 (289-302)	PN 85833	
			PN 85852 (351W)	PN 85834	

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

THESE PRODUCTS ARE LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-39; LEGAL IN ALL 50 STATES.

NOTE: Will not fit XD and later Australian 351 Cleveland engines.

FORD CRATE IGNITION KITS

These kits are 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. They feature a high output module that produces a vigorous jolt across the plug gap and the installation is simple with just three wires to connect!

The Blaster SS Coil is a compact and efficient coil that is easy to mount and the system is complemented with MSD's red 8.5mm Super Conductor wires. The wires are supplied as a universal fit, with our straight/multi-angle boots and terminals on the spark plug side and after you route them and cut to length, you simply install the distributor side terminal and boot. Our Pro-Clamp separators keep the wires neat and secure and we even supply a Pro-Billet Hold-Down Clamp for the distributor.

Ford Crate Ignition Kits:

(supplied with steel gear for compatibility with hydraulic roller cams)

289,302 - PN 84745

351W - PN 84746

351C-460 - PN 84747





DIGITAL E-CURVE™ PRO-BILLET

The E-Curve Distributor will drop right in your Ford 289/302 and fire up its performance.

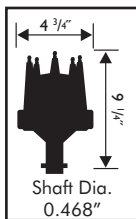
The E-Curve Distributor features a digital control module that manages the timing curve replacing the centrifugal advance springs and weights. This module lets you select from nearly 100 different advance curves, including a vacuum advance by turning two rotary dials! You can also set an rpm limit that will protect your engine from over-rev damage caused by a missed shift or driveline failure.

These distributors are also fit with a high-output ignition module so there is no need to run an external ignition box. This combination makes these distributors ideal for restored muscle cars and street rods to keep a stock or clean appearance under the hood.

Digital E-Curve Distributor Ford 289/302 - PN 8503

CARB Approval Pending

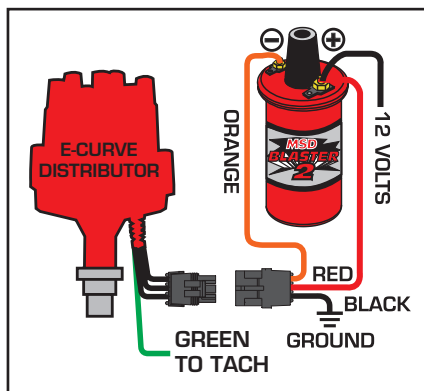
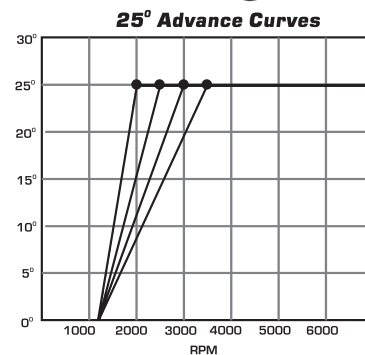
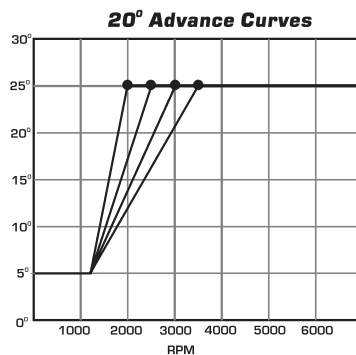
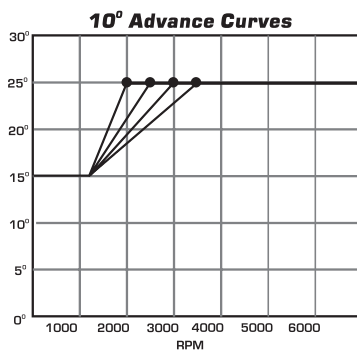
- Digitally controlled, stand-alone distributor
- Adjustable electronic advance with vacuum advance
- Select up to 100 different curves through two rotary dials
- High output ignition module for a powerful spark
- Set a rev limit to protect your engine from over-rev damage
- Simple three wire connection and you're ready-to-run



PN 8503 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:	Harness:
PN 8433	PN 84333	PN 8467	PN 85832	PN 8583	PN 88621

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



See how easy it is to install an MSD E-Curve Distributor. Three wires plus a tach wire. The timing charts below show just a sample of the timing curves available.

TECH TIP

When setting up your E-Curve, and even a basic distributor, you need to consider the Total timing and the desired Initial timing.

Initial Timing: The timing at idle, with no mechanical or vacuum advance present.

Total Timing: The highest point the timing will reach Before Top Dead Center. This setting includes the mechanical advance. (Rev the engine until the timing stops moving. That is Total Timing.)

NOTE: On E-Curves, you'll position the distributor at Total timing, and work back to an initial timing setting.

IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
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MARINE
STREET FIRE
PROMD



FORD CAM SYNC DISTRIBUTORS

Pro-Billet™ Cam Sync Distributors for Ford

If you plan on using an aftermarket EFI system that fires sequentially, you'll need to provide the ECU with a cam synchronization signal. The ECU requires to know when cylinder number one is firing (or preparing to fire) so it knows the sequence of the injectors coming next.

These two new Pro-Billet Distributors from MSD feature 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 2-pin Weathertight connector.

Each distributor is CNC-machined from billet aluminum creating a strong foundation. The caps are MSD designed and molded from Dupont Rynite material for great strength and resistance to spark scatter. 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.



PN 2358

Pro-Billet Cam Sync Distributors for Ford:

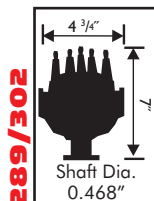
289, 302, Steel gear - PN 2358*

Iron gear - **PN 2359***

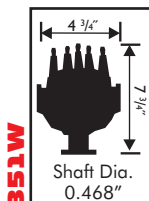
Bronze gear - **PN 2360***

351W, Steel gear - PN 2362*

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



289/302



351W

REPLACEMENT PARTS

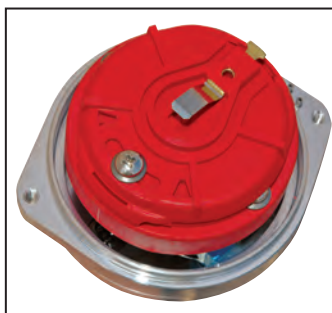
	Black Cap:	Red Cap:	Rotor:	Iron Gear:	Bronze Gear:	Steel Gear:	Pickup:
PN 2358 / PN 2359 / PN 2360:	PN 84313	PN 8431	PN 84211	PN 85833	PN 8583	PN 85834	PN 2384
PN 2362:	PN 84313	PN 8431	PN 84211	PN 85852	PN 8585	PN 85813	PN 2384

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

TECH TIP

Many aftermarket EFI systems require a cam sync signal to tell the ECU when the number one cylinder is firing. This is need on sequential EFI systems.

MSD's Cam Sync Distributors have two pickups; one to trigger the ignition control, just like our standard ignitions, and another external magnetic pickup that produces one pulse per revolution of the distributor (engine). This pickup can also be 'phased' BTDC depending on the ECU.



Each Cam Sync Distributor is topped with MSD's adjustable two piece rotor to provide rotor phasing adjustments.



MSD's Hall-effect pickup features an LED that assists in setting up the rotor phasing.

*Not legal for use or sale on pollution controlled vehicles.



MSD®

READY-TO-RUN FE AND Y-BLOCKS

MSD is excited to offer two Ready-to-Run Distributors for two classic Ford engines! These distributors are the answer to weak breaker points or rebuilt aftermarket models.

Inside the billet housing there is a high-output ignition module. When the maintenance-free magnetic pickup signals the module to fire, up to 7.5 amps is sent to the coil where a powerful spark is created. This improved spark output results in quick starts, snappy throttle response and terrific driveability.

The distributors are equipped with a vacuum advance canister for cruising economy. Plus, there is a mechanical advance assembly that is mounted on top of the distributor shaft making it easy to adjust the advance to meet your needs.

Another great feature of the Ready-to-Run Distributors is their simple installation! All you need to do is connect three wires and you'll be cruising!

Pro-Billet Ready-to Run Fords:

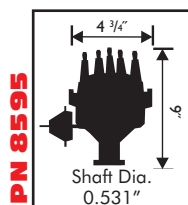
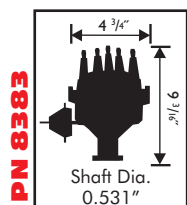
FE, 332, 352, 360, 390, 406, 410, 427, 428 - **PN 8595**

Y-Block, 239, 272, 292, 312 - **PN 8383**

(may hit firewall seam on '57-'59 full size cars)



PN 8595



REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:
PN 8431	PN 84313	PN 8467		
PN 8431	PN 84313	PN 8467	PN 85812	PN 8581

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

THESE PRODUCTS ARE LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-39; LEGAL IN ALL 50 STATES.

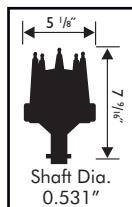
PRO-BILLET™ FORD FE

Racers and nostalgic Ford enthusiasts using the famous Ford FE engine now have access to a distributor that is truly equal to the performance level of their engine.

A magnetic pickup triggers your MSD Ignition Control accurately at any rpm. Above this pickup the mechanical advance assembly is positioned so it can be adjusted without disassembling the distributor. In addition, the specially ground advance cam is tig-welded to the 9/16" hardened shaft and the weight pins are staked and TIG-welded to the advance plate.

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

Ford FE, 332, 352, 360, 390, 406, 410, 427, 428 - **PN 8594***



PN 8594 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:
PN 8433	PN 84333	PN 8467	PN 85812	PN 8581

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



PN 8594

*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



PN 8353



PRO-BILLET FRONT MOUNT FLATHEAD

Early Flathead racers and cruisers alike will be excited to see this front mount Flathead Distributor!

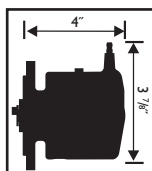
The billet aluminum distributor is topped off with our own Crab Cap with spark plug style terminals for improved wire connections. Just under the cap and Rynite race rotor is MSD's adjustable mechanical advance. This assembly features chromoly construction with TIG-welded weight pins to secure the precision fine blanked weights. MSD supplies different advance springs and stop bushings so you can dial-in an advance curve to meet your Flathead's specs.

Just under the advance is MSD's race-proven magnetic pickup. This pickup, combined with a reluctor, produces accurate trigger signals that are responsible for firing the MSD Ignition Control. Bring your Flathead up-to-date with MSD performance.

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

Flathead Front Mounts:

3-Bolt - PN 8353*



PN 8353 REPLACEMENT PARTS

Red Cap:	Rotor:
PN 8541	PN 84673

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



PN 8573



READY-TO-RUN 8-BA FLATHEAD

If you have a later model Flathead, manufactured from '49-'53, MSD also has you covered!

This distributor is built around a CNC-machined billet aluminum housing and features a maintenance-free magnetic pickup so there are no points to worry about. A precision reluctor is mounted to a QPQ-coated steel shaft which is guided by a sealed ball bearing for accurate timing signals throughout the entire rpm range.

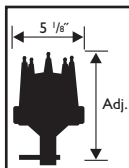
The distributors also offer an easy-to-adjust mechanical advance assembly. Chromoly weights move smoothly on nylon pads and different advance springs and stop bushings are supplied so you can custom tailor a timing curve to match your engine's requirements. The distributors is supplied with a depth setting die, gear, cap and rotor.

The best thing about this distributor is that it features an ignition module that is built into the billet aluminum housing. This distributor drops in the engine and connects with only three wires!

Ready-to-Run Flathead, '49-'53 - PN 8573*



The 8-BA Flathead Distributors are supplied with a special die to help set up the hold down clamp.



PN 8573 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Harness:
PN 8433	PN 84333	PN 8467	PN 88621

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

*Not legal for use or sale on pollution controlled vehicles.



CHRYSLER DISTRIBUTORS

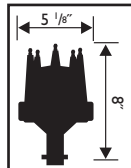
BILLET CHRYSLER SMALL BLOCK

Get your Mopar fired up with billet accuracy and performance. Remove the MSD cap and Race Rotor and you'll find easy access to the adjustable mechanical advance assembly for easy adjustments. 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 pickup creating a trigger signal that tells the MSD to fire.

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

Chrysler Billet, 273, 318, 340, 360 - PN 8534*



PN 8534 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:
PN 8433	PN 84333	PN 8467

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



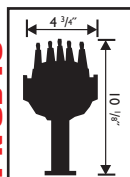
PRO-BILLET™ SMALL DIAMETER CHRYSLER

Since many Chrysler enthusiasts use the B1 head or aftermarket valve covers, these Pro-Billet Chrysler distributors have been designed with a small diameter housing. This allows the distributors to fit tight block and head combinations.

Chrysler Pro-Billet:
383, 400 - PN 8545*
440, 426 - PN 8546*

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

PN 8545
PN 8546



REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:
PN 8431	PN 84313	PN 8467

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



TECH TIP

MAGNETIC PICKUP POLARITY

If you ever change the connectors on an MSD distributor, keep in mind that the colors DO NOT correspond.

MSD Wire
Violet+
Green -

Distributor Wire
Orange/Black +
Violet/Black -

Never connect Violet to Violet/Black – the timing will be way off at higher rpm!

*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM

READY-TO-RUN CHRYSLER

MSD's Ready-to-Run Pro-Billet distributors for Chrysler engines are the perfect upgrade from breaker points or weak electronic ignitions.

These distributors feature a maintenance-free magnetic pickup that accurately triggers the built-in powerful ignition module. This module produces a high-output spark which improves combustion in the cylinder, resulting in quick starts, a smooth idle and great performance.

Just beneath the race rotor is a mechanical advance assembly so a timing curve can easily be tailored to match your application. The QPQ-coated shaft is guided by a sealed ball bearing assembly for stability and endurance while a vacuum advance canister helps increase economy on those long cruises.

The Ready-to-Run distributors are also a breeze to install. Simply drop it in the engine and connect three wires and you're ready-to-run to your favorite cruise! The front engine mount models are designed in a special small diameter housing to clear aftermarket heads and valve covers.

Ready-to-Run Chrysler Distributors:

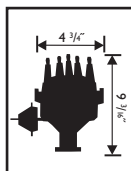
273, 318, 340, 360 - PN 8388

383, 400 - PN 8386

426, 440 - PN 8387



PN 8388



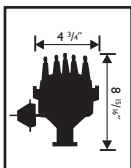
PN 8388 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Harness:
PN 8433	PN 84333	PN 8467	PN 88621

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

THIS PRODUCT IS LEGAL TO SELL, DISTRIBUTE OR INSTALL ON NON-OBD II VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-39; LEGAL IN ALL 50 STATES.

PN 8386
PN 8387



REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Harness:
PN 8431	PN 84313	PN 8467	PN 88621

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

THESE PRODUCTS ARE LEGAL TO SELL, DISTRIBUTE OR INSTALL ON NON-OBD II VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-39; LEGAL IN ALL 50 STATES.

TECH TIP

MSD Ready-to-Run Distributors have a separate Gray wire that provides a clean tach signal. This wire also allows you to program an engine saving rev limit. To program the rev limit, run the engine to half the desired rpm limit and tap the Gray wire to ground. This will set the rev limiter and will be confirmed by the tachometer every time you turn the key on.

EFI

IGNITIONS

LATE MODEL

COILS

STARTERS

DISTRIBUTORS

CRANK TRIGGERS

TIMING/RPM CONTROLS

SPARK PLUG WIRES

ACCESSORIES

MARINE

STREET FIRE

PROMO



DIGITAL E-CURVE® CHRYSLER

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!

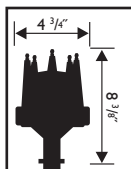
That's right, no more springs or stop bushings to change. A new digital module lets you select from nearly 100 different advance curves, including a vacuum advance! Simply remove the cap and rotor to access the rotary dials and select a curve to match your application. You can also set an rpm limit that will protect your engine from over-rev 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 hardy jolt of energy to the coil to produce a powerful spark to fire up your engine's performance. Also, a magnetic pickup 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 Rynite molded cap and rotor and is supplied with a heavy-duty gear and a matching 3-Pin Weathertight wiring harness.

E-Curve, 318, 340, 360 - PN 8504

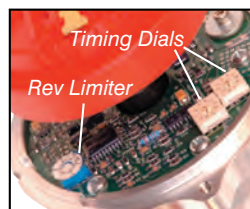
CARB Approval Pending



PN 8504 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Harness:
PN 8433	PN 84333	PN 8467	PN 88621

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



Timing curve and the rev limit adjustments are made with the rotary dials beneath the rotor. See page 80 for timing curve samples.



PN 8504

PRO-BILLET™ EARLY HEMI

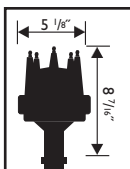
Street rods look great with matching era power plants and the early Hemi engines are a great fit! More rodders are turning to these engines and MSD is excited to offer these Ready-to-Run Distributors to bring their ignitions up to date!

Ready-to-Run Early Hemi:

331, 354 - PN 8391

392 - PN 8389

PN 8391
PN 8389

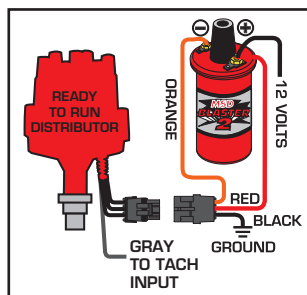


REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Harness:
PN 8433	PN 84333	PN 8467	PN 88621

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

THESE PRODUCTS ARE LEGAL TO SELL, DISTRIBUTE OR INSTALL ON NON-OBD II VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-39; LEGAL IN ALL 50 STATES.



The Ready-to-Run distributor earns its name with simple wiring. One wire to 12 volts, one to coil negative and another to ground. That's it! A matching harness with a 3-pin Weathertight connector is supplied.



PN 8391

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



AMC DISTRIBUTORS

READY-TO-RUN™ PRO-BILLET V8

Finally an answer for your AMC's worn out breaker points distributor! This Ready-to-Run Pro-Billet Distributor has a built-in inductive module that produces up to 7.5 amps to create a high voltage spark at the plug. This spark improves combustion of the fuel mixture resulting in quick starts, a smooth idle and great performance

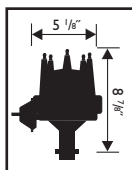
Since this distributor has its own ignition module there is no need to run an MSD Ignition Control. Installation of the distributor is simple with only three wires to connect with the supplied Weathertight harness.

Under the MSD cap there is a mechanical advance assembly that can easily be tuned to your engine's specifications. Different advance springs and stop bushings are supplied, giving you 24 curves to choose from. The Ready-to-Run AMC Distributor also has a vacuum advance canister and is supplied with everything you need for installation!

290, 304, 343, 360, 390, 401 - PN 8523



PN 8523



PN 8523 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:	Harness:
PN 8433	PN 84333	PN 8467	PN 8005	PN 8006	PN 88621

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

THIS PRODUCT IS LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-39; LEGAL IN ALL 50 STATES.

PRO-BILLET AMC

There is a big following of AMC enthusiasts that are cruising a 401 equipped Javelin or trail blazing in a rock crawling Jeep with an inline 6-cylinder! MSD offers two Pro-Billet Distributors to deliver accurate trigger signals and are maintenance-free!

Under the brass terminal cap of each distributor is MSD's race proven magnetic pickup. This pickup never requires adjustment and simply plugs right into an MSD Ignition Control. Just above it and under our strong race rotor is an adjustable mechanical advance assembly. The chromoly weights of this assembly slide on nylon bushings producing smooth movement of the timing. You can easily adjust the curve to match your engine's requirements with the supplied springs and stop bushings.

Each precision CNC-machined billet aluminum housing features a sealed ball-bearing and long sintered bushing for stability at any rpm and increased endurance. An oversized steel shaft receives a QPQ coating to reduce friction and prevent corrosion.

Both distributors are supplied with a high quality cap, rotor and gear. There is even a vacuum advance canister for street cruising economy!

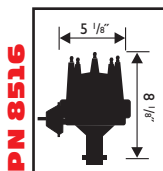
NOTE: Must be used with an MSD 6, 7 or 8-Series Ignition.

290, 304, 343, 360, 390, 401 - PN 8519

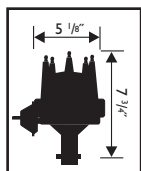
Jeep I-6, 232, 258 - PN 8516



PN 8516



PN 8516



PN 8519

REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:
PN 8433(V8)	PN 84333	PN 8467
PN 8014 (6-cyl.)		PN 8467

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

THESE PRODUCTS ARE LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-39; LEGAL IN ALL 50 STATES.

EFI

IGNITIONS

LATE MODEL

COILS

STARTERS

DISTRIBUTORS

CRANK TRIGGERS

TIMING/RPM CONTROLS

SPARK PLUG WIRES

ACCESSORIES

MARINE

STREET FIRE

PROMO



BUICK DISTRIBUTORS



READY-TO-RUN™ BUICK AND NAILHEAD

If you're looking for a performance distributor for your Buick or Nailhead your search is over!

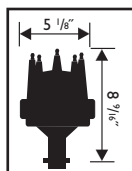
MSD's Ready-to-Run Distributor incorporates a magnetic pickup that never wears out! Plus, the distributor has a built in ignition module so there is no need to mount an external MSD Ignition Control. Not only do you get the benefits of electronic triggering, but your engine will awaken with the powerful sparks from the ignition module. This module delivers up to 7.5 amps to the coil creating a stout inductive spark. This improves combustion of the fuel mixture resulting in quick starts, a smooth idle and great performance!

Another advantage of an MSD Distributor is the accurate and adjustable mechanical advance assembly. The advance curve is easy to adjust with different advance springs and stop bushings which are included. To top it off there is a vacuum advance canister and MSD's strong cap and wire retainer.

The Ready-to-Run Distributor comes with a matching 3-pin harness making installation simple. All that it takes is routing two wires to the coil and one to ground!

400, 430, 455 - PN 8552

Ready-to-Run Nailhead, 322, 364, 401, 425 - PN 8524



READY-TO-RUN REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Harness:
PN 8433	PN 84333	PN 8467	PN 88621

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.
THIS PRODUCT IS LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA
ACCORDING TO EXECUTIVE ORDER E.O. D-40-39;
LEGAL IN ALL 50 STATES.



PRO-BILLET™ BUICK

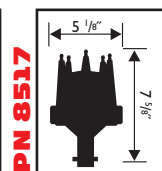
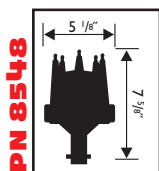
This distributor uses a high-output magnetic trigger to fire an MSD Ignition Control. Accurate trigger signals and spark delivery are the responsibility of the QPQ-coated steel shaft. A sealed ball bearing and long sintered bushing hold this shaft stable at any rpm.

An adjustable mechanical advance mechanism is mounted on top of the shaft. Nylon pads ensure smooth movement of the fine balanced weights for accurate timing advancement. A variety of advance stop bushings and springs are supplied so you can dial-in a custom curve.

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

400, 430, 455 - PN 8517*

215, 300, 340, 350 - PN 8548*



REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:
PN 8433	PN 84333	PN 8467

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



OLDSMOBILE DISTRIBUTORS

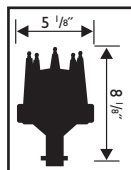
PRO-BILLET OLDSMOBILE

Sharing the CNC-machining techniques with the rest of the MSD Distributor line, the Olds housing is machined from high quality 6061-T6 aluminum. Adding to this strength are two sealed ball bearings that guide the 0.500" shaft accurately through 10,000+ rpm.

TIG-welded on top of the polished steel shaft is MSD's adjustable mechanical advance assembly. To accurately trigger the ignition, a high-output magnetic pickup is bolted to the base. This trigger pickup produces a precise trigger signal. An MSD red cap with brass terminals and Race Rotor are supplied.

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

Oldsmobile V8, 260, 307, 330, 350, 400, 403, 425, 455 - **PN 8566***



PN 8566 REPLACEMENT PARTS

Red Cap: PN 8433 **Black Cap:** PN 84333 **Rotor:** PN 8467 **Bronze Gear:** PN 85661

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

GM HEI

If you're looking to upgrade your Olds HEI Distributor, see pages 70 for MSD's Ultimate HEI kit and more!

READY-TO-RUN OLDSMOBILE

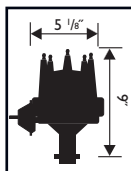
Diehard Oldsmobile enthusiasts have been asking about a Ready-to-Run Distributor and here it is! Ready-to-Run means just that, drop it in the engine, connect three wires and fire up your Olds.

Inside the billet aluminum housing there is a high-output inductive ignition module that lights the spark. This module now has a built-in rev limiter to protect your Olds from overrev damage. A polished steel shaft spins in the center of this module and is guided by a sealed ball bearing for great stability.

Another great benefit of the MSD Ready-to-Run distributor is the mechanical advance. The weights and assembly are fine-blanked from chromoly for absolute precision resulting in smooth timing changes. You can set up a timing curve to match your engine's specifications easily with the supplied advance springs and bushings plus there is a vacuum advance for economy.

The Distributor is supplied with the MSD Cap, Race Rotor, wire retainer and gear.

Ready-to-Run, 260, 307, 330, 350, 400, 403, 425, 455 - **PN 8529**



PN 8529 REPLACEMENT PARTS

Red Cap: PN 8433 **Black Cap:** PN 84333 **Rotor:** PN 8467 **Harness:** PN 88621

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

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*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



Pro-Billet™ PONTIAC

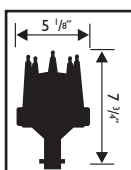
MSD's Pro-Billet Pontiac Distributor is ready for engines built for either street performance or hard core racing applications.

Special features include a fully adjustable mechanical advance assembly. For all-out racing, the advance mechanism can also easily be locked-out.

For stable timing, a high-output magnetic trigger pickup is used to supply the ignition with a trigger signal. Additional stability is achieved via the 0.500" hardened distributor shaft that is supported by sealed ball bearings.

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

Pontiac V8, 326, 350, 389, 400, 421, 428, 455 - PN 8563*



PN 8563 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Bronze Gear:
PN 8433	PN 84333	PN 8467	PN 85631

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



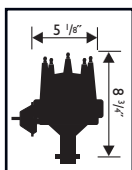
READY-TO-RUN PONTIAC

Do yourself and your Poncho a favor and replace your points distributor with a Ready-to-Run model. You'll never have to adjust or replace the points again and your car will run better thanks to the hot MSD sparks.

Inside the CNC-machined billet housing there is an ignition module that produces a much hotter spark which will improve the performance of your engine. Also, since timing advance is important to Pontiac engines, the mechanical advance can easily be adjusted with the supplied advance springs and stop bushings. Plus, there's a vacuum advance canister to help economy at moderate cruise speeds.

For protection, there is an adjustable rev limiter built into the ignition module. Triggering the module is the responsibility of a magnetic pickup that will never wear or require adjusting. The Ready-to-Run distributor is easy to wire with only three wires! If you're determined to keep your engine looking stock, you could even remove the high quality MSD cap and clip a stock unit in place!

Ready-to-Run Pontiac, 326, 350, 389, 400, 421, 428, 455 - PN 8528



PN 8528 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Harness:
PN 8433	PN 84333	PN 8467	PN 88621

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

THIS PRODUCT IS LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-39; LEGAL IN ALL 50 STATES.



*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



CADILLAC & VW DISTRIBUTORS

Pro-Billet™ CADILLAC

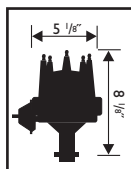
Cadillac cruisers will be excited about this new Pro-Billet distributor for the 368, 425, 472 and 500 cubic inch engines.

The Distributor begins life as a billet of 6061-T6 aluminum before being CNC-machined to precise dimensions. The sturdy, flex-free housing is fitted with a sealed ball-bearing and long sintered bushing for high-rpm accuracy.

MSD's race proven magnetic pickup supplies a trigger signal that is accurate to within one degree at any rpm. Mounted above this pickup is an adjustable mechanical advance and is supplied with different springs and stop bushings for a number of curves. For street cruising economy, as if there's any such thing in a Caddy, there is a vacuum advance canister.

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

368, 425, 472, 500 - PN 8363



PN 8363 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:
PN 8433	PN 84333	PN 8467

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.
THIS PRODUCT IS LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-39;
LEGAL IN ALL 50 STATES.

Billet VW Type I

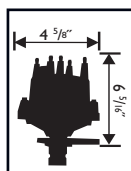
Using technology gained from building distributors for off-road and NASCAR racers, MSD offers this Billet Distributor for the popular Type 1 engine.

A maintenance-free magnetic pickup is responsible for triggering the MSD Ignition. This pickup is accurate to within 1° at any rpm so you won't have to worry about points float or "burbles" at top end speeds. The pickup is triggered by a precision reluctor that is attached to a hardened steel shaft. For increased stability, a sealed ball bearing is used to guide the shaft. Since every engine application is different, the MSD Billet distributor features an easy-to-adjust mechanical advance assembly. By simply changing the advance springs and stop bushing you can tune in 24 different advance curves.

NOTE: Must be used with an MSD 6 or 7-Series Ignition.

NOTE: Different style spark plug terminals and boots are required or use MSD's custom sets, PN 31939.

Air Cooled - PN 8485*



PN 8485 REPLACEMENT PARTS

Red Cap:	Rotor:
PN 8434	PN 8470

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

*Not legal for use or sale on pollution controlled vehicles.

EFI

IGNITIONS

LATE MODEL

COILS

STARTERS

DISTRIBUTORS

CRANK TRIGGERS

TIMING/RPM CONTROLS

SPARK PLUG WIRES

ACCESSORIES

MARINE

STREET FIRE

PROMO



MSD®

HONDA DISTRIBUTORS

Pro-Billet™ HONDA

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 pickup 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.

Honda/Acura '96-'01 JDM/USDM 1.6/1.8L B-Series DOHC VTEC Engines - PN 8488*

Ignition Driver, required with Distributor - **PN 6305***

Blaster SC Coil, recommended with Distributor **PN 8235***

NOTE: External Ignition Module and Coil must be purchased separately.



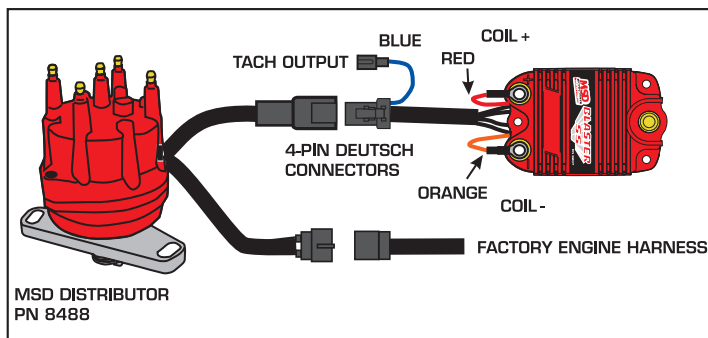
PN 8864



REPLACEMENT PARTS

Red Cap:	Rotor:
PN 84314	PN 84674

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



- CNC-machined billet aluminum housing for precision and strength
- Dual ball bearing guides for accurate and stable high rpm operation
- Powerful, multiple sparking external ignition module

HONDA/ACURA OBD II to OBD I DISTRIBUTOR ADAPTER CABLE

This cable adapts the OBD II distributor to an OBD I engine harness. To make it even easier, we make it a direct plug-in installation! This harness will allow a direct plug-in installation of our PN 8488 distributor on an OBD I vehicle.

Adapter Cable - PN 8864



*Not legal for use or sale on pollution controlled vehicles.

TECH TIP

SERIAL PORT TO USB CONNECTIONS

The Programmable Series of ignitions that use the Pro-Data+ software require a serial port connection. If your PC only has a USB, you'll need an adapter. MSD recommends IOGEAR GUC232A.



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



HVC RACING DISTRIBUTORS

MSD HVC™ PROFESSIONAL RACING DISTRIBUTORS

Through our close relationships with top racing teams, our engineers were able to develop a distributor that will accurately trigger a racing ignition through miles of 9,000 +rpm. Inside, there are two magnetic pickups that can be switched for redundant systems. These pickups are stacked so any individual cylinder timing will not be affected between pickups. Also, the secondary pickup is adjustable $\pm 8^\circ$ 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. Also, a gear is not installed and must be purchased separately.

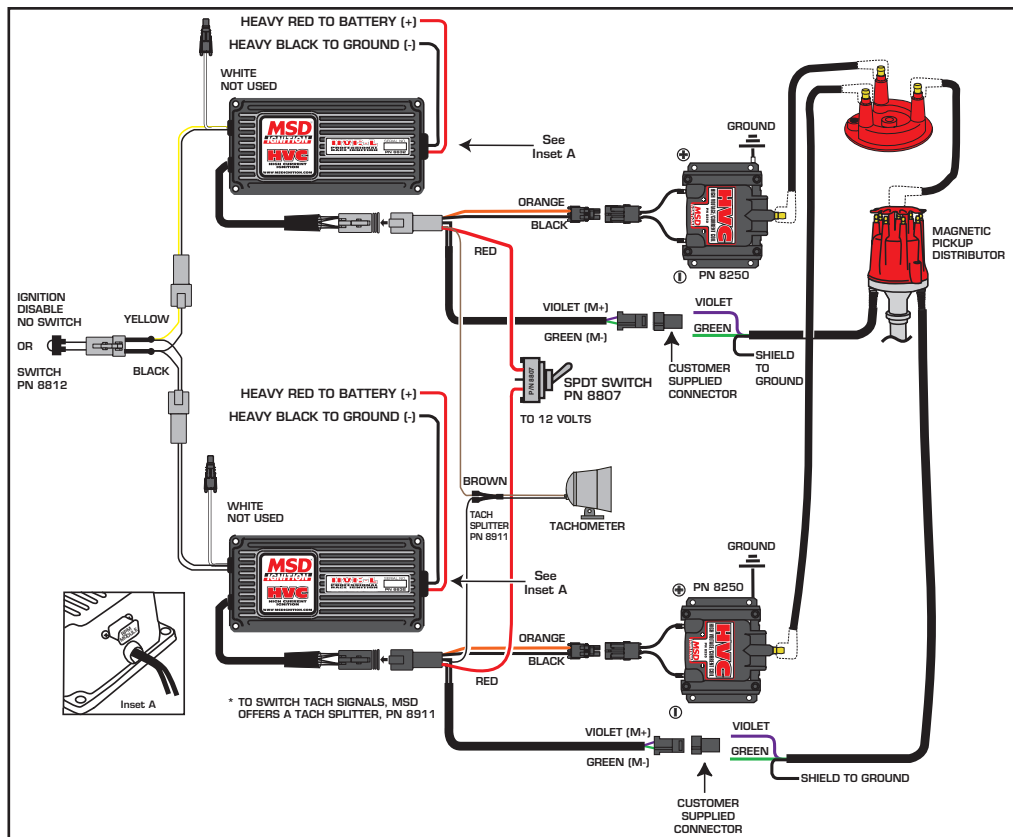
Pro-Billet HVC Distributors:

Chevrolet R07 - PN 83945*

Chevrolet SB2 - PN 83941*

Toyota - PN 83944*

NOTE: The HVC Distributors are not supplied with a gear. See page 109 for gears.



This diagram shows a professional racing system with dual HVC-L ignitions, coils and distributor.

HVC ACCESSORIES

The HVC Distributors incorporate a magnetic pickup for the most accurate signal possible. Two pickups are stacked atop each other so if a driver switches to the secondary ignition any custom firing or timing will be unaffected.

The secondary pickup is also adjustable $\pm 8^\circ$ for increased tuning.

HVC Distributor Support Pieces :

Rotor - PN 8484

Mag Pickups:

Upper Pickup - PN 84664

Lower Pickup - PN 84663

Replacement Base, includes both pickups - PN 83565

*Not legal for use or sale on pollution controlled vehicles.



DUAL PICKUP DISTRIBUTORS

DUAL PICKUP DISTRIBUTORS

These distributors are designed specifically for circle track and endurance racing. Not only do they all feature a strong, billet aluminum housing and large steel shafts, they also offer two magnetic pickups! With dual mag pickups, racers can have a complete redundant ignition system which can be activated at the flip of a switch. The pickups are placed precisely 180° apart so when you switch to the secondary ignition, the timing remains constant!

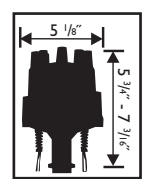
DUAL PICKUP PRO-BILLET™ CHEVY

The Chevrolet housing has several racing features that racers will appreciate. At the base of the CNC-machined housing there are two O-ring grooves. These seals prevent oil in the lifter gallery from leaking through the oil passage. If the engine deck, heads or intake have been modified, there is an adjustable slip collar which allows you to set the correct installation depth.

A fine-blanked advance cam is TIG-welded on top of the 0.500" QPQ-coated shaft. Added to the advance plate are chromoly weight pins which are staked and TIG-welded in place. The advance weights are specially coated to reduce friction and nylon pads are mounted on the advance plate to allow the weights to react quickly to rpm changes. This style advance assembly is fully adjustable or can easily be locked out.

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

Dual Pickup Pro-Billet Distributor, Chevy V8 - PN 8356*



PN 8356 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:
PN 8433	PN 84333	PN 8467	PN 8531	PN 8471

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

PN 8356



DUAL PICKUP PRO-BILLET™ FORDS

For demanding Ford racing applications, MSD's Pro-Billet Dual Pickup Distributors are the answer. Each distributor features a billet housing that is machined from 6061-T6 aluminum using computer controlled CNC-machining technology.

Additional features include a fully adjustable mechanical advance consisting of a hardened advance cam, chromoly weights and weight pins that are TIG-welded to the advance plate. The advance assembly can also be locked-out with no welding.

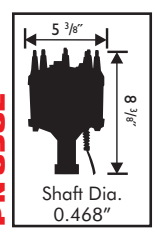
Two high output magnetic trigger pickups are bolted to the billet base of the distributor so you can have a secondary ignition trigger source for a backup ignition and coil.

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

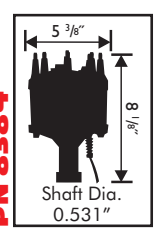
Ford Dual Pickup Distributors:

V8, 289, 302 - PN 8382*

V8, 351W - PN 8384*



PN 8382



PN 8384

REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Gear:	Bronze Gear:
PN 8408	PN 84083	PN 8423	PN 85812 (351C-460)	PN 8581
			PN 85832 (289-302)	PN 8583
			PN 85852 (351W)	PK 8585

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

PN 8382

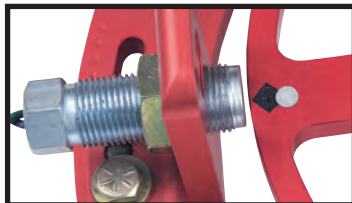


*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODMO



PN 84697



Crank Trigger distributors have no magnetic pickup or advance assemblies. And must be used with a Crank Trigger Kit, see page 111.

The MSD Billet Crank Trigger distributors are designed for racing engines that use a crankshaft-triggered ignition. Since most race engines use custom tunnel rams or blowers that limit the space for a distributor, these Crank Trigger distributors are designed to fit in tight quarters and still accurately deliver the sparks.

CHEVY V8 Low-PROFILE

The unique design of these distributors fit tight intake systems while still transferring the high voltage of the MSD racing ignition to the spark plugs.

The high voltage carrying capabilities are the result of several features which have been designed into these low-profile distributors. This includes a large diameter cap with wide spaced terminals and an injection molded Rynite rotor with thick vanes to stir up the air inside the cap. The high dielectric Rynite base also prevents arcing to the billet housing.

Since these distributors are used primarily in racing applications, an oversized steel shaft is responsible for delivering the sparks. This shaft is QPQ-coated for friction reduction and receives guidance from a sealed ball-bearing assembly and an extra long, precision sintered bushing for smooth operation.

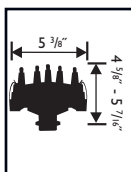
NOTE: Must be used with an MSD 6, 7 or 8-Series Ignition and Crank Trigger (page 111).

Billet Crank Trigger Distributors:

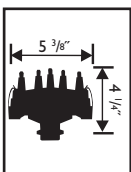
Standard Chevy V8 - PN 84697*

Tall Block Chevy V8 - PN 8558*

**PN 8558
OVERALL
HEIGHT IS
13.125"**



**PN 84697
OVERALL
HEIGHT IS
11.875"**



REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Bronze Gear:
PN 8408	PN 84083	PN 8457	PN 8471

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

TECH TIP

Crank Trigger Distributors do not have a magnetic pickup or mechanical advance. That's why they're so low profile! You'll need a Flying Magnet Crank Trigger Kit (see page 111) to trigger the ignition and if you need a timing curve or step retard a timing accessory will be required.

**Slip Collar
PN 8558 Only.**



*Not legal for use or sale on pollution controlled vehicles.



CRANK TRIGGER DISTRIBUTORS



EFI SYNC DISTRIBUTOR

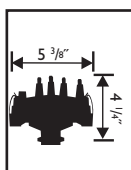
If your EFI system has limited space in the back of the engine due to the intake combination or firewall, this low-profile distributor is for you!

The sync pickup of this distributor is fixed at 45° BTDC on the number one cylinder. This magnetic pickup signal will reliably alert your ECU as to when the number one cylinder is preparing to fire.

The distributor uses a wide, Ford-style cap to improve voltage distribution and to reduce the chances of ionization and spark scatter. A 0.500" polished steel shaft is responsible for spinning the rotor and is guided by a sealed ball bearing guide and bushing. The distributor is ready to drop in your race engine from the bronze gear to the brass terminals of the cap.

Sync Signal Billet Distributor, Chevy V8 - PN 2340*

NOTE: Must be used with an MSD 6, 7 or 8-Series Ignition and Crank Trigger (page 111).



PN 2340 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Bronze Gear:	Iron Gear:	Pickup:
PN 8408	PN 84083	PN 8457	PN 8471	PN 8531	PN 2346

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



PN 2340



CHEVY CRAB CAP DISTRIBUTORS

The MSD Crab Cap distributors are built specifically for racing engines with almost no room for a distributor due to tunnel rams or blowers. The distributor is equipped with a special low-profile crab style distributor cap to allow it to fit in extremely tight areas.

The housing features two optional O-rings at the bottom that improve oil control by preventing oil pressure loss. Also, a small oil bleed hole located in the base sprays oil on the distributor and camshaft gears to prevent excessive wear. Since this is a racing distributor, there is an adjustable slip collar to make up for engines that have had the distance between the mounting surface and the gear modified.

Crowning this distributor is MSD's own Crab Cap! This cap incorporates spark plug style terminals for a better connection and grip to the plug wires.

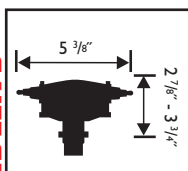
Billet Crab Cap Distributor, Chevy V8 - PN 8489*

The super tall crab cap model has all of the same features, plus is taller to fit special racing blocks such as the Allen Root or Rocket blocks.

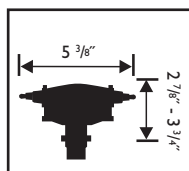
Billet Super Tall Block Crab Cap Distributor, Chevy V8 PN 8486*

NOTE: Must be used with an MSD 6, 7 or 8-Series Ignition and Crank Trigger (page 111).

**PN 8486
OVERALL
HEIGHT
IS 11.75"**



**PN 8489
OVERALL
HEIGHT
IS 11.25"**



REPLACEMENT PARTS

Red Cap:	Rotor:	Bronze Gear:
PN 8541	PN 8567	PN 8471

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



PN 8489



*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



CRANK TRIGGER DISTRIBUTORS

FORD CRANK TRIGGER

Blue oval racers will be happy to see these Crank Trigger distributors. The housing of these three distributors are standard-height Ford distributors so they will work with cast intake manifolds.

These distributors have a low-profile cap assembly to clear busy intake set-ups and are topped with MSD's new Rynite-molded Ford-style cap and wire retainer. The low design is accomplished because the only thing under the cap is a rotor! These distributors don't have an advance assembly or pickup so they must be used with a crank trigger.

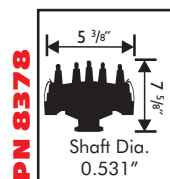
Since these distributors are designed for racing applications, a ball bearing is pressed into the housing to guide the polished steel shaft. Each distributor is supplied with a bronze gear.

Ford Crank Trigger Distributor, 351W - PN 8378*

NOTE: Must be used with an MSD 6, 7 or 8-Series Ignition and Crank Trigger (page 111).



PN 8378



PN 8378

REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Bronze Gear:
PN 8408	PN 84083	PN 8457	PN 8581 (351C-460) PN 8583 (289-302) PN 8585 (351W)

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

FORD SHEET METAL INTAKE

The MSD Low-Profile Ford Crank Trigger Distributor is designed specifically for dual carb sheet metal intakes and must be used with an MSD Flying Magnet Crank Trigger system.

The Low-Profile distributor uses a large diameter distributor cap which allows it to carry the high voltage outputs of an MSD race ignition. For high-rpm stability, the Low-Profile distributor's housing is CNC-machined from a solid billet of 6061-T6 aluminum. Inside this precision housing, a heat-treated 9/16" diameter distributor shaft is guided by an upper sealed ball bearing for high rpm endurance and stability.

Ford Sheet Metal Intake, 351C-460 - PN 8569*

NOTE: Must be used with an MSD 6, 7 or 8-Series Ignition and Crank Trigger (page 111).

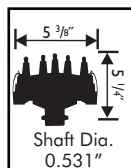
NOTE: Will not fit XD and later Australian 351 Cleveland engines.



PN 8569



OVERALL
HEIGHT IS
10.375"



PN 8569 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Bronze Gear:
PN 8408	PN 84083	PN 8457	PN 8581

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

*Not legal for use or sale on pollution controlled vehicles.



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 or Comp Cams Camshaft Belt Drive Kit and an MSD Flying Magnet Crank Trigger.

Pro-Billet Front Drive Distributors:

Chevy Small Block - PN 8510*

Chevy Big Block - PN 8520*

(Will not fit raised cam big blocks such as Merlin, Donovan or Dart blocks or Gen V or Gen VI.)

LS Series Engines - PN 8712*

NOTE: Trigger your MSD with the LSX Trigger Converter shown on page 120.

- **Band clamp mount allows easy rotor phasing adjustment**
- **The only front drive distributor with adjustable belt tension**
- **The MSD Cap and Rotor are injection molded from strong DuPont Rynite™ material**
- **Billet aluminum bracket and lower housing for strength**
- **Supplied with cam gear, hardware and extra wide 9mm belt**

Pro-Billet Oil Pump Drive

Our Chevrolet Front Drive distributors brought the need for a distributor plug. This billet plug is designed for wet sump systems and features a slip collar to ensure correct installation depth.

Wet Sump Oil Drive - PN 8513*



The MSD Front Drive Distributors are the only models available with an adjustment for belt tension.

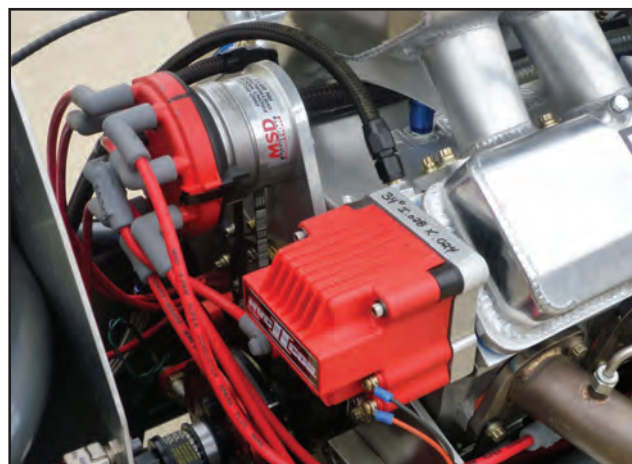
PN 8510



REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Belts:
PN 8408	PN 84083	PN 8423	Standard: PN 8722
			-.119 Center Distance: PN 8724

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



PN 8513

*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODMO



MSD DISTRIBUTOR CAPS AND ROTORS

MSD Caps

MSD molds our 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.



MSD GM Points Style Cap

Red - **PN 8433**

Black - **PN 84333**

If you are upgrading from a points socket style cap you will need to change your boots and terminals. MSD offers a set of nine as PN 8849.



MSD Ford Style and Cap-A-Dapt

Red - **PN 8408**

Black - **PN 84083**

The Ford-style cap has a provision for the coil wire to be routed in separately!



MSD Small Diameter Distributor Cap

Red - **PN 8431**

Black - **PN 84313**

MSD Small Diameter Marine Cap - **PN 84316**



PN 8541

Crab Cap Distributor **PN 8541**

(Crank Trigger distributor, use rotor PN 8567, Flat Top and Flathead distributors, use rotor PN 84673)



PN 8565

GM Marine V8, Bolt Down Style - **PN 8565**

(use rotor PN 8467)



PN 8014

GM/MSD 6-cylinder Cap - **PN 8014**

(use rotor PN 8467)

Rotors

Racing Rotor, for MSD and GM Distributors with 'Points' Caps - **PN 8467**

NOTE: Will not fit Flathead or Flat-Top distributors, use rotor PN 84673.



PN 8467



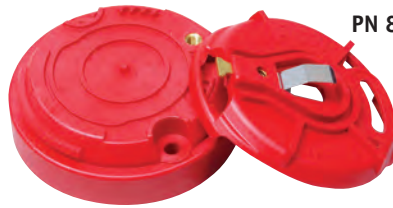
PN 8423

MSD Ford Distributors and Cap-A-Dapts PN 8441, PN 8445 - **PN 8423**



PN 8568

Rotor Base for Crab Cap Distributor - **PN 8568**



PN 84211

Adjustable Race Rotor **PN 84211**

(Allows you to adjust rotor phasing, see page 106)



PN 8457
(includes base)

Rotor and Base for Low-Profile Distributor - **PN 8457**

EFI

IGNITIONS

LATE MODEL

COILS

STARTERS

DISTRIBUTORS

CRANK TRIGGERS

TIMING/RPM CONTROLS

SPARK PLUG WIRES

ACCESSORIES

MARINE

STREET FIRE

PROMO



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.

Rotors:

VW, PN 8485, and Ford 2.3L,
PN 8473, Distributors only - PN 8470
GM and MSD HEI, OE - PN 8410

GM & MSD Small Cap EFI

(PN 8366 and PN 8367) - PN 8427
Ford & MSD 5.0L Late Model - PN 8070
Ford Large Cap, Duraspark - PN 8407



PN 8470

(For Distributors PN 8485
 and PN 8473 only.)



PN 8410



PN 8070



PN 8427



PN 8407

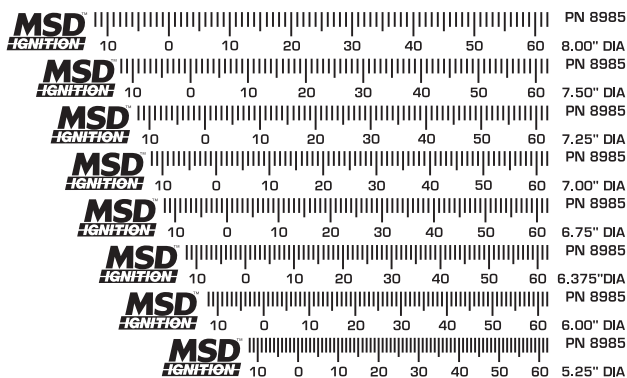
MSD TIMING TAPES

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.

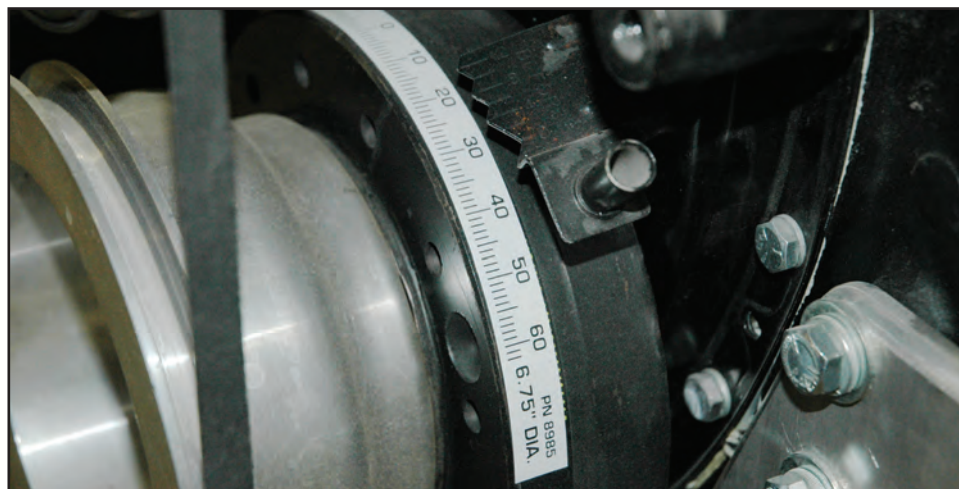
The MSD Timing Tape comes with eight different tapes to fit common balancers ranging from 5.25" to 8" in diameter. The tapes are marked off in one degree increments from 10° ATDC to 62° BTDC and are printed on a tough, chemical resistant material.

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 as the initial timing and the MSD Timing Tape will help you ensure that it is set accurately.

MSD Timing Tapes - PN 8985



MSD Timing tapes will help you set your timing exactly where you want it!



EFI
 IGNITIONS
 LATE MODEL
 COILS
 STARTERS
 DISTRIBUTORS
 CRANK
 TRIGGERS
 TIMING/RPM
 CONTROLS
 SPARK PLUG
 WIRES
 ACCESSORIES
 MARINE
 STREET FIRE
 PRODMO

CAP AND ROTOR KITS

The cap and rotor of any ignition system must be considered maintenance items. Just as 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.

GM V8 EFI, External Coil - PN 8406

GM V6 EFI, 4.3L - PN 8430

GM V8 HEI, Internal Coil, OE - PN 8416

MSD/GM Points Style Socket Cap - PN 8442

Ford V8 TFI - PN 8482

Ford V8 Duraspark - PN 8450

Ford V8 Duraspark with Spacer - PN 8414

MSD Extreme HEI, Internal Coil - PN 84023

MSD Cap (PN 8433) and Race Rotor - PN 84335

Small Diameter MSD Cap (PN 8431) and Race Rotor - PN 84315

Large Cap Ford (PN 8408) and MSD Rotor - PN 84085



PN 8406



PN 8430



PN 8416



PN 8442



PN 8482



PN 8450



PN 8414



PN 84023



PN 84335



PN 84315



PN 84085



MSD GM LT1 DISTRIBUTOR

CAP/ROTOR

Finally a high quality Cap and Rotor for the front mount LT1 distributor! LT1 fans have been searching for a cap that could deliver the performance of the LT1 and MSD is happy to bring it to them.

Remember, changing the cap and rotor on this engine is no walk in the park. So when you do it, you want to make sure to install the best parts possible and the MSD Cap and Rotor deliver.

The all-new cap housing is injection molded from a special Du-Pont material that provides extreme strength and high dielectric properties resulting in less chance of breakdown causing a misfire. The terminal paths are encased in a durable epoxy compound for even more protection. The rotor is also an all-new molded piece with a brass/stainless rotor tip design.

Two models are available to cover all your LT1 needs!

LT1 Distributor Cap and Rotor Kit :
'93-'94, with Fresh Air Vacuum Kit - PN 8481
'94-'97 - PN 84811

Be sure to see the Pro-Billet LT1 Distributor on page 74.



PN 8481

MSD VORTECH CAP & ROTOR KIT

The late '90's GM used a funky looking cap and rotor, commonly referred to as the Vortech distributor. These caps offer a corrected position of the terminals to ease the routing of the wires.

MSD now offers a heavy duty version of this cap and rotor. The new pieces are molded from a more durable material for improved spark isolation. Brass terminals top it off.

MSD Vortech Cap and Rotor - PN 8017



PN 8017

MSD HEAVY DUTY HEI PARTS

MSD tooled up to produce the strongest HEI Cap available. The Cap and Rotor will fit our HEI Pro-Billet Distributor, PN 8365, plus will work on most stock applications.

V8 HEI Cap - PN 84111

Rotor - PN 84101

Coil Cover - PN 84022

Low Resistance Rotor Bushing - PN 8412



PN 8412



PN 84101



PN 84111



PN 84022

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



CAP-A-DAPTS AND ADJUSTABLE ROTORS

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



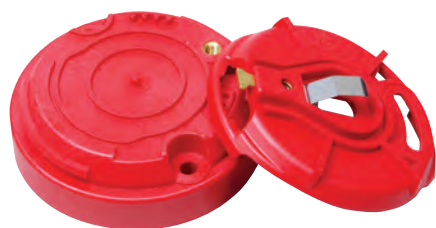
PN 8445



PN 8441



PN 8420



PN 8421

MSD Cap-A-DAPTS™

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 lessens the chances of cross-fire and ionization occurring. Spark plug style terminals are 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 ionization prevention. 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 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.

Cap-A-Dapt, Fixed Rotor - PN 8445

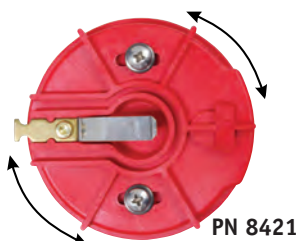
Cap-A-Dapt, Small Diameter Distributors - PN 8441

Cap-A-Dapt, with Adjustable Rotor - PN 8420

REPLACEMENT PARTS

Red Cap:	Black Cap:	Fixed Dist. Rotor:	Adjustable Rotor:	Cap Spacers:
PN 8408	PN 84083	PN 8423	PN 8421	PN 8446
				(Except PN 8441)

ADJUSTABLE ROTOR



ADJUSTABLE RACE ROTOR

When you install EFI on your engine, most systems will require the ignition timing to be advanced for the ECU. This can cause issues with rotor phasing, but the new Adjustable Rotor remedies this issue! The Rotor is based on MSD's popular PN 8467 Race Rotor so it will install on most any MSD distributor with a PN 8433 or PN 8431 cap. The rotor offers up to 20° of advance or retard and is easy to set up with accurate one degree detent adjustments.

Adjustable Race Rotor - PN 8421

(for use in place of Race Rotor PN 8467)



The Pro-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.

Compare the diameter of the new Pro-Cap and rotor with that of a Ford style distributor cap. The entire Pro-Cap is molded from Dupont® Rynite™ and can handle over 40,000 volts!



Pro-Cap for most MSD Pro-Billet distributors - **PN 7445**

REPLACEMENT PARTS

Retainer:	Cap:	Rotor:	Rotor Terminal Kit:
PN 7409	PN 7408	PN 7424	PN 7411

ROTOR KIT

The directional rotor tip is designed to handle large amounts of retard in high voltage applications.

Pro-Cap Rotor Rebuild Kit - PN 7411



STOCK STYLE CAP AND ROTOR FOR GM HEI DISTRIBUTORS

Stock Style Cap, Spring Clips - PN 8411

Stock Style Cap, Bolt-Down - PN 84115

Replacement Rotor - PN 8410

Stock Coil Cover - PN 8402

Modified Coil Cover - PN 8401



DISTRIBUTOR CAPS

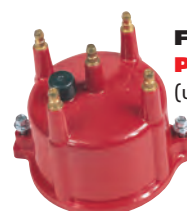
All MSD Extra Duty Distributor caps are designed with performance in mind and are molded from high quality, voltage insulating material and use low resistance terminals.



Chevy V8 Standard
PN 8437 Socket
(use rotor PN 8467)



Late Model HEI, External Coil (MSD PN 8366) - **PN 8426**
(use rotor PN 8427)



For PN 8485 VW Dist.
PN 8434
(use rotor PN 8470)

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



HONDA POWER CAPS

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



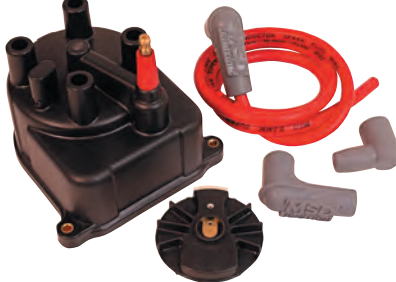
Extreme Honda Power Caps



OE Extreme Power Caps



Extreme Honda Rotor



Honda Power Caps & Rotor Kits

EXTREME HONDA POWER CAPS

One of the best upgrades you can make with a Honda engine is to bypass the weak internal coil. These new caps allow you to take advantage of an external coil and ensure all of the new high voltage reaches the plugs.

The caps are injection molded from DuPont Rynite material producing a strong cap with high dielectric properties. While we were at it, our engineers incorporated brass spark plug style terminals to the cap for a better connection to the plug wire terminal. Refer to chart below for applications.

OE EXTREME POWER CAPS

These caps feature the same great build-up of the Extreme Caps, including the sturdy spark plug towers and wire retainer, but do not accept an external coil. Designed as a factory replacement. The caps also utilize the same Rynite material and brass terminals.

EXTREME HONDA ROTOR

All new Rynite injected rotors for MSD's Honda/Acura caps! These rotors feature an all new injection molded design with a brass terminal for improved transfer of the high voltage. Refer to chart below for applications.

HONDA POWER CAP & ROTOR KITS

MSD's Honda and Acura Modified Distributor Kits are specially constructed to allow the use of a powerful external Blaster Series Coil.

Each cap is specially fitted with an MSD Power Tower to accept the high voltage of an MSD Blaster series coil. The spark plug socket features brass terminals for improved conductivity. A low resistance 8.5mm Super Conductor coil wire and crimp tool are supplied so you can custom fit the wire to your application. A new rotor is also supplied to finish off the new kit!

YEAR	MODEL	ENGINE	NOTES	CAP/ROTOR KIT	RED POWER CAP	EXTREME	OE EXTREME	EXTREME ROTORS
ACURA								
'88-'91	Integra	1.6L/1.8L	w/Tec Dist.	PN 82903				
'92-'93	Integra (All)	1.7L/1.8L	w/Tec Dist.	PN 82923	PN 82921	PN 82922	PN 8296	PN 8092
'94-'01	Integra GS, LS, RS	1.8L	w/Tec Dist.	PN 82923	PN 82921	PN 82922	PN 8296	PN 8092
'94-'01	Integra GS-R/Type-R	1.8L	w/Tec Dist.	PN 82933				PN 8092
HONDA								
'90-'91	Accord	2.2L	w/Tec Dist.	PN 82923	PN 82921	PN 82922	PN 8296	PN 8092
'98-'02	Accord DX (Only)	2.3L	w/Tec Dist.	PN 82923	PN 82921	PN 82922	PN 8296	PN 8092
'88-'91	Civic/CRX	1.5L/1.6L	w/Tec Dist.	PN 82903				
'93-'97	Civic Del Sol	1.5L/1.6L	w/Tec Dist.	PN 82923	PN 82921	PN 82922	PN 8296	PN 8092
'92-'00	Civic/Si (Exc. '96-'00 HX)	1.5L/1.6L	w/Tec Dist.	PN 82923	PN 82921	PN 82922	PN 8296	PN 8092
'97-'01	CRV	2.0L	w/Tec Dist.	PN 82923	PN 82921	PN 82922	PN 8296	PN 8092
'92-'01	Prelude	2.2L/2.3L	w/Tec Dist.	PN 82923	PN 82921	PN 82922	PN 8296	PN 8092



DISTRIBUTOR GEARS



A distributor's performance is only as good as its drive gear. MSD Ignition has put a great deal of effort into researching and testing a variety of metallurgical compositions, heat treating and coatings to provide you with a durable, accurate and strong distributor gear.

MSD engineers have built test fixtures and spent hundreds of hours testing and evaluating the metallurgy of our gears. The result is a special iron alloy gear that is treated to a low-friction coating process. To you this means long life, an easy break-in period and reliable performance!

MSD IRON GEARS FEATURE:

- **Increased outer hardened layer thickness (RC 55-60)**
- **Micro polished surface for smooth contact**
- **Proprietary formula for ductile iron**
- **Melonite QPQ coating reduces friction and initial wear**
- **Interstitial carbide concentration improves wear resistance and running properties**

These two gears were run at 7,200 rpm with an oil pressure of 85 psi. The MSD gear on the left ran for 12 hours and shows only a slight chaffing on the teeth. The other gear lasted only four minutes and is destroyed.



IRON GEARS

Chevy, .500" ID - PN 8531

Chevy, Melonized, Marine Applications, .500" ID - PN 8561

Ford 351W, .531" ID - PN 85852

Ford 289, 302, .468" ID - PN 85832

Ford 351C, 351M, 400, 429, 460, FE, .531" ID - PN 85812

Distributor Gear, AMC - PN 8005

Cam Gear, AMC - PN 8007



NOTE: Some Ford Gears do not have roll pin holes.

FORD GEARS

Some Ford engines were equipped with distributor gears made of different materials, due to the camshaft used. When the most common engine, the 302, was equipped with EFI in the mid '80s it also used a hydraulic roller camshaft, which required a steel gear. MSD offers several replacements.

Steel Gear, Ford 289/302, replacement for carbureted Ford distributors with 0.486"

ID and MSD PN 8582, PN 8579, PN 8479, PN 8352, and PN 8503 - **PN 85833**

Steel Gear, Factory EFI 5.0L, replacement for PN 8455 and PN 8456 also for

MSD 351W distributors with 0.531" ID - **PN 85834**

Steel Gear, 351C-460 w/Hydraulic Roller Cam - PN 85813

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.

Bronze Gears:

Chevy, .500" ID - PN 8471

Chevy, +0.006" ID - PN 8472

Pontiac V8, .500" ID - PN 85631

Ford 289, 302, .466" ID - PN 8583

Ford 351C, 351M, 400, 429, 460,

FE, .530" ID - PN 8581

Ford 351W, .530" ID - PN 8585

AMC V8 - PN 8006



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM

VACUUM ADVANCE

This is the replacement canister for MSD distributors equipped with vacuum advance (except the PN 8365 and PN 8362 HEI Distributors).

Vacuum Advance

Mechanism - PN 8463



VACUUM ADVANCE LOCKOUT

This bracket allows you to easily remove the vacuum advance from MSD distributors that are CW rotation (except PN 8365 and PN 8362).

Vacuum Advance

Lockout - PN 8468



HEI VACUUM ADVANCE STOP PLATE

This little plate allows you to limit the amount of vacuum advance on your Pro-Billet HEI, PN 8365, and Street Fire HEI, PN 8362.



HEI Vacuum Advance

Stop Plate - PN 84281

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.

Magnetic Pickup Assembly, All MSD Billet and

Pro-Billet Distributors - **PN 84661**

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.

Low Resistance

HEI Bushing - PN 8412



FORD TFI REPLACEMENT MODULE

A direct replacement for MSD Ford TFI Distributors, PN 8456, PN 8455, PN 8453 and PN 8452. Also fits OE TFI distributors.

Ford TFI Module, for PN 8456, PN 8455, PN 8453 and PN 8452 - **PN 83648**



ADVANCE KITS

The MSD Distributor Advance Kits are the same kits that come with your MSD Distributor. The kit contains an assortment of springs and advance limit bushings.



Advance Kit, All MSD Distributors - PN 8464

DISTRIBUTOR CLAMPS

MSD's Billet Distributor Hold Down Clamps are strong enough to keep the timing locked in place whether you are using an MSD Billet Distributor or Pro Mag. The MSD Hold Down Clamp is CNC-machined from steel and fits all MSD Pro-Billet Chevrolet distributors and the Pro Mags. Each clamp includes the mounting stud, lock washer and nut.



MSD Billet Hold Down Clamps:

Chevrolet - PN 8110

Ford - PN 8010

TACH DRIVE ADAPTER

The standard tach drive for MSD Tach Drive Distributors is a 3/16" tang drive cable. In most cases this type of drive will work, but for those who require the 0.104" square drive (Corvette style), MSD offers a Tang to Square Drive Adapter to fit all MSD Tach Drive Distributor assemblies.



Tach Drive Adapter, Tang to Square Drive - PN 8491

NOTE: This is included with each MSD Tach Drive Distributor.

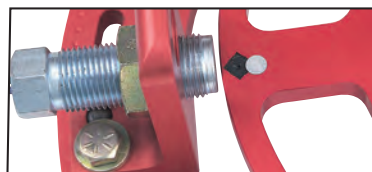
DISTRIBUTOR SERVICE ITEMS

The following service items for MSD distributors are available direct from the factory by special order. Contact the Customer Support Department at (915) 855-7123 for pricing and availability on these items.

- Advance Weight Kit, MSD Pro-Billet Distributors, PN 8628
- O-Ring Kit, Billet Chevy Distributors, PN 8494
- Adjustable Collar, All Slip Collar Distributors, PN 8539
- Screw kit for bolt down caps
- Distributor reluctors
- Spiral roll pins used on distributor gears
- Weight plate assemblies
- Standard rotation tach drive gears



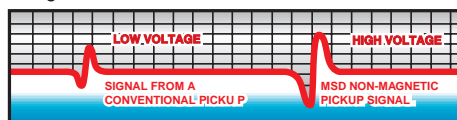
MSD®



Strong rare earth magnets used in the trigger wheel are riveted in place.

FLYING MAGNET DESIGN PREVENTS FALSE TRIGGERS

The Flying Magnet Crank Trigger is named for the four magnets that are embedded in the aluminum wheel. As the engine is rotating, these magnets move past the stationary non-magnetic pickup, creating the trigger signal for the ignition. This design eliminates false triggering because only the moving magnets can trigger the pickup and ignition control.



For a long time, racers have known that one of the best things to do to an engine to improve its performance is to stabilize the ignition timing. The MSD Flying Magnet Crank Trigger system does exactly that by using four magnets embedded in an aluminum wheel. Although similar in appearance to other crank triggers, the MSD Flying Magnet design works on a different principle.

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 and 8-Series Ignitions and all MSD Timing Accessories.

FLYING MAGNET™ CRANK TRIGGER KITS

Chevy

Small Block

6.25" Balancer - PN 8600*

7" Balancer - PN 8610*

Wheel only - **PN 8611***

8" Balancer - PN 8615*

Big Block

8" Balancer - PN 8620*

Wheel only - **PN 8621***

Chrysler

SB, 7.25" Balancer - PN 8633*

BB, 7.25" Balancer - PN 8636*

Ford

SB, 289, 302, 351W, 6.562" Balancer - PN 8640*

BB, (except Cleveland block), 7.25" Balancer - PN 8644*

Pontiac V8

7" Balancer - PN 8650*



The MSD Flying Magnet Crank Trigger kits are supplied complete with CNC-machined brackets, spacers and hardware.

*Not legal for use or sale on pollution controlled vehicles.

TECH TIP

A few things to consider with your Flying Magnet Crank Trigger Kit:

- The arrow on the wheel **MUST** face out!
- Air gap between the wheel and the pickup should be 0.030" – 0.060"
- The resistance across the pickup wires should be 65 – 85 ohms

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO

Non-Magnetic Pickup

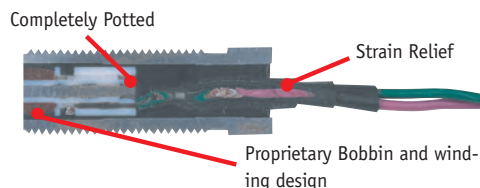
MSD's Non-Magnetic Pickups are engineered for extreme applications. In fact, this Pickup was designed and tested on 300+ mph top fuel dragsters! To live up to MSD's demanding expectations in these extreme applications, we took it upon ourselves to design and build the Pickups in-house. This way we can control every aspect of their assembly and quality.

Each Pickup is hand wound on a special bobbin and terminated to 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.



PN 8276



Non-Magnetic Pickup for MSD Flying Magnet Crank Trigger Kits (3/4" X 16 X 2.25") - PN 8276



PN 8655

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.

Universal Crank Trigger Kit - PN 8655*

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 .75" x 16" x 2.25".

Magnetic Pickup (for old style crank triggers only) - PN 8505

*Not legal for use or sale on pollution controlled vehicles.



ELECTRONIC TIMING CONTROLS

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. This Control has a very accurate pickup compensation circuit resulting in rock steady timing throughout the entire rpm range of your engine. There is also an LED that illuminates with each trigger signal to confirm operation and the circuitry is completely potted in a polyurethane compound for extreme vibration resistance.

Starter Saver with Signal Stabilizer - PN 8984*

NOTE: The Starter Saver can only be used on V8 applications using an MSD distributor or crank trigger.

START AND STEP RETARD CONTROL

If you run locked-out timing on your street/strip car and the engine cranks slowly due to advanced timing or high compression, the new MSD Start and Step Retard Control is what you need!

This digitally controlled accessory allows you to select a 5°, 10°, 15° or 20° of retard while the engine is cranking. By pulling the timing back during cranking the pressure being applied to the starter, flywheel and the rotating assembly of the engine is lessened so the engine will start easier. Once the engine starts or when the key is released the timing returns to the set mechanical amount.

The Start and Step also features a single stage of retard making it ideal for nitrous engines. This retard can easily be activated when the nitrous is turned on, or add a switch for a high speed retard. You can simply dial in 1°-15° with the rotary dial for quick adjustments.

The Start and Step will easily connect to magnetic pickups and has a points input as well, plus it can work on 4, 6 or 8-cylinder engines.

Start and Step Retard Control - PN 8987*

NOTE: The Start and Step replaces the PN 8982 Control.

*Not legal for use or sale on pollution controlled vehicles.



PN 8984



PN 8987

TECH TIP

MSD IGNITION COIL WIRING

The orange and black wires of an MSD Ignition are the only two wires that connect to the coil. Also, the coil + terminal will NOT show 12 volts with the key on. Since the MSD is a Capacitive Discharge ignition, the voltage is stored in a capacitor inside the ignition. When running, the coil + terminal receives just under 500 volts! Don't get zapped and don't zap your test light!

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM

- Four stages of retard
- Magnetic pickup compensation circuit
- Adjustable start retard



PN 8975

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!

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. On top of these great features, 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 - PN 8975*



PN 8970

THREE STAGE RETARD CONTROL

The Three Stage Retard Control allows you to retard your ignition timing in three different stages. 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).

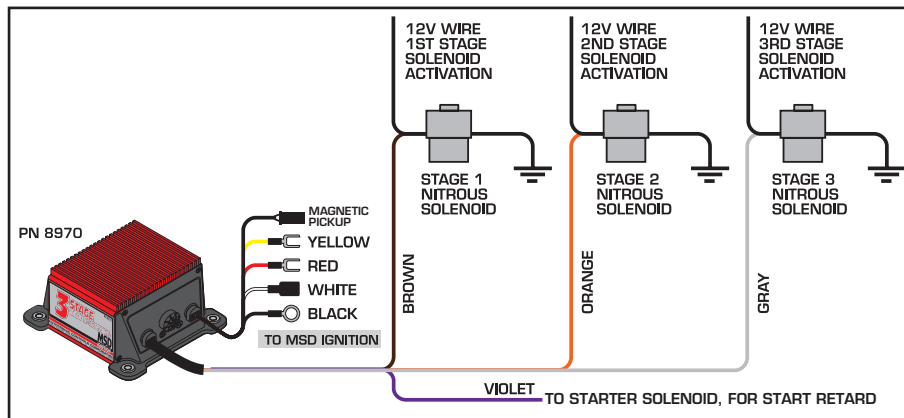
In addition to the individual retard stages, the Three Stage Retard Control has an optional start retard function that retards the timing 10° or 25° while cranking the engine.

The Three Stage Retard Control connects easily to your MSD Ignition Control and can be triggered from points, electronic ignitions, crank triggers or magnetic pickup distributors. It is supplied with 2°, 3° and 4° modules and must be used with an MSD 6, 7, 8 or 10-Series Ignition.

Three Stage Retard Control - PN 8970*

APPLICATION WITH MULTIPLE STAGE NITROUS

Drag racers using multiple stage nitrous systems on their engines can connect the Three Stage Retard Control directly to their nitrous system simply by tapping into the 12 volt solenoid wires. When installed this way, every time a nitrous stage is activated, a different retard module will be activated.



*Not legal for use or sale on pollution controlled vehicles.



ELECTRONIC TIMING CONTROLS

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.

Adjustable Timing Control - PN 8680

- Easily connects to your MSD Ignition
- Adjust the timing 15° from the driver's seat!



PN 8680

THIS PRODUCT IS LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-28; LEGAL IN ALL 50 STATES.

RETARD MODULE SELECTOR

The Retard Module Selector allows 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 Control.

Retard Module Selector, 0°-11° - PN 8676

Retard Module Selector, 0°/10°-20° - PN 8678



PN 8676

RETARD MODULES

MSD Retard Module Kits give you a full selection of retard modules to be used with your timing controls.

Retard Module Kits:

11°, 12°, 13°, 14°, 15° - **PN 8774**

16°, 17°, 18°, 19°, 20° - **PN 8775**

5°, 6°, 7°, 8°, 9°, 10° - **PN 8776**

1°, 2°, 3°, 4°, 5° - **PN 8777**

Zero Degree Module - **PN 8773**

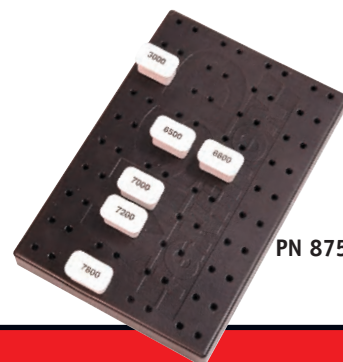


MODULE HOLDERS

The MSD Module Holders are exactly what you need to keep track of your MSD RPM or Retard Modules.

Flexible Module Holder - **PN 87551**

*Not legal for use or sale on pollution controlled vehicles.



PN 87551

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM

BOOST TIMING MASTER FOR MSD IGNITIONS



PN 8762

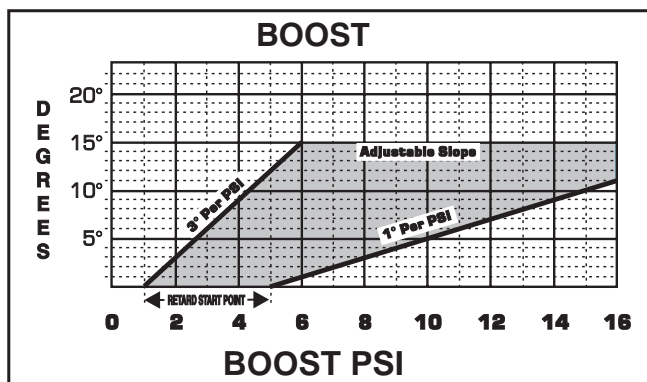


THESE PRODUCTS ARE LEGAL TO SELL, DISTRIBUTE OR INSTALL ON NON-OBD II VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-28; LEGAL IN ALL 50 STATES.

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, 7 or 8-Series Ignition.

BTM for MSD Ignitions - PN 8762



The shaded area of this chart shows the adjustability of the timing in relation to boost pressure.

MANIFOLD ABSOLUTE PRESSURE SENSORS

The pressure inside the intake manifold is an extremely important input to the ECU. This Sensor will respond to changes in manifold pressures and relay the information to the ECU in the form of a voltage signal ranging from about 1 volt to 5 volts. Several different versions are available for normally-aspirated and engines with blowers.

TECH TIP

PRESSURE

MSD registers PSIA, which is Absolute Pressure. Many gauges only read boost pressure, and quantify it as PSIG (gauge).

When powered, the MSD boost map will show absolute atmospheric pressure with a red line on the map. Note that any readings to the right of that line will be boost pressure. Values to the left will be in vacuum.

For example, MSD is based at 4,000-feet so our PSIA is 12.8 while at sea level, it is 14.7. You must take this measurement into consideration when setting a boost/retard ratio – and it changes with the weather!

MAP Sensor, 2-Bar for blown/turbo

Applications up to 20 lbs of boost

Stock Style MSD Controllers

PN 2312 PN 23121

MAP Sensor, 3-Bar for blown/turbo

Applications up to 30 lbs of boost

PN 2313 PN 23131



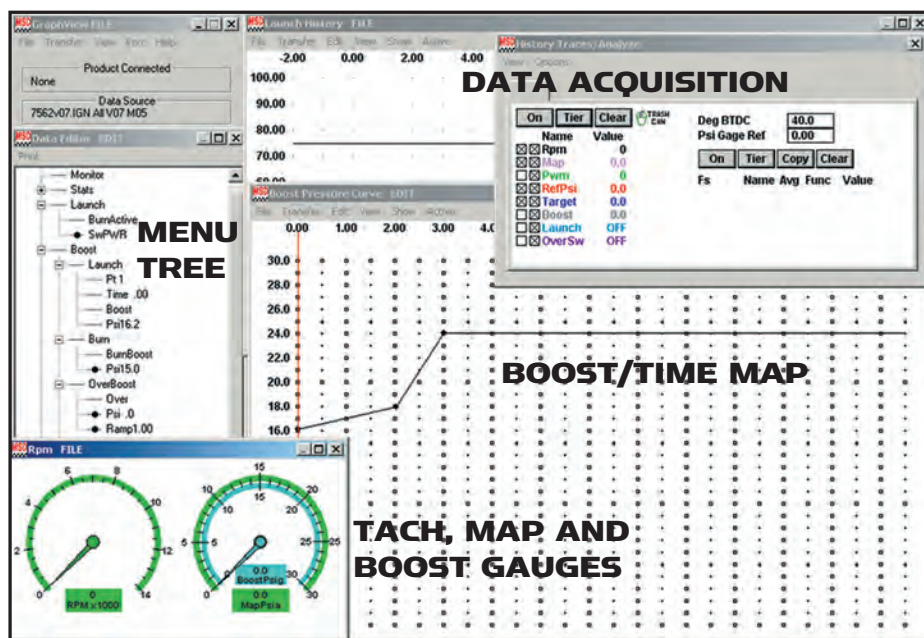
FUEL MANAGEMENT



- Absolute control over a turbo's boost pressure during the launch through advanced programming
- Map a boost pressure curve based on time from a PC
- Ideal to control boost pressures during the launch to aid in getting the tires hooked
- Record and review 20 seconds of pressure and rpm information

PRO-DATA+ SOFTWARE

MSD's Pro-Data+ Software is easy to use and loads to most any Windows based PC. Once installed, the Software gives you the opportunity to tune and adjust a variety of boost features based on time plus much more.



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 - PN 7562*

*Not legal for use or sale on pollution controlled vehicles.



FUEL MANAGEMENT

PN 2351

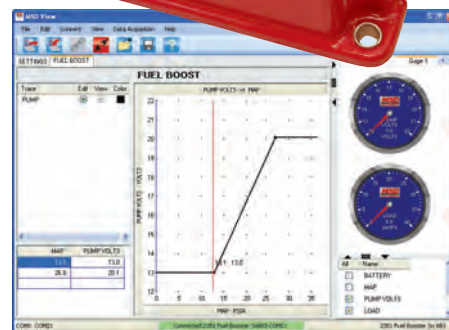
- Maintains fuel volume in relation to boost pressure by stepping up the supply voltage to the electric fuel pump
- Voltage output is adjustable up to 22 volts at 15 psi of boost
- For use with stock electric fuel pumps or secondary booster pumps



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. The Booster 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 boost 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 and 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.



Programmable Fuel Pump Voltage Booster - PN2351

NOTE: The Fuel Pump Booster cannot be used on fuel systems without a return line (pulse-modulated pumps).

MSD's View software is windows based and allows you to easily program the voltage to the pump based on boost.

HIGH PRESSURE ELECTRIC FUEL PUMP

Multiport EFI systems require a stable fuel supply to maintain best performance throughout the engine's rpm range. This high-pressure and high-flow Fuel Pump features a roller vane pump mechanism which is extremely resistant to clogging and jamming. The pump mounts in-line (outside of the fuel tank) with two supplied cushioned clamps for a quick and sturdy installation. The nipple inlet is 3/8" with a 5/16" outlet. The wire terminals feature brass studs for secure connections. Made in the USA, the pump is ideal for use as a "booster" for nitrous oxide applications, or as a stand-alone pump for multiport EFI systems on engines up to approximately 500 HP. Capable of 43 gph at 40 psi at 5.4 amps.

43GPH@40PSI



PN 2225

162L/HR

High Pressure Electric Fuel Pump - PN 2225*

NOTE: Do not attempt to change fittings.

FUEL PRESSURE REGULATORS

Maintaining accurate fuel system pressure on any multiport EFI system is crucial to performance. MSD's Adjustable Fuel Pressure Regulators allow you to fine tune the fuel pressure to meet the demands of your engine and injection system.

Both Regulators are adjustable from 36-45 psi with a flow rate of 9.2-10.5 gal/hr. The inlet and outlets are 5/16" and a jam nut is supplied for special threads on the bottom to ease mounting to a bracket.

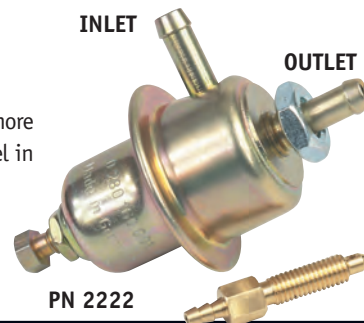
These rugged Regulators are free standing so they don't have to be mounted directly to a fuel rail and can be installed in any position. Fuel pressure is set with an adjusting bolt and is locked in position with a locking nut.

BOOST ADJUSTABLE REGULATOR

This Regulator is designed for turbo or supercharged engines. As boost pressure increases, more fuel is required by the engine. This regulator features a boost reference circuit that adds more fuel in proportion to boost pressure.

Boost/Fuel Pressure Regulator - PN 2222*

*Not legal for use or sale on pollution controlled vehicles.



PN 2222

EFI

IGNITIONS

LATE MODEL

COILS

STARTERS

DISTRIBUTORS

CRANK TRIGGERS

TIMING/RPM CONTROLS

SPARK PLUG WIRES

ACCESSORIES

MARINE

STREET FIRE

PROMO



CONTROLS & ACCESSORIES

As the MSD line of Programmable Ignitions and Controls grows, so do the accessories offered for these components! The following products are for use with the Programmable Digital-7, Programmable DIS-2, Multi-Function Ignition Controllers, Multi-Channel Controllers, Midget Ignition and Pro Mag Controller.

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, when you're in the staging lanes you can compensate for changing track conditions quickly.

Manual Launch Control - PN 7551*



PN 7551

ADJUSTABLE INTENSITY LED SHIFT LIGHT

Racers speak and MSD listens. Pro Stock drivers were looking for a simple and small shift light that they could easily control the intensity of the LED. Easy enough. Here's the solution that plugs directly into our Programmable 7-Series Ignitions.

Adjustable Intensity LED Shift Light - PN 7542



PN 7542

PROGRAMMER/MONITOR

If you do not have a PC, all of the Programmable Controls can be programmed with this lightweight Hand Held Programmer/Monitor. It plugs directly into the Control and features an LCD monitor that displays all of the programming options which you can select and scroll through. Adjustments are made with six positive-contact push buttons.

Programmer/Monitor - PN 7550

US
PATENT NOS.
6304814
6741925



PN 7550

SYNCHRONIZATION PICKUPS

In order to incorporate the Individual Cylinder Management functions of the Programmable Controls, a synchronization pickup must be used so the ignition knows when the number one cylinder is firing.

INDUCTIVE SPARK PLUG WIRE SYNC KIT

This pickup simply installs on the number one spark plug wire. Much like a timing light pickup, it senses the spark and relays this information through a fiber optic cable to the Controller. By using a fiber optic cable, there is absolutely no chance of EMI or interference.

Inductive Spark Plug Wire Pickup - PN 7555



PN 7555

NON-MAGNETIC PICKUP

This Pickup Kit is supplied with a non-magnetic pickup, a trigger magnet, and a retainer. The magnet must be installed in the cam gear and a bracket for the pickup will need to be fabricated. The Weathertight connector plugs into a matching connector coming from the controller.

Non-Magnetic Cam Sync - PN 2346



PN 2346

MAP SENSOR

An MSD MAP Sensor is required for the Boost Retard feature. Be sure to know the approximate amount of boost you will be running so you will get the proper sensor. MSD offers two different sensors.

2-Bar, 2-20 PSIA - PN 23121

3-Bar, 2-30 PSIA - PN 23131



PN 23121



PN 23131

*Not legal for use or sale on pollution controlled vehicles.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRO MD



LATE MODEL RPM CONTROLLERS

2-STEP FOR FORD MOD MOTORS

This 2-Step connects right to your late model Ford to produce consistent launches and quicker 60-foot times by setting an rpm limit to stage with. 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 adjusted 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.



PN 8734

- Easily set a launch rpm for consistent holeshots
- Connects to the factory coils for easy installation
- The best way to launch hard

2-Step, Ford 4.6L Mod Motors - PN 8734*

2-Step, 2011 5.0L Mod Motors - PN 8731*

NOTE: For use on Coil-on-Plug systems only.



LS 2-STEP LAUNCH CONTROL

GM performance fans will be geeked to learn about this direct plug-in 2-Step Launch Control! The unit is easy to connect with factory style connectors and lets the users set an rpm limit to activate from the holeshot! When you're staged, you can hold the pedal to the floor while the rpm stays at a consistent level producing consistent holeshots.



PN 8733

LS 2-Step Launch Control - PN 8733*



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/LS2 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.



PN 6301

- Trigger an MSD 6 or 7-Series Ignition on your LS engine
- Converts the factory crank sensor signal to a 12 volt square wave

LSx Trigger Converter - PN 6301*

NOTE: A distributor is required, such as MSD's Front Mount race distributor, PN 8712, on page 101.

*Not legal for use or sale on pollution controlled vehicles.

EFI

IGNITIONS

LATE MODEL

COILS

STARTERS

DISTRIBUTORS

CRANK TRIGGERS

TIMING/RPM CONTROLS

SPARK PLUG WIRES

ACCESSORIES

MARINE

STREET FIRE

PROMO



RPM CONTROLLERS

2-STEP REV CONTROL FOR THE DIGITAL 6AL

Since the new Digital 6AL Ignition uses rotary dials to adjust the rev limiter, our engineers were tasked with developing a 2-Step Rev Control that could be added to give racers the ability to switch to a low rpm limit to use on the starting line.

The new 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. 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!

2-Step Rev Control, for the Digital 6AL (PN 6425) only - **PN 8732**



PN 8732

2 AND 3-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 3-Step Module Selector plugged into the rpm socket of a 7AL-2 Ignition. The different rpm modules are activated when 12 volts are 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 tire temperatures consistent. 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 2-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 2-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.

2-Step Module Selector - PN 8739 **See page 125 for**
3-Step Module Selector - PN 8737 **RPM module kits!**



PN 8739



PN 8737

LAUNCH CONTROL MODULE SELECTOR

To help drag racers achieve even more consistency, our engineers have incorporated an adjustable low rpm stage into a 3-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 over-rev protection and another to use during the burnout to achieve consistent tire temperatures. These limits are adjustable with MSD's plug-in modules. No rpm modules are supplied.

Launch Control Module Selector, MSD 6 & 7-Series - **PN 8735**



PN 8735

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



**Clip to
Coil (+) Wire**



PN 8918

TACH SIGNAL GMR PICKUP

Just think of things you can easily accomplish with our GMR Pickup! This little device simply attaches, with 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 Magnetoresistive, to a diesel injector current wire. This will produce a signal that can be used to trigger a tachometer or a shift light! 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!

- **Clip to a coil pack's voltage wire to produce a common 12 volt signal for a tach, shift light or rpm device**
- **Connect to a diesel injector wire to provide an easy tach installation**
- **Operates with 5-24 volt input for universal applications**

GMR Pickup - PN 8918



PN 8728



SOFT TOUCH REV CONTROL™

For points and OEM Ignition systems.

The Soft Touch Rev Control, PN 8728, is designed to be used on standard points ignition or inductive ignition systems. This means that the PN 8728 can be installed on engines with a GM HEI Ignition, Ford or Chrysler electronic ignition or any standard breaker points systems (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.

Soft Touch Rev Control, Non CD Ignitions - PN 8728

THIS PRODUCT IS LEGAL TO SELL, DISTRIBUTE OR INSTALL ON NON-OBD II VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-29; LEGAL IN ALL 50 STATES.



PN 8960

PN 8961



MSD HIGH CURRENT RELAYS

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 DPDT 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.

Single-Pole Double-Throw 30 Amp/12 VDC

PN 8961

Double-Pole Double-Throw 30 Amp/12 VDC

PN 8960

TECH TIP

IGNITION ON, IGNITION OFF

When installing your MSD Ignition, take the time to check the connection to the small red wire of the unit. This wire requires 12 volts to turn on the ignition. Make sure that when the key is off, there is no voltage present. Also, make sure that when the key is on, and when the engine is cranking, that 12 volts are present.



RPM ACCESSORIES

RPM Activated Switches

These RPM Activated Switches will perform a variety of different functions from turning on a bulb or solenoid to activating an MSD Timing Control at a desired rpm.

The RPM Activated Switch, PN 8950, has two activation wires; one to ground a circuit and the other to open a circuit. Simply plug in an rpm module and wire the Switch to the circuit you want to activate. When the engine rpm reaches that amount, the circuit is activated and will remain on until the rpm falls below that amount.

The RPM Window Switch, PN 8956, has two rpm adjustments; one to activate a circuit, while the other deactivates the same circuit. This Switch will supply then remove ground to a circuit. This is a great feature to deactivate nitrous before the engine's rev limit is reached.

Both Switches can be used with stock inductive ignitions or an MSD Ignition and can handle up to 1.5 amps. No rpm modules are supplied so they must be ordered from the selection of modules shown on page 123. For use on 4, 6, or 8-cylinder engines.

NOTE: To activate circuits that require over 1.5 amps, see the MSD Relays on page 122.

RPM Activated Switch - PN 8950

RPM Activated Window Switch - PN 8956

FOR MORE INFORMATION ON:

A full selection of RPM Module Kits or Selectors, see page 125

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.

Digital RPM Window Switch - PN 8969



PN 8969



PN 8950



PN 8956

TECH TIP

RUNNING AN MSD WITH POINTS

Did you know that you can trigger an MSD Ignition Control with a breaker points distributor? In fact, with the MSD installed, the points will last a lot longer! With the MSD in place, there is much less current going across the points gap reducing wear. Plus you get all of the benefits of the high output and multiple sparks.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



PN 89631

DIGITAL SHIFT LIGHT

The most universal and easy to use shift light available! Our new compact Digital Shift Light can be installed on everything from 1-cylinder points-triggered engines to Modular Ford engines with coil-on-plug technology.

The tiny digital controller inside the compact housing gives you the ability to program the rpm activation points through the easy-to-view LED panel and two programming buttons. When the engine reaches the activation rpm, the six red LEDs illuminate brightly to alert your senses into throwing the shifter at the exact rpm. The DSL can be installed on 1-cylinder engines up through 12-cylinders on stock ignitions or high-powered aftermarket systems.

NOTE: Supplied with the new GMR Pickup (see previous page.) This makes installation even easier on diesels, points, coil-on-plug and most any other application!

- **Installs with distributors, coil packs or coil-on-plug systems ranging from single to 12-cylinders**
- **Programmable from 100-15,900 rpm down to 10 rpm increments**
- **Six bright LEDs are easy to view in daylight and can be dimmed at night**
- **Supplied with an easy to install GMR Pickup!**

Digital Shift Light, Sync Shift - PN 8963
Digital Shift Light, Single RPM Point - PN 89631

ADJUSTABLE INTENSITY LED SHIFT LIGHT

Racers speak and MSD listens. Pro Stock drivers were looking for a simple and small shift light that they could easily control the intensity of the LED. Easy enough. Here's the solution that plugs directly into our Programmable 7-Series Ignitions.



PN 7542

Adjustable Intensity LED Shift Light - PN 7542

MSD SHIFT LIGHT

The MSD Shift Light will turn on to "remind" you to shift when the engine reaches your specified rpm. You select the rpm using the same plug-in modules that are used with your MSD Soft Touch Rev Control. The Shift Light features a bright cluster of LEDs making it easily visible, even in bright daylight. The light will also turn on for a moment when the ignition switch is first turned on to inform you that the light is functioning properly.

The Shift Light will work on 2, 4, 6 or 8-cylinder engines and will plug directly into the tach output on MSD 6, 7, 8 and 10-Series Ignitions or can be connected to the negative coil terminal when used with points or inductive-type ignitions. The MSD Shift Light is 4.5"L x 3.5"H with a 1.5" diameter lens.



PN 8952

Shift Light - PN 8952



RPM Module Kits

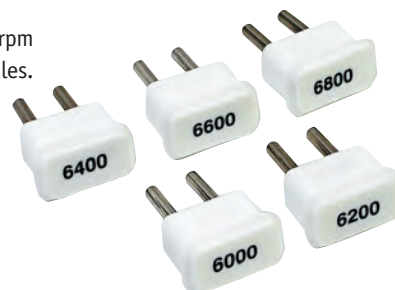
RPM Module Kits include five modules in 200 rpm increments. Each kit is within a 1,000 rpm range. For example, the PN 8745 is supplied with: 5,000, 5,200, 5,400, 5,600, 5,800 modules.

EVEN INCREMENTS

3,000-3,800:	PN 8743
4,000-4,800:	PN 8744
5,000-5,800:	PN 8745
6,000-6,800:	PN 8746
7,000-7,800:	PN 8747
8,000-8,800:	PN 8748
9,000-9,800:	PN 8749
10,000-10,800:	PN 8750
11,000-11,800:	PN 8751

ODD INCREMENTS

3,100-3,900:	PN 87431
4,100-4,900:	PN 87441
5,100-5,900:	PN 87451
6,100-6,900:	PN 87461
7,100-7,900:	PN 87471
8,100-8,900:	PN 87481
9,100-9,900:	PN 87491



THESE PRODUCTS ARE LEGAL TO SELL, DISTRIBUTE OR INSTALL ON NON-OBD II VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-29; LEGAL IN ALL 50 STATES.

MSD ADJUSTABLE LOW RPM MODULE

With this module, the user 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 2-Step Module Selector to leave the starting line below 3,000 rpm.

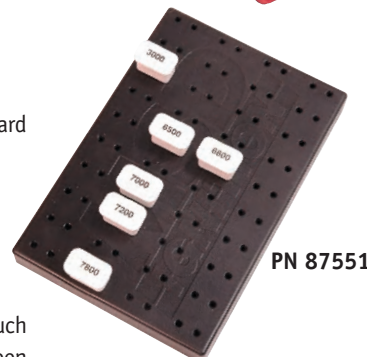


Adjustable Module, 1,000-3,000 RPM - PN 8677

MODULE HOLDERS

The MSD Module Holders are exactly what you need to keep track of your MSD RPM or Retard Modules.

Flexible Module Holder - PN 87551



RPM MODULE SELECTORS

The RPM Module Selector plugs directly into the rpm module socket on all MSD Soft Touch Rev Controls and 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.

Module Selector, 3,000-5,200 - PN 8670*

Module Selector, 4,600-6,800 - PN 8671*

Module Selector, 6,000-8,200 - PN 8672*

Module Selector, 7,600-9,800 - PN 8673*

Module Selector, 9,000-11,200 - PN 8674*



PN 8673

*Not legal for use or sale on pollution controlled vehicles.

TECH TIP

RPM MODULES

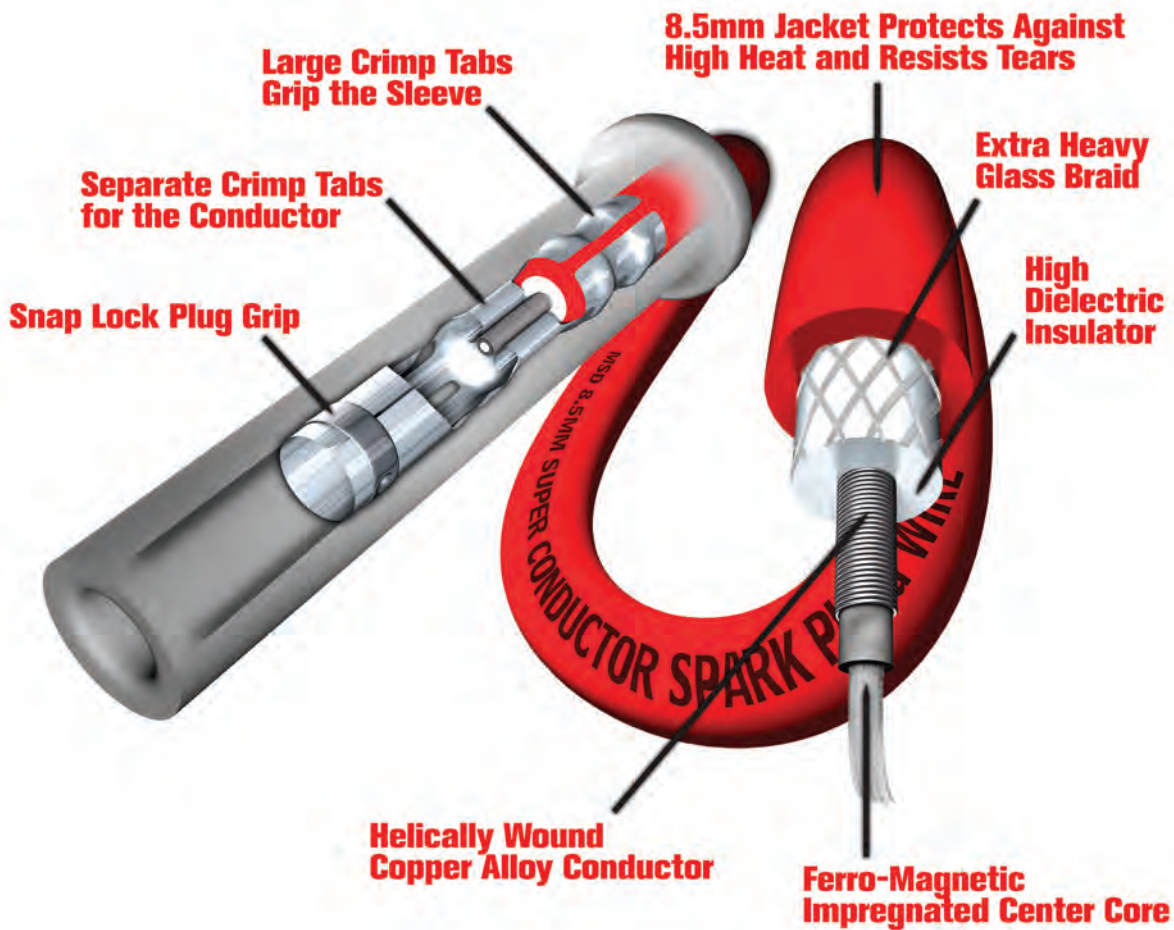
All MSD race modules (color coded White) and RPM Module Selectors will work with any of the MSD products listed below:

MSD 6AL, 6 BTM:	PN 6420/6462
MSD 7AL-2 PLUS, 7AL-3:	PN 7222/7230
SOFT TOUCH REV CONTROL:	PN 8728
3-STEP MODULE SELECTOR:	PN 8737
2-STEP MODULE SELECTOR:	PN 8739
LAUNCH CONTROL MODULE SELECTOR:	PN 8735
RPM ACTIVATED SWITCHES:	PN 8950, 8956
SHIFT LIGHT:	PN 8952

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



SPARK PLUG WIRES



Spark plug wires are one of the most important pieces of the ignition system. You can have the best ignition control and coil possible (and with MSD, you will), but if the plug wires aren't up to snuff, all the energy will just be wasted.

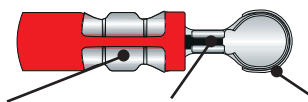
Not only do plug wires need to carry extremely high voltages, but they have to do it in a harsh environment. Wires must be able to handle extreme heat, abrasion, and even getting whipped around from racing speeds. Also, the crimps and connections must be secure and live up to being pulled off in the pits during tune-up sessions.

To meet and exceed these demands, MSD offers the 8.5mm Super Conductor® performance and racing wire (red or black). The wires feature a low resistance spiral wound conductor to ensure full spark delivery while suppressing Electro Magnetic Interference (EMI). Plus, they are engineered with strong crimps, high-temp sleeving and heavy-duty boots to deliver the performance enthusiasts and racers expect from MSD Ignition. A variety of custom, universal and bulk wire lengths are available.

DUAL CRIMP™ TERMINALS

The MSD spark plug terminals now feature "Dual Crimp" terminals. As the name implies, the terminals feature two crimps; one for the sleeve of the wire and another separate crimp to grasp the conductor.

By having separate crimps, the conductor doesn't need to be bent 180° and get squeezed between the terminal and sleeve. This individual conductor crimp produces a more secure crimp and there is less chance of spark arcing to the engine block or exhaust manifold through the boot!



Large crimp tabs grasp the Super Conductor sleeve.

Separate crimp tabs firmly grip the conductor.

Stainless steel "Click-Lock" tab will not vibrate off.

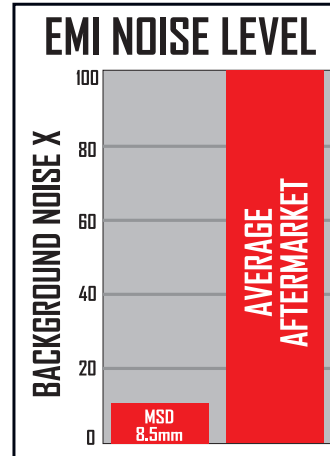


MSD 8.5MM SUPER CONDUCTOR®

The MSD 8.5mm Super Conductor is the ultimate performance wire! Its extremely low-resistance combined with the ability to suppress Electro Magnetic Interference is a combination that defies the common laws of physics.

Less resistance means more energy is going to make it to the spark plug to ignite the air/fuel mixture. The Super Conductor uses a copper alloy conductor resulting in less than 50 ohms per foot of wire! This ensures that the most energy possible makes it to the spark plug.

This combination is encased in a heavy duty sleeve that will withstand abrasion and high temperatures. Cap off each end with our Dual Crimp Terminals and you have the best wire available!



- **Copper alloy conductor has a resistance value of less than 50 ohms per foot for superior spark**
- **Ferro-magnetic impregnated core creates an effective EMI choke**
- **Forty feet of conductor is wound into a single foot of wire for high EMI suppression**
- **Conductor core features Dupont Kevlar material for increased tensile strength**
- **Durable outer sleeve is a proprietary compound for resistance to high heat or abrasion**

EMI INFO

Electro Magnetic Interference (EMI) is a magnetic field that radiates from all spark plug wires. This field can interfere with other electronic equipment such as rev limiters, ignitions, EFI systems and can even be heard through your speakers.

The OEMs suppress EMI by having wires with extremely high resistance. In racing applications, high resistance wires are not going to cut it. To deliver low resistance with EMI suppression, MSD's plug wires are helically wound.

By helically winding (sometimes called spiral wound) the conductor around a special center core, we are able to produce a highly effective choke to keep the EMI inside the wire and away from other important electronics. We go to great lengths to ensure that you get the best of both worlds with MSD wires.



ST
STREET FIRE
Be sure to check out our Street Fire Spark Plug Wires - see page 155.

TECH TIP

CHECKING RESISTANCE

MSD's 8.5mm Super Conductor wires use a special copper alloy conductor that has less than 50 ohms per foot of resistance. That ensures the most spark possible makes it to the plugs.

To test your plug wires, simply connect each end to an ohm meter. For a 4-foot wire, it should measure 200 ohms.

$$4' \times 50 \text{ ohms} = 200 \text{ ohms}$$



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM

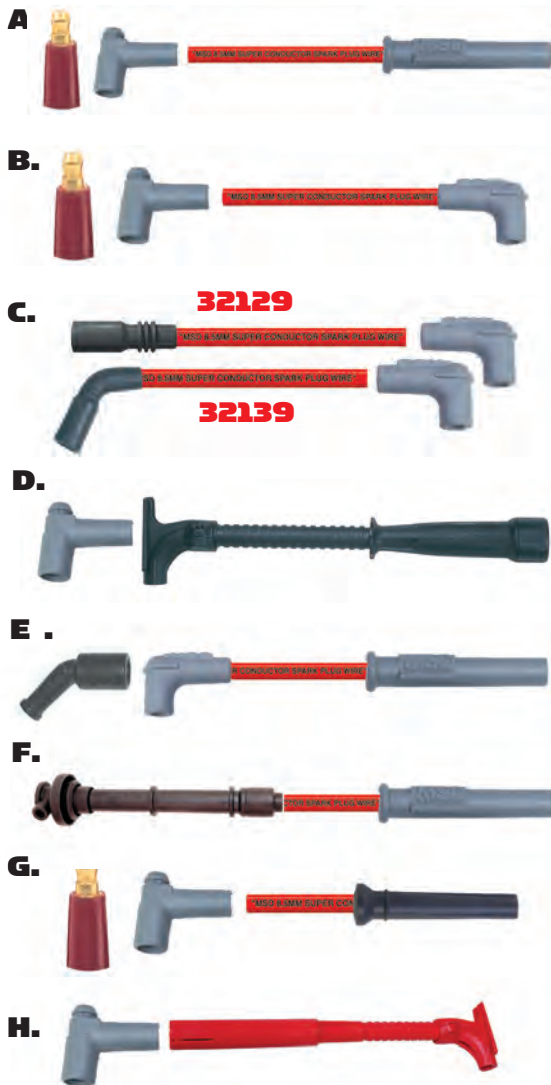
Routing spark plug wires is an art form. It takes patience and time to route your wires away from the headers, through separators and to the distributor cap. Some wire sets fit perfect, but a lot of people want to build their own so they can route them exactly how they see fit.

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!

PART NUMBER KEY

Black Wires Part Number ends with a 3

Red Wires Part Number ends with a 9



A. 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 - PN 31183, PN 31189

B. 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 - PN 31223, PN 31229

C. For late model GM LT1 Engines, this set comes with the LT1 Boots and Terminals installed and 90° spark plug boots and terminals loose.

8-cylinder, Straight LT1 Boot - PN 32129

8-cylinder, 90° LT1 Boot - PN 32139

D. For Chrysler based 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 - PN 31529

8-Hemi Single plug set, Black with Black tubes - PN 31523

16-Hemi Dual plug set - PN 31559

E. For GM Gen-III engines such as the LS1 or LS6, these wires are perfect when you relocate the coils. Both 90° and MA boots supplied.

LS Engines - PN 32073, PN 32079

F. For Ford fans, these wires are designed for Ford Modular engines.

Ford Modular, 4.6/5.4L DOHC - PN 31889

G. Designed for the Chevy Pro Stock head, these 8.5mm wires incorporate a special boot for the spark plug. Ninety degree boots and terminals are supplied to be installed on the distributor side.

Chevrolet Pro Stock Head - PN 30839

H. The new Ford and Chrysler Hemi style cylinder heads being used in Pro Stock racing features a long, skinny tunnel to access the spark plug. MSD's new injection molded tubes are designed specifically for these hard to reach plugs.

Ford and Chrysler Hemi Pro Stock Head - PN 31539

TECH TIP

MECHANICAL TIMING

Centrifugal force of the spinning distributor pushes the advance weights to advance the ignition timing. Two things to consider:

- The advance rate is controlled by the tension of the springs.
- The amount of advance is controlled by the stop bushing.



SPARK PLUG WIRES

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 distributor caps, as well as the ones for spark plug-style terminals.

A. Set includes terminals for engines with early type (socket) and late type (HEI "spark plug top") distributor caps. Multi-angle boots and terminals factory installed on one end.

4-cylinder Engine - PN 31159

6-cylinder Engine - PN 31179

8-cylinder Engine - PN 31193, PN 31199

B. 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 - PN 31233, PN 31239

A.



B.



PART NUMBER KEY

Black Wires Part Number ends with a 3

Red Wires Part Number ends with a 9

BOOT KEY

The wire sets listed on the following pages are ready to install. Letters are used to describe which boot is installed.



**A. Multi-Angle
(Bends to fit)**



**B. 90°
Logo**



**C. 90°
Socket**



D. HEI



**E. Straight
Socket**



F. Blaster Coil



**G. Short
HEI**



H. Volkswagen



**I. Straight
LT1**



J. 45°



**K. 90°
LT1**



M. ZR-1



N. LS1



**R. 90°
Universal**



S. HEMI® COIL



T. HEMI® PLUG

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



RACE TAILORED SETS

RACE TAILORED WIRE 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.

PART NUMBER KEY

Black Wires Part Number ends with a 3

Red Wires Part Number ends with a 9

WIRE LENGTH AND BOOT DESCRIPTION BY CYLINDER

Cyl.	Description	Style	PN	1-cyl.	2-cyl.	3-cyl.	4-cyl.	5-cyl.	6-cyl.	7-cyl.	8-cyl.	Coil Wire
CHEVY												
8	All SB Chevy w/Low-Profile Distributor, PN 84697, 84997, 8558 (wires below header/exhaust manifold)	90°	31243 31249	39" B, D	36" B, D	33" B, D	30" B, D	24" B, D	25" B, D	25" B, D	18" B, B	24" B, D
8	All BB Chevy w/Low-Profile Distributor PN 84697, 84997, 8558 (wires below header/exhaust manifold)	90°	31293 31299	37" B, B	40" B, B	33" B, B	33" B, B	28" B, B	27" B, B	23" B, B	25" B, B	38" B, B
8	All SB Chevy w/new Crab Cap PN 8541 with HEI terminals (wires below header/exhaust manifold)	HEI	30479	38" B, G	40" B, G	32" B, G	29" B, G	24" B, G	25" B, G	20" B, G	18" B, G	24" B, G
8	All BB Chevy w/new Crab Cap PN 8541 with HEI terminals (wires below header/exhaust manifold)	HEI	30829	39" B, G	40" B, G	36" B, G	30" B, G	24" B, G	29" B, G	20" B, G	20" B, G	32" B, G
8	All SB Chevy w/Socket Distributor Cap (wires below header/exhaust manifold)	Socket	31593 31599	37" B, C	39" B, C	35" B, C	32" B, C	33" B, C	29" B, C	27" B, C	28" B, C	12" C, F
8	All SB Chevy w/HEI style Distributor Cap (wires below header/exhaust manifold)	HEI	35599 35593	37" B, D	39" B, D	35" B, D	32" B, D	33" B, D	29" B, D	27" B, D	28" B, D	12" D, F
8	All BB Chevy w/Socket Distributor Cap (wires below header/exhaust manifold)	Socket	31603 31609	42" B, C	42" B, C	34" B, C	34" B, C	28" B, C	31" B, C	24" B, C	24" B, C	24" C, F
8	All BB Chevy w/HEI style Distributor Cap (wires below header/exhaust manifold)	HEI	35609 35603	42" B, D	41" B, D	34" B, D	34" B, D	28" B, D	31" B, D	24" B, D	23" B, D	24" D, F
VOLKSWAGEN												
4	Volkswagen Wire Set for VW Billet Distributor, PN 8485	90°	31939	32" D, H	32" D, H	23" D, H	23" D, H					16" D, F

See Boot Key on page 129.

*Factory Style Boot. Not listed.

PROFESSIONAL RACING BOOTS

These 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.

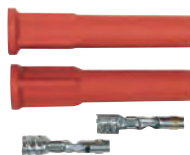
- Designed exclusively for extreme duty racing
- Proprietary rubber compound has a higher devulcanizing rating
- Composition absorbs less infrared radiation



90° Pro Temp Boots

2 per Card - **PN 3325**

Pack of 8 - **PN 8852**



Straight Boots

2 per Card - **PN 3327**

Pack of 8 - **PN 8854**



115° Pro Race Boots

2 per Card - **PN 3326**

Pack of 8 - **PN 8853**

EFI

IGNITIONS

LATE MODEL

COILS

STARTERS

DISTRIBUTORS

CRANK TRIGGERS

TIMING/RPM CONTROLS

SPARK PLUG WIRES

ACCESSORIES

MARINE

STREET FIRE

PROMO

CUSTOM FIT WIRE SETS

WIRE LENGTH AND BOOT DESCRIPTION BY CYLINDER

PART NUMBER KEY

Black Wires Part Number ends with a 3

Red Wires Part Number ends with a 9

Cyl.	Description	Year	Style	PN	1-cyl.	2-cyl.	3-cyl.	4-cyl.	5-cyl.	6-cyl.	7-cyl.	8-cyl.	Coil Wire
AMC													
8	V8 AMC		Socket	31859	26"	26"	28"	28"	32"	32"	34"	38"	24"
					A, C	A, C	A, C	A, C	A, C	A, C	A, C	A, C	B, C, F
8	V8 AMC		HEI	35859	26"	26"	28"	28"	32"	32"	34"	38"	24"
					A, D	A, D	A, D	A, D	A, D	A, D	A, D	A, D	D, F
BUICK													
6	Buick Grand National, 3.8L Turbo, Distributorless	All	w/HEI	31869	30"	23"	24"	24"	23"	27"			
					A, D	A, D	A, D	A, D	A, D	A, D			
8	All 265, 301, 307, 350, 403, Riviera, Electra, LeSabre	1975-1987	w/HEI	31363 31369	22"	22"	36"	27"	32"	25"	38"	40"	
					A, D	A, D	A, D	A, D	A, D	A, D	A, D	A, D	
8	All 267, 305(5.0L), 350, Century Regal, Electra	1977-1986	w/HEI	31409	41"	45"	45"	41"	37"	37"	22"	29"	
					A, D	B, D	A, D	A, D	A, D	A, D	B, D	A, D	
CADILLAC													
8	All 350, 350R	1975-1980	w/HEI	31363 31369	22"	22"	36"	27"	32"	25"	38"	40"	
					A, D	A, D	A, D	A, D	A, D	A, D	A, D	A, D	
CHEVROLET/GMC													
8	Caprice, Impala SS LT1 and V8	1994-1996	LT1	32153 32159	16"	15"	21"	19"	24"	22"	35"	31"	13"
					B, I	B, K	B, I	B, K	B, I	B, K	B, I	B, K	B, I
8	Camaro, LT1	1993-1997	LT1	32143 32149	16"	18"	18"	22"	24"	28"	36"	32"	10" B, I
					B, I	B, I	B, I	B, I	B, I	B, I	B, I	B, I	10" I, K
8	Corvette, LT1	1992-1996		32173 32179	24"	24"	25"	26"	32"	35"	34"	35"	16"-I, K
					B, I	B, I	B, I	B, I	B, I	A, I	B, I	A, I	16" B, I
8	LS1 Vette, Camaro	1997-on	LS1	32813 32819	8"	8"	8"	8"	8"	8"	8"	8"	
					A, N	A, N	A, N	A, N	A, N	A, N	A, N	A, N	
8	LS1 Truck	1999-on	LS1	32823 32829	12"	12"	12"	12"	12"	12"	12"	12"	
					A, N	A, N	A, N	A, N	A, N	A, N	A, N	A, N	
6	GM Full Size Truck, 4.3L, non-Vortech	1992-1997	w/HEI	31649	36"	33"	26"	28"	27"	27"			12"
					A, G	B, G	B, G	B, G	B, G	A, G			B, G
6	Vortech, 4.3L	1996-2002		32833 32839	29"	24"	24"	23"	24"	22"			16"
					A, I	B, I	B, I	A, I	B, I	B, I			K, K
8	307, 327, 350, Cars/Trucks (with wires over valve covers)	1971-1974	Socket	31653 31659	38"	38"	34"	34"	27"	28"	27"	25"	12"
					B, C	B, C	B, C	B, C	B, C	B, C	B, C	B, C	C, F
8	307, 327, 350, Cars/Trucks (with wires over valve covers)	1971-1974	w/HEI	35653 35659	38"	38"	34"	34"	27"	28"	27"	25"	12"
					B, D	B, D	B, D	B, D	B, D	B, D	B, D	B, D	D, F
8	267, 305, 350, 400, Cars/Trucks (with wires over valve covers)	1975-1982	w/HEI	31353 31359	34"	38"	34"	27"	24"	27"	24"	24"	
					B, D	B, D	B, D	B, D	B, D	B, D	B, D	B, D	
8	All 350 Corvette (with long wires below exhaust manifold)	1975-1982	w/HEI	31763 31769	54"	54"	47"	44"	28"	28"	22"	25"	
					B, D	B, D	B, D	B, D	B, D	B, D	B, D	B, D	
8	All 267, 305, 350, Car/Trucks Blazer, Camaro, Malibu	1978-1982	w/HEI	31409	41"	45"	45"	41"	37"	37"	22"	29"	
					A, D	B, D	A, D	A, D	A, D	A, D	B, D	A, D	
8	All 454 Chevy, GMC, Car/Trucks	1974-1976	w/HEI	31363 31369	22"	22"	36"	27"	32"	25"	38"	40"	
					A, D	A, D	A, D	A, D	A, D	A, D	A, D	A, D	
8	All 366, 426, 454, Cars/Trucks	1977-1987	w/HEI	31773 31779	31"	39"	37"	28"	28"	29"	27"	29"	
					A, D	A, D	A, D	A, D	A, D	A, D	A, D	A, D	
8	All 366, 396, 427, 454, Car/Trucks	1969-1974	Socket	31373 31379	39"	39"	36"	36"	29"	28"	27"	29"	18"
					A, C	A, C	A, C	A, C	A, C	A, C	A, C	A, C	C, F
8	All 366, 396, 427, 454, Car/Trucks	1969-1974	w/HEI	35379	39"	39"	36"	36"	29"	28"	27"	29"	18"
					A, D	A, D	A, D	A, D	A, D	A, D	A, D	A, D	D, F
8	Chevy Corvette 350 TPI	1984-1991	w/HEI	31459	45"	41"	41"	33"	26"	28"	26"	26"	
					B, D	B, D	B, D	B, D	B, D	A, D	B, D	B, D	

See Boot Key on page 129.

*Factory Style Boot. Not listed.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODMO



CUSTOM FIT WIRE SETS

PART NUMBER KEY

Black Wires Part Number ends with a 3

Red Wires Part Number ends with a 9

Cyl.	Description	Year	Style	PN	1-cyl.	2-cyl.	3-cyl.	4-cyl.	5-cyl.	6-cyl.	7-cyl.	8-cyl.	Coil Wire
CHEVROLET/GMC CONTINUED													
8	Truck 305, 350	1985-1995	w/HEI	31413 31419	38" B, G	36" B, G	37" B, G	31" B, G	29" B, G	28" B, G	28" B, G	27" B, G	9" D, G
8	Chevy Truck 366, 454(7.4L), with internal or external coil	1978-1989	w/HEI	31803 31809	39" A, D	48" A, D	38" A, D	36" A, D	27" A, D	31" A, D	25" A, D	32" A, D	9" D, D
8	Chevy Caprice, Camaro, Monte Carlo	1988 on	w/HEI	31833	31" B, G	33" B, G	30" B, G	29" B, G	35" B, G	26" B, G	22" B, G	25" B, G	9" D, G
8	Truck, 454	1996-2000		32109	34" A, I	36" A, I	30" A, I	33" A, I	25" A, I	30" A, I	22" A, I	25" A, I	12" I, I
8	Truck, 8.1L	2001-2005		39849	13" A, N	13" A, N	13" A, N	13" A, N	13" A, N	13" A, N	13" A, N	13" A, N	
8	GM Pickup, Vortech 350 5.7 L	1996-2000		32163 32169	28" B, I	26" B, I	28" B, I	26" B, I	23" B, I	20" B, I	21" B, I	18" B, I	13" I, I
8	Chevy Big Block Truck	1990-1995	HEI	32119	37" B, A	41" B, A	35" B, A	31" B, A	29" B, A	28" B, A	28" B, A	26" B, A	12" B, G
8	Camaro, Firebird 3.8L V6	1996-1999	w/HEI	32799	22" B, B	40" B, B	28" B, B	36" B, B	32" B, B	32" B, B			
4	S-10/Sonoma 2.2L	1998-2004		32779	35" A, R	36" A, R	39" A, R	42" A, R					
6	Camaro/Firebird 3.8L	2000-2002		32089	22" A, B	25" A, B	28" A, B	30" A, B	34" A, B	38" A, B			
6	3.1L Lumina, Malibu, 3.4L Monte Carlo, Venture, Impala	2000-2005		32559	24" A, B	36" A, B	25" A, B	33" A, B	26" A, B	36" A, B			
CHRYSLER													
6	Jeep Cherokee, Wrangler 4.0L	1991-1998	90°	32233 32239	10" A, D	17" A, D	15" A, D	16" A, D	14" A, D	11" A, D			9" B, D
8	Dodge Dakota, 5.9L/5.2L	1999-2002		32979	31" A, R	29" A, R	20" A, R	20" A, R	33" A, R	33" A, R	24" A, R	21" A, R	38" R, R
8	318, 340, 360, Cars and Trucks Stock Distributors	1973-on	Socket	31303 31309	30" A, E	29" A, E	32" A, E	23" A, E	29" A, E	30" A, E	21" A, E	21" A, E	15" F, E
8	318, 340, 360, Cars and Trucks MSD Distributors, PN 8534, PN 8388		HEI	32749	30" A, D	29" A, D	32" A, D	23" A, D	29" A, D	30" A, D	21" A, D	21" A, D	15" D, F
8	383, 400, 440, Cars and Trucks Stock Distributor	1973-on	Socket	31319	29" A, C	24" A, E	36" A, E	51" A, C	43" A, C	44" A, C	55" A, C	55" A, C	18" C, F
8	383, 400, 440, Cars and Trucks, MSD Distributors, PN 8386, PN 8546, PN 8545		HEI	32733 32739	29" A, D	24" A, D	36" A, D	51" A, D	43" A, D	44" A, D	55" A, D	55" A, D	18" D, F
8	Dodge Ram, 318, 360	1994-2000		32183 32189	31" A, D	32" A, D	28" A, D	30" A, D	20" A, D	26" A, D	21" A, D	21" A, D	38" B, D
8	Dodge, 5.7L Hemi	2003-2005		32033 32039	37" S, T	35" S, T	35" S, T	37" S, T	35" S, T	37" S, T	37" S, T	35" S, T	
FORD (Focus see page 132)													
4	Ford 2300			31259	32" A, B	32" A, B	32" A, B	29" A, B					16" B, R
8	302 (5.0L) Car/Trucks, Mustang, Thunderbird, LTD, Granada	1977-1993	w/HEI	31323 31329	24" A, R	23" A, R	37" A, R	31" A, R	25" A, R	37" A, R	28" A, R	34" A, R	26"-B, R 25"-F, R
8	(5.0L) Mustang	1994-1995	w/HEI	32203 32209	19" A, R	21" A, R	20" A, R	27" A, R	23" A, R	23" A, R	28" A, R	27" A, R	8" B, R
8	255, 351W (5.8L) Cars/Trucks, Mustang, Thunderbird, Granada	1977-1993	w/HEI	31323 31329	24" A, R	23" A, R	37" A, R	31" A, R	25" A, R	37" A, R	28" A, R	34" A, R	26"-B, R 25"-F, R
8	351M, 400, Cars/Trucks, LTD, LTD II, Thunderbird	1975-1979	w/HEI	31339	30" A, R	30" A, R	30" A, R	32" A, R	31" A, R	40" A, R	30" A, R	30" A, R	14" F, R

See Boot Key on page 129.

*Factory Style Boot. Not listed.



CUSTOM FIT WIRE SETS

PART NUMBER KEY

Black Wires Part Number ends with a 3

Red Wires Part Number ends with a 9

Cyl.	Description	Year	Style	PN	1-cyl.	2-cyl.	3-cyl.	4-cyl.	5-cyl.	6-cyl.	7-cyl.	8-cyl.	Coil Wire
FORD CONTINUED													
8	302cid Cars, Light Trucks	1970-1976	Socket	31393 31399	31" A, C	30" A, C	30" A, C	28" A, C	32" A, C	36" A, C	26" A, C	28" A, C	15" C, F
8	302cid Cars, Light Trucks w/ HEI Cap	1970-1976	HEI	35399	31" A, D	30" A, D	30" A, D	28" A, D	32" A, D	36" A, D	26" A, D	28" A, D	15" D, F
8	351C, 351W, 352, 390, 400, 429, 460 Car	1965-1976	Socket	31383 31389	30" A, C	35" A, C	35" A, C	33" A, C	32" A, C	35" A, C	33" A, C	33" A, C	16" C, F
8	351C, 351W, 352, 390, 400, 429, 460 Car w/ HEI Cap	1965-1976	HEI	35383 35389	29" A, D	35" A, D	35" A, D	33" A, D	32" A, D	32" A, D	33" A, D	33" A, D	16" D, F
8	4.6L F150, Expedition, Town Car	1997-1998		32579	22" *, *	44" *, *	26" *, *	52" *, *	35" *, *	41" *, *	25" *, *	32" *, *	
6	3.8L Mustang	1994-1998	90°	32289	15" *, A	20" *, A	26" *, A	27" *, A	36" *, A	37" *, A			
6	3.8L Mustang	2001-2004		32889	48" *, J	42" *, J	38" *, J	15" *, J	14" *, J	14" *, J			
6	3.8L Mustang	1999-2000	90°	32999	48" J, *	46" J, *	42" J, *	20" J, *	15" J, *	17" J, *			
8	4.6L Mustang SOHC Linc. (not for Crown Vic)	1996-1998	90°	32223 32229	18" *, *	25" *, *	24" *, *	47" *, *	33" *, *	35" *, *	23" *, *	32" *, *	
8	4.6L Cobra DOHC	1996-1998	90°	32213 32219	28" *, *	36" *, *	30" *, *	46" *, *	39" *, *	39" *, *	29" *, *	35" *, *	
BUICK													
6	3.1L Century, Regal	2000-2005		32559	24" A, B	36" A, B	25" A, B	33" A, B	26" A, B	36" A, B			
OLDSMOBILE													
8	All 260, 307, 350, 403, 455, Cutlass Delta, Toronado	1974-1983	w/HEI	31363 31369	22" A, D	22" A, D	36" A, D	27" A, D	32" A, D	25" A, D	38" A, D	40" A, D	
8	All 267, 305, (5.0L), Except 1976-1979 Omega	1978-1986	w/HEI	31409	40" A, D	44" B, D	44" A, D	40" A, D	36" A, D	36" A, D	22" B, D	28" A, D	
6	3.4L Alero, Silhouette	2000-2004		32559	24" A, B	36" A, B	25" A, B	33" A, B	26" A, B	36" A, B			
PONTIAC													
8	All 260, 265, 301, 350 w/out Turbo Firebird, Grand-Am, Lemans	1975-1992	w/HEI	31363 31369	22" A, D	22" A, D	36" A, D	27" A, D	32" A, D	25" A, D	38" A, D	40" A, D	
8	All 267, 305 (5.0L), Firebird, Grand-Am, Grand Prix, Lemans	1981-on	w/HEI	31409	40" A, D	44" B, D	44" A, D	40" A, D	36" A, D	36" A, D	22" B, D	28" A, D	
6	Pontiac Grand Prix 3.8L Supercharged	1997-2000		32789	13" A, B	42" A, B	20" A, B	40" A, B	24" A, B	44" A, B			
6	3.1L Grand-Am, Grand Prix ('00-'03), Transport	2000-2004		32559	24" A, B	36" A, B	25" A, B	33" A, B	26" A, B	36" A, B			
6	Grand Prix GT	1997-on		32789	13" A, B	42" A, B	20" A, B	40" A, B	24" A, B	44" A, B			
8	LS1 GTO	2004-2006	LS1	32813 32819	8" A, N	8" A, N	8" A, N	8" A, N	8" A, N	8" A, N	8" A, N	8" A, N	

See Boot Key on page 129.

*Factory Style Boot. Not listed.



SPORT COMPACT WIRE SETS

8.5MM SUPER CONDUCTOR FOR SPORT COMPACT

These sets are specifically designed for sport compact engines.

VEHICLE	YEAR	DESC.	ENGINE	RED	BLACK	EXTREME WIRE SET
ACURA						
CL	'98-'99	SOHC 16V VTEC	2.3L	PN 32379		
Integra LS, RS, GS	'90-'01	DOHC 16V	1.8L 1834cc	PN 32329	PN 32323	PN 35329*
Integra GS-R	'92-'93	DOHC 16V VTEC	1.7L 1678cc	PN 32329	PN 32323	PN 35329*
Integra GS-R	'92-'95	DOHC 16V VTEC	1.8L 1834cc	PN 32329	PN 32323	PN 35329*
Integra GS-R, Type R	'96-'01	DOHC 16V VTEC	1.8L 1834cc	PN 32349	PN 32343	PN 35349*
BMW						
Mini Cooper	'90-'00		1.6L	PN 32879		
DODGE/CHRYSLER						
Cirrus, Sebring	'95-'98	DOHC 16V	2.0/2.4L	PN 32279	PN 32273	
Cirrus, Sebring	'97-'00	SOHC 16V	2.0L	PN 32729		
Avenger, Caravan, Stratus	'95-'98	DOHC 16V	2.0/2.4L	PN 32279	PN 32273	
Avenger, Caravan, Stratus	'97-'00	SOHC 16V	2.0L	PN 32729		
Neon SRT-4, PT Cruiser	'03-'05	4-Cyl. Turbo	2.4L	PN 32689	PN 32683	
PT Cruiser	'03-'05	4-Cyl.	2.4L	PN 32689	PN 32683	
FORD						
Focus	'99-'04	4V	2.0L	PN 32949		
Focus, with MSD Coil, PN 8241	'99-'04	4V	2.0L	PN 32939		
ZX-2	'98-'04		2.0L	PN 32939		
HONDA						
Accord EX, LX Coupe, Sedan	'98-'02	SOHC 16V VTEC	2.3L	PN 32379		
Accord DX, SE, VP Coupe, Sedan	'98-'02	SOHC 16V	2.3L	PN 32379		
Accord EX, EXL	'94-'97	SOHC 16V	2.2L 2157cc	PN 32379		
Accord Anniversary Edition Sedan	'90-'97	SOHC 16V	2.2L 2156cc	PN 32369		
Accord DX, Coupe 2DR	'90-'94	SOHC 16V	2.2L 2156cc	PN 32369		
Accord DX, Sedan 4DR	'90-'97	SOHC 16V	2.2L 2156cc	PN 32369		
Accord EX, Wagon 4DR	'91-'93	SOHC 16V	2.2L 2156cc	PN 32369		
Accord EX, Coupe 2DR/Sedan 4DR	'90-'93	SOHC 16V	2.2L 2156cc	PN 32369		
Accord LX, Wagon 4DR	'91-'97	SOHC 16V	2.2L 2156cc	PN 32369		
Accord LX, Coupe 2DR/Sedan 4DR	'90-'97	SOHC 16V	2.2L 2156cc	PN 32369		
Accord SE, Coupe 2DR	'93	SOHC 16V	2.2L 2156cc	PN 32369		
Accord SE, Sedan 4DR	'91-'93	SOHC 16V	2.2L 2156cc	PN 32369		
Civic 4WD Wagon 4DR	'88-'91	SOHC 16V VTEC	1.6L 1590cc	PN 32319		
Civic CX, Hatchback 3DR	'92-'95	SOHC 8V	1.5L 1493cc	PN 32319		
Civic CX, Hatchback 3DR	'96-'00	SOHC 16V	1.6L 1590cc	PN 32359	PN 32353	PN 35359*
Civic DX, Coupe 2DR	'93-'95	SOHC 16V	1.5L 1493cc	PN 32319		

* Supplied with female 90° terminals and boots installed.





SPORT COMPACT WIRE SETS

VEHICLE	YEAR	DESC.	ENGINE	RED	BLACK	EXTREME WIRE SET
HONDA						
Civic DX, Sedan 4DR/HB 3DR.....	'88-'95	SOHC 16V.....	1.5L 1493cc.....	PN 32319		
Civic DX, Coupe 2DR/Sedan 4DR/HB	'96-'00	SOHC 16V.....	1.6L 1590cc.....	PN 32359	PN 32353	PN 35359*
Civic EX, Sedan 4DR.....	'90-'91	SOHC 16V.....	1.6L 1590cc.....	PN 32319		
Civic EX, Coupe 2DR/Sedan 4DR.....	'92-'00	SOHC 16V VTEC	1.6L 1590cc.....	PN 32359	PN 32353	PN 35359*
Civic Hatchback 3DR	'88-'89	SOHC 16V.....	1.5L 1493cc.....	PN 32319		
Civic LX, Sedan 4DR	'88-'95	SOHC 16V.....	1.5L 1493cc.....	PN 32319		
Civic LX, Sedan 4DR	'96-'00	SOHC 16V.....	1.6L 1590cc.....	PN 32359	PN 32353	PN 35359*
Civic HX, Coupe 2DR	'96-'00	SOHC 16V VTEC-E. 1.6L 1590cc.....	PN 32359	PN 32353	PN 35359*	
Civic Si Hatchback 3DR	'92-'95	SOHC 16V VTEC	1.6L 1590cc.....	PN 32359	PN 32353	PN 35359*
Civic Si	'99-'00	DOHC 16V VTEC	1.6L 1590cc.....	PN 32349	PN 32343	PN 35349*
Civic VX Hatchback.....	'92-'95	SOHC 16V VTEC-E. 1.5L 1493cc.....	PN 32359	PN 32353	PN 35359*	
Civic Del Sol VTEC	'94-'97	DOHC 16V VTEC	1.6L 1590cc.....	PN 32349	PN 32343	PN 35349*
Civic Del Sol S.....	'93-'95	SOHC 16V.....	1.6L 1590cc.....	PN 32319		
Civic Del Sol S, Coupe 2DR	'96-'97	SOHC 16V.....	1.6L 1590cc.....	PN 32359	PN 32353	PN 35359*
Civic Del Sol Si, Coupe 2DR.....	'93-'97	SOHC 16V VTEC	1.6L 1590cc.....	PN 32359	PN 32353	PN 35359*
CRX DX, HF, Hatchback 3DR	'88-'91	8V/16V.....	1.5L 1493cc.....	PN 32319		
CRX Si, Hatchback 3DR	'88-'91	16V	1.6L 1590cc.....	PN 32319		
Prelude S, Coupe 2DR	'92-'96	SOHC 16V.....	2.2L 2156cc.....	PN 32369		
Prelude VTEC Coupe 2DR	'93-'96	DOHC 16V VTEC	2.2L 2157cc.....	PN 32389		
Prelude Type SH, Coupe 2DR.....	'97-'01	DOHC 16V VTEC	2.2L 2157cc.....	PN 32389		
Wagon, Wagonvan 4DR	'88-'91	16V	1.5L 1493cc.....	PN 32319		
CRV LX, EX.....	'97-'01	DOHC 16V.....	2.0L 1973cc.....	PN 32329	PN 32323	PN 35329*
EAGLE						
Talon.....	'95-'99	DOHC 16V.....	2.0L.....	PN 32279	PN 32273	
Talon.....	'97-'00	SOHC 16V.....	2.0L.....	PN 32729		
Talon, Turbo	'95-'99	DOHC Turbo.....	2.0L.....	PN 32719		
MAZDA						
Miata.....			1.6/1.8L.....	PN 32599		
MITSUBISHI						
Eclipse.....	'95-'99	DOHC 16V.....	2.0L.....	PN 32279	PN 32273	
Diamante/GT3000	'92-'96	TURBO V6.....	3.0L.....	PN 32709		
Eclipse.....	'95-'99	TURBO	2.0L.....	PN 32719		
PLYMOUTH						
Neon, Voyager	'95-'98	DOHC 16V.....	2.0/2.4L	PN 32279	PN 32273	
Neon, Voyager	'97-'00	SOHC 16V.....	2.0L.....	PN 32729		
TOYOTA						
Toyota Trucks	'79-'92			PN 31949		

* Supplied with female 90° terminals and boots installed.

TECH TIP

GROUNDING

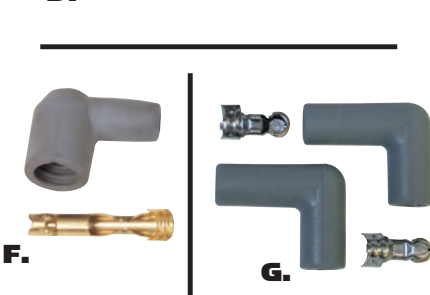
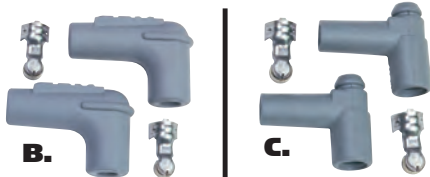
Nothing is more aggravating than an intermittent electrical issue. We've found many ignition issues directly related to faulty grounds. A few tips:

- Have a ground wire from the engine running to the chassis.
- For trunk mounted batteries, route a ground wire (at least 10-gauge) directly to the engine.
- When using MSD 7, 8, or Pro Mag ignition, ground the heads together and connect them to the common chassis ground point.

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO

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 - **PN 3301**

B. 90° MSD Boots and Terminals, 2/Card - **PN 3311**

C. HEI Style 90° Boots and Terminals, 2/Card - **PN 3320**

D. 90° Socket Boots and Terminals, 2/Card - **PN 3321**

E. Straight Socket Boots and Terminals, 2/Card - **PN 3322**

F. Blaster 2 Coil Boot and Terminal, 1/Card - **PN 3331**

G. 90° Non-Logo Boots and Terminals, 2/Card - **PN 3323**

Not shown:

LT1 Straight Boots and Terminals, 2/Card - **PN 3302**

LT1 90° Boots and Terminals, 2/Card - **PN 3303**

LS1 45° Boots and Terminals, 2/Card - **PN 3304**

BOOT AND TERMINAL SETS

If you're making a custom set of spark plug wires these sets are for you. Each set is supplied with nine high-temperature boots and their matching terminal.

H. 90° Socket Boots and Brass Terminals - **PN 8851**

I. 90° MSD Boots and Dual Crimp Terminals - **PN 8850**

J. 90° Boots and Dual Crimp Terminals - **PN 8847**

K. HEI Boots for Retainers and Dual Crimp Terminal - **PN 8849**

L. Short 90° Boots and Dual Crimp Terminals - **PN 8848**





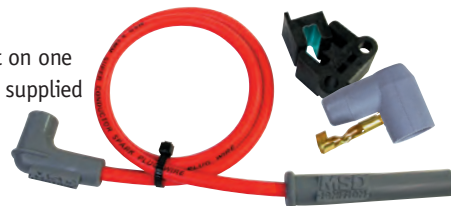
BOOTS AND TERMINALS

REPLACEMENT SPARK PLUG WIRES

The MSD Universal Replacement wire is 48" long and has a multi-angle terminal and boot on one end with a 90° HEI style terminal on the other side. A 90° socket terminal and boot is also supplied with a Mini-Stripper-Crimper so the wire can be custom tailored to your application.

8.5mm Super Conductor Wire, Red - PN 34069

8.5mm Super Conductor Wire, Black - PN 34063



BULK WIRE

MSD offers both the Heli-Core and 8.5mm Super Conductor Wire in bulk. Sets are sold in 6', 25', 100' and 300' lengths.

LENGTH	8.5MM RED	8.5MM BLACK
6 feet	PN 34039	PN 34033
25 feet	PN 34019	PN 34013
100 feet	PN 34049	PN 34043
300 feet	PN 34059	PN 34053

COIL WIRE REPLACEMENT

This Super Conductor Coil Wire is 18" long.



Coil Wire Replacement

HEI boots, Red - PN 84039

HEI boots, Black - PN 84033

Blaster Socket boot, Red - PN 84049

FIREWALL FEED-THRU

To prevent voltage leaks in passenger compartment mounted coil installations, MSD designed the 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.

Firewall Feed-Thru, Red/Black - PN 8211



HEMI TUBES

MSD's 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 tubes meet NHRA's requirements. The Tubes are available in a set of 16 with eight red and eight black.

MSD Hemi Tubes, Set of 16 - PN 3475

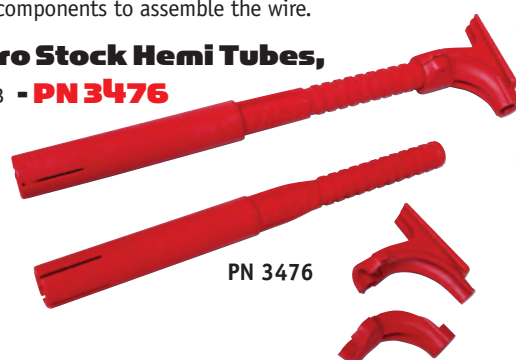


PRO STOCK HEMI TUBES

Ford and Chrysler Hemi Pro Stock heads have a long, skinny tube machined in the head to access the spark plug. This created a challenge to install spark plug wires. MSD answers with an 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.

MSD Pro Stock Hemi Tubes,

Set of 8 - PN 3476



BULK BOOTS AND TERMINALS

You can now get MSD Boots and Terminals in bulk sets of 100.

100 TERMINALS

A. Multi-Angle Dual Crimp Terminals - PN 34605

B. 90° Plug Style Dual Crimp Terminal - PN 34615

C. 90° Socket Cap Terminals - PN 34635



100 BOOTS

D. Multi-Angle - PN 34565

E. 90° Spark Plug Style - PN 34515

F. 90° Socket Cap - PN 34525

G. HEI Style w/Nipple - PN 34555

H. 90° Non-Logo Boot, Quantity 50 - PN 34575

EFI

IGNITIONS

LATE MODEL

COILS

STARTERS

DISTRIBUTORS

CRANK TRIGGERS

TIMING/RPM CONTROLS

SPARK PLUG WIRES

ACCESSORIES

MARINE

STREET FIRE

PRO MD



**AMP Pin
PN 3506**

**8.5MM Plug Wire
PN 3508**



**AMP Lug
PN 3507**



**Weathertight
PN 3509**



Deutsch - PN 3510

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.

Pro-Crimp Tool - PN 35051

Pro-Crimp Dies

These dies are for use with Pro-Crimp Tool, PN 35051.

Amp Pin Terminal Dies - PN 3506

Amp Lug Terminal Dies - PN 3507

Plug Wire Terminal Dies - PN 3508

Weathertight Terminal Dies - PN 3509

Deutsch Terminal Dies - PN 3510

TECH TIP

CRIMP IT TWICE

MSD uses special Dual Crimp Terminals on the multi-angle and the 90° HEI/spark plug terminals. These terminals have two sets of crimp tabs; one to grip the wire sleeve and another to secure the conductor. This produces the strongest crimp possible!



Large crimp tabs grasp the Super Conductor sleeve.

Separate crimp tabs firmly grip the conductor.

Stainless steel "Click-Lock" tab will not vibrate off.

Mini-Stripper-Crimper

This special tool is an inexpensive way to make a set of custom plug wires. It provides a "die" to strip either 8mm Heli-Core or 8.5mm Super Conductor Wire, then can be used in a vise to provide a solid terminal crimp to the wire.

Mini-Stripper-Crimper - PN 3503





Pro-Clamp™ Separators

The Pro-Clamp will keep the plug wires in a tidy order and away from engine heat sources. Each Separator features secure grooves for each wire and a top bracket snaps in place to sandwich the wires in place. Each base has a hole for a retaining screw if desired and a tab that will help hold it in position.

The kit is supplied with two 4-wire assemblies, two 3-wire assemblies and four 2-wire assemblies.

Pro-Clamp Separators - PN 8843

- No tools needed to open
- Wires stay in place when cover is removed
- Stand alone or can be bolted down



PN 8843

Wire Separators

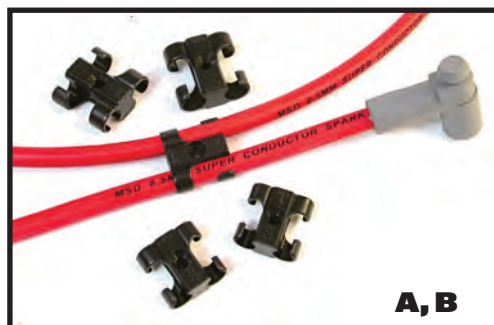
Not only do separators have to keep spark plug wires away from engine heat sources, they also have to keep the plug wires far enough apart to prevent inductive crossfire and actual spark loss. MSD Wire Separators will clean up your wire installation and last the duration of your vehicle.

A. Dual Plug Wire Separators, 8-8.5mm Wires,

Set of 16 - **PN 8841**

B. Dual Plug Wire Separators, Wires w/Sleeve,

Set of 16 - **PN 8842**



A, B

Shrink Sleeve with Numbers

This Sleeve simply slides over the spark plug boot or other connection and will shrink tightly around it for a secure connection. Best of all, these sleeves have the cylinder numbers on them so each wire is clearly marked preventing any confusion during thrashes in the pits.

Numbered Shrink Sleeve - PN 3415

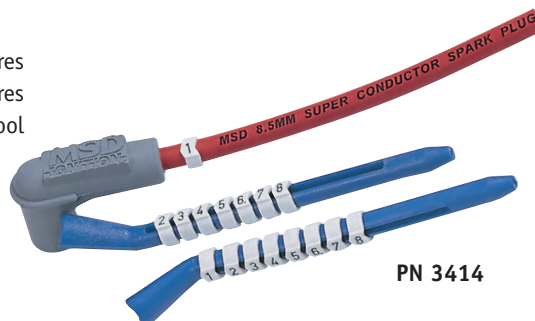


PN 3415

Cylinder Markers

These great little markers will save you time and ensure that the plug wires are always in the right place. They will withstand high underhood temperatures and are available in two sizes. The Markers are also supplied on a trick tool that makes installation effortless.

Cylinder Markers, 8.5mm Wire - PN 3414



PN 3414

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



PLUG WIRE ACCESSORIES

PRO-HEAT GUARD™

This tough sleeving is made up of a thick glass woven core that resists temperatures up to 1,000°F. Silicone rubber coating surrounds the core adding protection against abrasion and heat. The sleeving has a 3/8" inner diameter so it easily slides over most spark plug wires.

Pro-Heat Guard Roll of 25 feet - **PN 3411**



PN 3411

PRO-BOOT GUARD™

MSD's Pro-Boot Guard is designed to protect spark plug boots from excessive heat. The slide-on sleeve features a fiberglass woven inner sleeve which is then coated with a specially compounded silicone rubber. This combination produces a thick sleeve that can withstand extreme temperatures. Slides over most plug boots.

Pro-Boot Guard Roll of 6 feet - **PN 3412**



PN 3412

SHRINK SLEEVING

MSD Shrink Sleeving can be used to protect connections throughout the vehicle as well as spark plug wires. Simply install the Shrink Sleeving over the connection and apply heat. The sleeving will shrink tightly around the wire and protect it. MSD Shrink Sleeving will not split and is designed to withstand high underhood temperatures.

Shrink Sleeving for Pro-Heat Guard Set of 18 - **PN 3407**



PN 3407

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.

Spark Guard - **PN 8804**

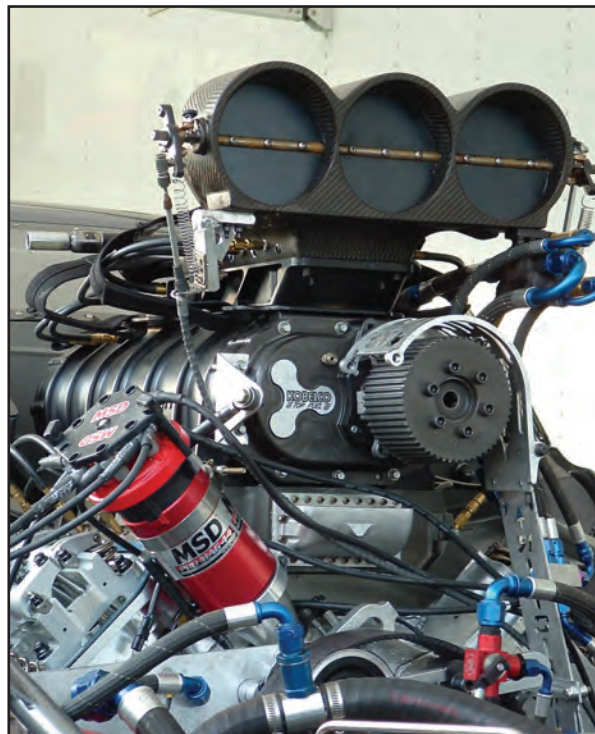


TECH TIP

SOFTWARE COMPATIBILITY

MSD's Pro-Data+ v3.19 is compatible with Windows XP, Windows Vista, and Windows 7 (32-bit & 64-bit).

The MSD View is currently compatible with Windows XP, Windows Vista, and Windows 7 (32-bit only).



PROMO
STREET FIRE
MARINE
ACCESSORIES
SPARK PLUG WIRES
TIMING/RPM CONTROLS
CRANK TRIGGERS
DISTRIBUTORS
STARTERS
COILS
LATE MODEL
IGNITIONS
EFI



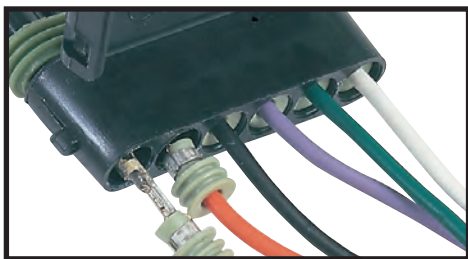
DEUTSCH CONNECTORS

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.

- 2-Pin Connector, 16 gauge - PN 8183**
- 4-Pin Connector, 16 gauge - PN 8181**
- 6-Pin Connector, 16 gauge - PN 8180**
- 8-Pin Connector, 16 gauge - PN 8185**
- 12-Pin Connector, 16 gauge - PN 8186**
- 2-Pin Connector, 12-14 gauge - PN 8184**
- 4-Pin Connector, 12-14 gauge - PN 8187**



See page 138 for Crimp Tools.

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.



PN 8170

PN 8171

PN 8172

PN 8173

PN 8174

CONNECTORS

Male Tower/Female Shroud with Pins and Seals

CONNECTOR	INDIVIDUAL
6-Pin	PN 8170
4-Pin	PN 8171
3-Pin	PN 8172
2-Pin	PN 8173
1-Pin	PN 8174

Pin Extraction Tool - PN 8193

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

10 Male Pins and Seals - PN 8190

10 Female Pins and Seals - PN 8191



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM

PN 8812



ALTERNATE ACTION SWITCH

This switch is designed to be used as an auxiliary ignition On/Off button. It can be mounted to the steering wheel within easy reach of the driver and can be used in a Normally Open or Normally Closed position. Assembled and constructed for harsh racing conditions.

Alternate Action Switch - PN 8812

PN 8806

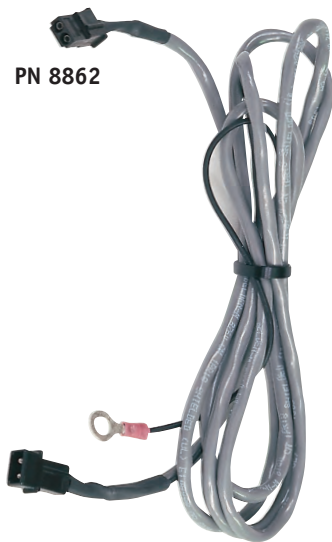


SINGLE-POLE SINGLE-THROW

The Single-Pole Single-Throw Switch is a heavy duty on-off switch.

Single-Pole Single-Throw Switch - PN 8806

PN 8862



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 Pick-Up Cable, 6' - PN 8862

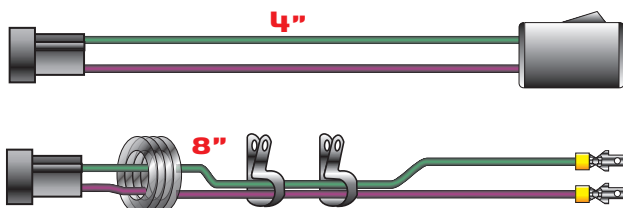
REPLACEMENT CABLES

When the time comes to replace the mag pickup harness, those worn out or burned cables, MSD offers a complete selection of cables to fit your needs. Use these harnesses to connect your MSD to your distributor, MSD 7-Series Ignition, PN 8860 or the MSD Marine, PN 64601.

6' Cable Harness, 2 Wire Magnetic Trigger - PN 8860

6M-2L Marine Harness - PN 64601

HARNESSES AND ADAPTERS



This adapter cable allows you to plug your MSD 6 or 7-Series Ignition or Timing Accessory directly into a Ford Duraspark Connector. **PN 8869**

The MSD GM HEI Module Bypass Cable Assembly allows you to plug an MSD 6 or 7-Series Ignition or Timing Accessory directly into the magnetic trigger inside a GM HEI distributor. **PN 8861**



ACCESSORIES



NOISE FILTER

If you experience radio noise after installing the MSD Ignition, you may need to install an MSD Noise Filter. Electro Magnetic Interference (EMI) is occasionally generated from the MSD power cables and can be easily eliminated by installing the Noise Filter on the heavy power supply wires coming from the MSD. When the MSD draws current, it will draw through the Noise Filter instead of directly from the battery, so all other accessories that operate off 12 volts, like the radio, fuel pump, or the engine computer, will be unaffected by the MSD.

The Noise Filter will also prevent damage to the MSD during jump-starts and will keep a vehicle's 12 volt line "clean" by removing any voltage and current surges that could interfere with the operation of some MSD accessories such as the Soft Touch Rev Control or the 2-Step Module Selector. It is recommended that the Noise Filter be used on installations with the MSD 7 and 8-Series Ignitions to prevent this interference.

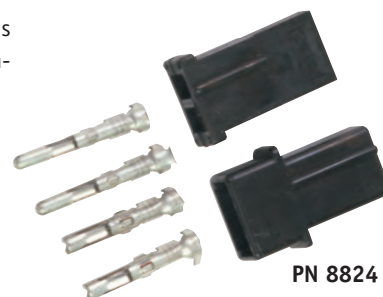
MSD Noise Filter w/Cover, 26 kufd - PN 8830



TWO PIN CONNECTOR

MSD's Two Pin Connector Kit replaces damaged connectors or aids in custom wiring. This is the same connector used on MSD's magnetic pickup harnesses. Each kit comes with two connectors and four pins.

MSD Two Pin Connector - PN 8824



VIBRATION MOUNTS

In many performance applications such as off-road, drag race, marine and oval track racing, strong vibration forces can be transmitted through the chassis to the MSD unit. To protect the MSD from excessive vibration, we recommend the use of these vibration mounts. MSD offers three types of vibration mounts, one for the MSD 5 and 6 Ignitions, one for the MSD 7, 8 and 10-Series, and one for the Pro Power Coil.

Vibration Mounts, 7AL-2, 7AL-3, 8 and 10-Series, 1" x .75", 4/Card - PN 8800

Vibration Mounts, 5 and 6, SCI, Digital 7-Series, .75" x .63", 4/Card - PN 8823

Vibration Mounts, Pro Power Coil, .44" x .50", 3/Card - PN 8825

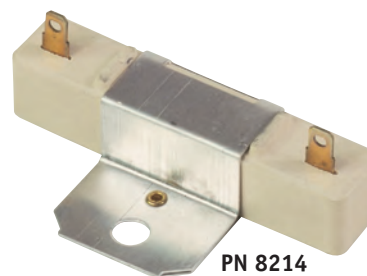
Vibration Mounts, Blaster SS Coil, .44" x .50", 3/Card - PN 8839



BALLAST RESISTOR

For use with an MSD Blaster Coil when connected to a stock points ignition system.

0.8 ohm Ballast Resistor - PN 8214



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM

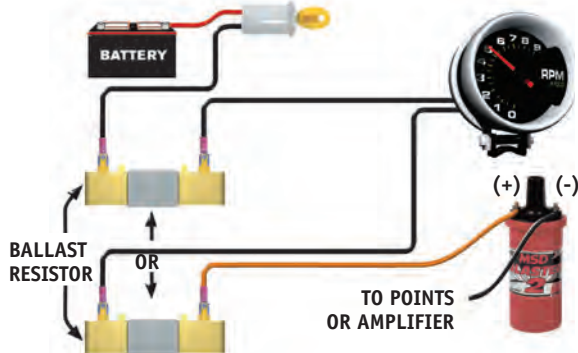
TACHOMETER/FUEL INJECTION ADAPTERS

If your tachometer, fuel injection, fuel pump relay or even aftermarket water injection does not work properly after installing an MSD Ignition, you may need an MSD Tach Adapter. There are basically two types of tachometers: voltage-triggered and current-triggered. Voltage-triggered tachs are the most common and most aftermarket tachs, fuel injection systems, fuel pump relays and water injection systems are voltage triggered.

On stock systems that use voltage-triggered tach/fuel injection systems, the tach or fuel injector control picks up an rpm signal from the negative coil (-) terminal. With the MSD installed, the coil (-) terminal can no longer be used as a trigger signal for tachometers. The MSD is equipped with a tach output terminal which you should try connecting your tach's trigger wire to first. In most instances, this will trigger the tach/fuel injection. If not, an MSD Tach Adapter may be necessary.



ORIGINAL WIRING: CURRENT TRIGGER



The second type of tachs are current-triggered tachs. These are usually factory installed and wired in-line with the positive side of the coil (+). They are triggered by the amount of current that is passed through them. These tachs will require a PN 8920 Tach Adapter or Ballast Resistor.

CURRENT-TRIGGERED TACHS

If you are using a current-triggered tach and use the White wire to trigger the MSD unit, you can use a Chrysler Dual Ballast Resistor (used on 1973-1976 vehicles), available at your local auto parts store. If using the magnetic pickup wire (Green and Violet wires) to trigger the MSD, you need a PN 8920 Adapter.

VOLTAGE-TRIGGERED TACHS

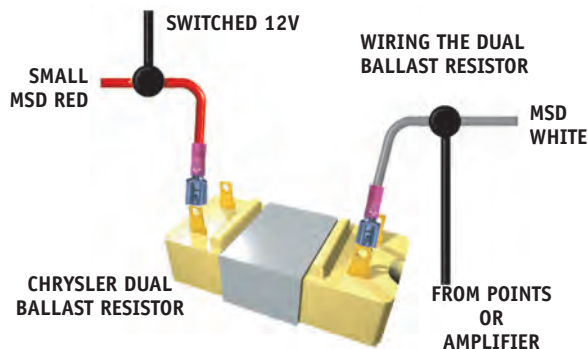
If you are using a voltage-triggered tach and using the White wire to trigger the MSD Ignition Unit, you need a PN 8910 Tach Adapter. If using the Magnetic pickup (Green and Violet wires) to trigger the MSD, you need a PN 8920 Adapter.

GM TACHOMETER

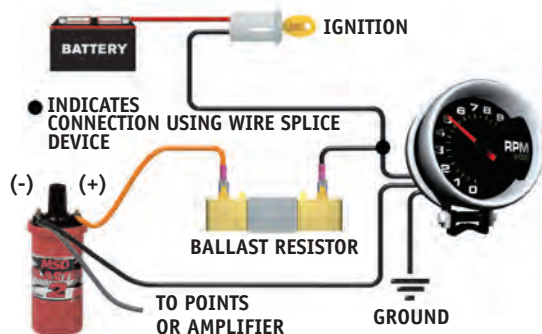
GM vehicles have an in-line filter that should be bypassed if the factory tachometer drops back to zero as the engine rpm increases. The drawings below show what the filter might look like. For correct operation, disconnect both wires from the filter and leave them disconnected. Connect the wire going to the tachometer to the MSD Ignition unit tach output terminal.



USING A CHRYSLER DUAL BALLAST RESISTOR



ORIGINAL WIRING: VOLTAGE TRIGGERED



TECH TIP

WHY DO I NEED A TACH ADAPTER?

Some tachometers or factory EFI systems require a kick-back signal that the ECU or tach use. This is especially prevalent in imports and some late models. This signal is no longer available with an MSD Ignition and in these cases, a Tach Adapter is required. See page 145 for more info.



TACH ADAPTERS

TRIGGER SOURCE: POINTS OR AMPLIFIER (FACTORY IGNITION MODULE)

If you are triggering an MSD 6 or 7-Series Ignition with its white wire or points terminal, you will need the PN 8910 Tach Adapter. The PN 8910 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.

Tach Adapter - PN 8910

For use on non-current limiting ignitions, originally equipped with a ballast resistor.

Tach Adapter - PN 8910-EIS

Designed for current-limiting ignition systems (non-ballast resistor systems).

NOTE: For applications using an MSD DIS Ignition see page 47.

TRIGGER SOURCE: MAGNETIC PICKUP

If you are using the magnetic pickup input (green and violet wires) to trigger your MSD Ignition, you will need the PN 8920 Tach Adapter. The PN 8920 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).

Tach/Fuel Adapter, Magnetic Trigger Installations or Current Triggered Tachometers - PN 8920



PN 8910



PN 8920

TACHOMETER COMPATIBILITY LIST

Aftermarket Tachometer	White Wire Trigger	Magnetic Trigger Connector
AUTOGAGE.....	8910	8920
AUTOMETER	NONE	NONE
FORD MOTORSPORTS.....	NONE	NONE
MALLORY.....	NONE	NONE
STEWART	8910	8920
S.W. & BI TORX	NONE	NONE
SUN	8910	8920
VDO	NONE	NONE
AMC (JEEP)	8910	8920
CHRYSLER	8910	8920
FORD.....	8910	8920
GENERAL MOTORS	Bypass In-line Filter.	Bypass In-line Filter
IMPORTS	8910/8910-EIS	8920

NOTE: On the list above, the trigger wire on tachometers that are marked NONE may be connected to the tach output terminal on the MSD 6-Series Ignition Unit using the supplied Female Faston Receptacle. For more information on the installation/applications of MSD Tach Adapters, please call our Customer Support Department at (915) 855-7123.

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" 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.

NOTE: Not for use on odd-fire engines.

Distributorless Tach Driver - PN 8913



PN 8913

US
PATENT
PENDING

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



PN 8992



PN 89921

NOTE: The PN 8992 supersedes the chrome PN 8990 light.

MSD Timing Light

This MSD Timing Light is perfect for working in a garage, outside in the sun, or anywhere else you need to check your timing. The light provides stable, reliable signals from 0 to 10,000 rpm so that you can be sure of your tune all the way through red-line. With a patented flash, we make it easy to see your timing scale by being up to three times brighter than standard timing lights. This rugged timing light is built to work in the toughest of environments. The MSD Timing Light's heavy duty resin casing is strong, easy to clean, and resistant to corrosives and most other chemicals that could get on it while you work. This light is built to protect itself from the abuse that occurs to tools. The MSD Light uses a metal inductive pickup that will not melt if accidentally touched against hot components like an exhaust manifold. A 6-foot leads provide plenty of reach from the battery to most timing indicators. The battery clamps are color-coded, insulated, and have a strong spring to ensure a tight, safe connection.

MSD Timing Light, Inductive - PN 8992
Replacement Harness - PN 89921

SELF-POWERED TIMING LIGHT

PN 8991



Great for Sprint Cars and Street Rods with NO Battery Access!

An accurate timing light is extremely important to the performance of your engine. MSD's Self-Powered Timing Light is a tool every performance tuner should have.

A great feature of the Self-Powered Timing Light is that it does not require 12 volts. This means less wires are hanging over the engine compartment and makes for quick, easy checks. For power, the Light uses six AAA batteries.

The lightweight assembly is injection molded for great durability and produces an intense strobe that is easy to view through 5,000 rpm. The inductive pickup is detachable for easy storage.

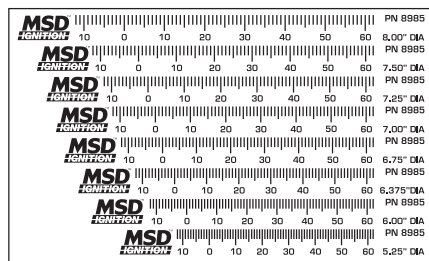
Self-Powered Timing Light - PN 8991
Harness - PN 89911

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 as the initial timing and the MSD Timing Tape will help you ensure that it is set accurately.



MSD Timing tapes will help you set your timing exactly where you want it!

MSD Timing Tapes - PN 8985

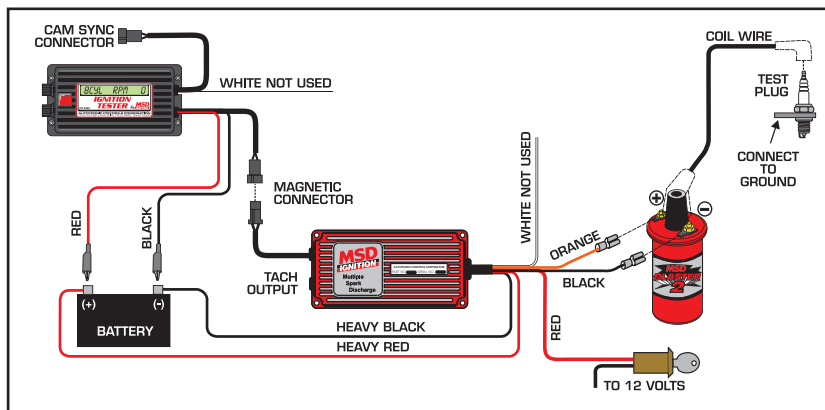


If a race engine hesitates or burbles on the track, the first thing that is suspected is the ignition system. MSD offers two ignition testers to assist racers when troubleshooting in the pits.

Both Testers allow you to check the operation of the ignition control and coil without removing them from the car! You can also confirm rev limits, shift points, tachometer accuracy and more by varying the rpm with the two control knobs. Every racer's toolbox should have an MSD Ignition Tester!

EASILY CHECK AND TEST:

- **Operation of the Ignition and Coil**
- **Rev Limits and Shift Lights**
- **RPM Switch Operation**
- **Tachometer Accuracy**



MSD SINGLE CHANNEL DIGITAL IGNITION TESTER

This Tester will check the operation of all of MSD's single-channel CD Ignition controls. Once the ignition tests good, you can continue troubleshooting and find the culprit.

The Tester produces a simulated trigger signal that fires the ignition just as if the engine was running. A special, load-producing clip-on spark plug is included to connect to the coil wire. If the spark is unable to jump the gap of the tester, there is an ignition problem and you can track it down.

For racers with our Digital Programmable 7 Ignition controls that are using a non-magnetic pickup as sync signal for individual cylinder management, the Tester has a circuit to check its operation too.

The Tester has an LCD display that clearly shows the simulated rpm. This also allows you to test the accuracy of any rpm limits, rpm-activated switches, shift light operation and your tachometer. The Tester operates on 4, 6 or 8-cylinder engines and will simulate up to 16,000 rpm.

MSD Single Channel Digital Ignition Tester - PN 8998



MULTI-CHANNEL DIGITAL IGNITION TESTER

This Tester can be used with all of MSD's CD Ignition controls as well as our line of DIS multi-channel ignitions.

There are four points-style output wires that can be used to trigger the four channels of the DIS-4 Ignitions, or a single channel can be used for ignitions such as the MSD 7-Series. There is also a magnetic pickup connector for racers using an MSD distributor or Flying Magnet Crank Trigger.

The Tester is easy to connect with firm grip alligator style terminals and matching ends for trigger inputs. The LCD alphanumeric readout displays the simulated rpm so you can easily confirm rev limits or the operation of an rpm-activated switch. For use on 4, 6 or 8-cylinder engines with a distributor or with coil packs.

Multi-Channel Digital Ignition Tester - PN 8996



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



MARINE IGNITION SYSTEMS

EFI

IGNITIONS

LATE MODEL

COILS

STARTERS

DISTRIBUTORS

CRANK
TRIGGERSTIMING/RPM
CONTROLSSPARK PLUG
WIRES

ACCESSORIES

MARINE

STREET FIRE

PROMO



MSD 6M-2L™ MARINE IGNITION WITH REV LIMITER



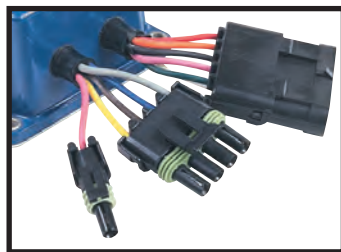
6M-2L BUILT-IN ADJUSTABLE REV LIMITER

The 6M-2L also features a built-in Soft Touch Rev Control that will save your engine from overrev damage. The rpm limit is set with sealed rpm modules (see below).

The 6M-2L can be triggered by either a magnetic pickup (distributor or crank trigger), amplifier or by a breaker point distributor. The cable harness has the proper connector so you can plug the 6M-2L into one of the Pro-Billet MSD Marine distributors.

6M-2L Marine Ignition

w/Rev Limiter - **PN 6560**



Weathertight connectors are used on all MSD marine ignition parts.

The MSD 6M-2L 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 idling.

Weathertight connectors securely lock together to provide reliable connections that are unaffected by water, oil, gasoline and most other chemicals associated with boats. The 6M-2L's electrical circuitry from marine conditions, the entire unit is potted with a polyurethane compound. This material prevents the electrical components from coming into contact with water or other chemicals.

OPERATING SPECIFICATIONS

SPARK ENERGY:	105-115 mJ PER SPARK
PRIMARY VOLTAGE:	460-480 Volts
SECONDARY VOLTAGE:	45,000 Volts
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	15,000 RPM WITH 14.4 Volts
VOLTAGE REQUIRED:	12-18 Volts, NEGATIVE GROUND
CURRENT DRAW:	1 AMP PER 1,000 RPM
WEIGHT & SIZE:	3.5 LBS., 8"L x 3.5"W x 2.25"H

TESTED WITH BLASTER COIL



The 6M-2L is thoroughly tested by Underwriter's Laboratory and certified to meet or exceed safety standards for marine ignitions as set out by the U.S. Coast Guard.

ADDITIONAL RPM MODULE KITS

Each RPM Module Kit provides five modules within a range of 1,000 rpm. Example: PN 87456 Module Kit includes a 5,000, 5,200, 5,400, 5,600 and 5,800 rpm module.

NOTE: These modules can only be used with 6M-2L.



Module Kits

5,000 RPM Series - PN 87456

6,000 RPM Series - PN 87466

7,000 RPM Series - PN 87476

GM to MSD EFI MARINE HARNESS

There are a lot of boats fit with Chevy big blocks that are running EFI systems. To make installation of an MSD 6M-2L even easier we offer this Harness! The Harness fits the factory style dual connector coil with matching connectors, then plugs directly into the 6-pin Weathertight connector of the MSD Ignition Control. No cutting or splicing is necessary.

**Marine EFI Harness,
GM-to-MSD - PN 64602**



Pro-Billet™ Marine Distributors

Marine environments place rigorous demands on every component of the ignition system, especially the distributor. The combination of water spray, salt exposure, full throttle acceleration and harsh vibrations all take their toll.

The MSD Pro-Billet distributor is the strongest and most accurate distributor you can put in your boat. The housing is CNC-machined from a billet of 6061-T6 aluminum creating a housing with no porosity. Internally, a QPQ coated shaft is guided by a sealed ball bearing and an extra long sintered bushing for high-speed stability.

Each distributor uses MSD's race-proven magnetic pickup to trigger the ignition control. Mounted just above the pickup is a mechanical advance assembly that is easy to adjust so you can dial-in an ignition curve to match your boat's application (except PN 8366).

For marine use, the distributor cap is bolted to the aluminum base. There are two flame arrestor holes with brass screens machined into the base of the distributor to prevent ignition of gas fumes that may build up in the engine compartment. A special Weathertight connector is supplied to provide a positive-lock and water resistant connection.

The Marine Pro-Billet distributors have been tested by Underwriter's Laboratory and are certified to meet or exceed safety standards for marine ignition systems as set by the U.S. Coast Guard.

Late Model GM, EFI V8 - PN 8366 Marine Pro-Billet, V8 Chevy PN 8560+

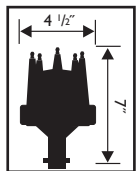
+Must be used with an MSD 6M-2L Ignition Control.



PN 8366



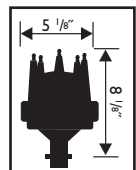
PN 8560



PN 8366 REPLACEMENT PARTS

Cap and Rotor Kit:	Gear:
PN 8406	PN 8531

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



PN 8560 REPLACEMENT PARTS

Red Cap:	Rotor:	Gear:
PN 8565	PN 8467	PN 8531

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.

TECH TIP

PLUG WIRES

MSD distributors are topped with our own special molded distributor with male, spark plug style terminals. If you're changing from the older caps with socket style terminals you'll need to change the boots and terminals of the plug wires. MSD offers a kit on nine as PN 8849.

EFI IGNITIONS LATE MODEL COILS STARTERS DISTRIBUTORS CRANK TRIGGERS TIMING/RPM CONTROLS SPARK PLUG WIRES ACCESSORIES MARINE STREET FIRE PROMO

MARINE READY-TO-RUN™

MSD's 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. This module produces a stout inductive spark that will improve combustion of the fuel mixture for better driveability.

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.

The Ready-to-Run distributors are a breeze to install. Simply drop it in the engine and connect three wires and you're ready-to-run across the lake! Supplied with a cap, rotor, gear and Weathertight wiring harness.

- **Only three wires to connect for a simple installation**
- **High output ignition module produces quick starts, smooth idle and improved mid range performance**
- **Accurate and maintenance-free magnetic pickup never needs adjustment**
- **Easily adjust the mechanical advance with the supplied springs and stop bushings to fit your boat's needs**



PN 83606



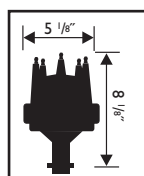
PN 83506

Ready-to-Run Marine Distributors

Chevrolet V8 - PN 83606
Ford 351C-460 - PN 83506



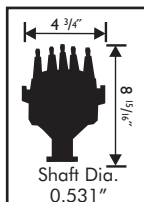
All of our marine distributors are equipped with flame arrestor holes machined into their billet aluminum housings.



PN 83606 REPLACEMENT PARTS

Red Cap:	Rotor:	Gear:
PN 8565	PN 8467	PN 8531

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



PN 83506 REPLACEMENT PARTS

Red Cap:	Black Cap:	Rotor:	Iron Gear:
PN 8431	PN 84313	PN 8467	PN 85812

FOR MORE DISTRIBUTOR ACCESSORIES SEE PAGES 102-110.



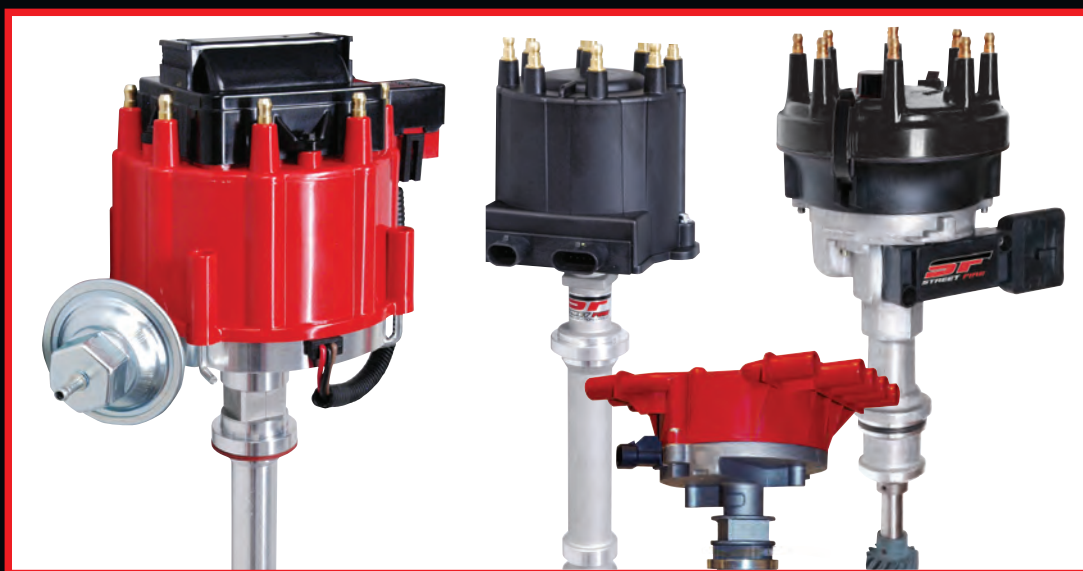
MSD[®]

STREET FIRE

Street Fire is an extension brand from MSD that delivers quality at a budget price. All of the Street Fire components are spec'd by MSD engineers and designed to provide performance for the price. The quality of each part is backed up with a one year warranty!

- *Quality components at a value price – with confidence*
- *All new components spec'd by MSD engineers*
- *One year warranty on all Street Fire products*

DISTRIBUTORS



CDI IGNITION



COILS



WIRES



AN **MSD** BRAND

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRODM



- Capacitive discharge technology
- Multiple sparks improve starting and idle
- Full power output at high rpm
- Easily connects to points, amplifiers and magnetic pickup distributors
- Adjustable rev limiter for overrev protection

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 at lower 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 aluminum 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 rotary dials in 100 rpm increments. If you have a 4, 6 or 8-cylinder engine, the Street Fire CDI will connect and fire it up!

Street Fire CDI Ignition - PN 5520

OPERATING SPECIFICATIONS STREET FIRE CDI

SPARK ENERGY:	95 mJ PER SPARK
PRIMARY VOLTAGE:	435 VOLTS
SECONDARY VOLTAGE:	43,000 VOLTS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	15,000 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	10-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW:	.7 AMP PER 1,000 RPM
WEIGHT & SIZE:	1.5 LBS., 6" L x 3.5" W x 1.75" H

TESTED WITH BLASTER COIL

THIS PRODUCT IS LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-43; LEGAL IN ALL 50 STATES.

STREET FIRE® COILS

We're excited to introduce several new coils to the Street Fire line. 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.



PN 5527



PN 5526



PN 5528



PN 5524

Ford TFI Coil - PN 5527

GM Dual Connector Coil - PN 5526

Canister Coil - PN 5524

Internal HEI Coil - PN 5525

Ford 6-Tower Coil Pack, '94-'00 - PN 5528

Ford 6-Tower Coil Pack, '01-'04 - PN 5529



THESE PRODUCTS ARE LEGAL TO SELL, DISTRIBUTE OR INSTALL ON VEHICLES IN CALIFORNIA ACCORDING TO EXECUTIVE ORDER E.O. D-40-42; LEGAL IN ALL 50 STATES.

STREET FIRE DISTRIBUTOR



STREET FIRE® HEI DISTRIBUTOR

- All new components, including the coil, spec'd by MSD engineers
- Heavy duty distributor gear for durability
- Welded weight pins and heavy duty construction
- Vacuum advance for economy

For value conscious enthusiasts, the Street Fire HEI is a great choice!

We know the importance of a centrifugal advance in a distributor so our engineers made sure that the Street Fire 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.

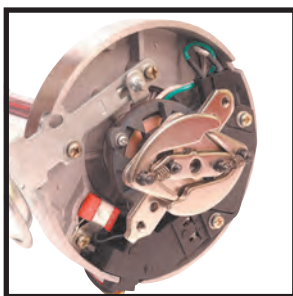
Inside, the ignition module and coil work together to produce a stout spark to light the fuel mixture for great performance. The high voltage is transferred through a new rotor to the brass terminals of the distributor cap and out to the plugs. The Street Fire Distributor is the first product to come from our new value branded ignition line.

Street Fire HEI Distributor - PN 8362

CARB Approval Pending



One of the best parts of the Street Fire Distributor is the heavy duty MSD gear!



The Street Fire HEI is supplied with the module and coil. The HEI features all brand new parts!



PN 8362 REPLACEMENT PARTS

Cap/Rotor Kit:	Module:	Coil:
PN 5501	PN 5596	PN 5525

THE STREET FIRE HEI DISTRIBUTOR IS NOT INTENDED FOR EXTREME RPM OR RACING APPLICATIONS. IN THESE APPLICATIONS, THE MSD IGNITION PRO-BILLET HEI DISTRIBUTOR, PN 8365, IS REQUIRED.

HEI VACUUM ADVANCE STOP PLATE

This little plate allows you to limit the amount of vacuum advance on your Pro-Billet HEI, PN 8365, and Street Fire HEI, PN 8362.

HEI Vacuum Advance Stop Plate - PN 84281

PN 84281



PN 8428

STREET FIRE HEI ADVANCE KIT

This kit will help you achieve the solid ignition timing you need! The Kit comes with new advance weights, springs to set the rate of advance and new bushings. This is designed for the Street Fire HEI and stock style HEI Distributors. (Not for use with MSD's PN 8365 Pro-Billet HEI.)

HEI Advance Kit - PN 8428

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IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRO-MO



STREET FIRE DISTRIBUTORS

EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO



PN 5500



PN 5501



PN 5502



PN 5503



PN 5504



PN 5505



PN 5506

CAP AND ROTOR KITS

Street Fire is making ignition maintenance easy for you! The cap, rotor and even plug wires all need to be considered as maintenance items. 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.

GM Points Style with

V8 Socket Cap - **PN 5500**

GM HEI, V8 Internal Coil - **PN 5501**

GM External Coil, V8 EFI - **PN 5502**

GM External Coil, V6 EFI - **PN 5503**

Ford V8 Socket Cap - **PN 5506**

Ford Duraspark V8 - **PN 5504**

Ford/MSD TFI V8 - **PN 5505**

STREET FIRE GM EFI DISTRIBUTORS

These Street Fire Distributors are ready to drop in to your V8 engine to 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 to the ignition.

Street Fire GM EFI Distributor - **PN 5591**

GM used this distributor when trucks first moved to EFI back in 1988! It was carried over into cars and was used through the mid 1990s and the introduction of the Vortech engine and LS Series blocks. Also, many aftermarket EFI systems require this style distributor and module.

Street Fire GM Vortech Distributor - **PN 5592**

GM moved to this distributor in the late 1990s and only used them for a few years. The unique flat cap design acts as a 'correct-a-cap' meaning that the even number spark plug wires are all on the passenger side while the odd numbers are all on the driver's side.

STREET FIRE FORD TFI

One of the most popular Ford distributors in use is the TFI version used in the 5.0L Mustangs from '86-'94. Since these cars are getting up there in miles and years, Street Fire offers a great OEM upgrade and an even better price.

As with all of the Street Fire Distributors, each one is spec'd by MSD engineers. The Ford TFI is supplied with the correct TFI ignition module and accepts the factory style connector. Of course a new cap and rotor are supplied to top the system off, as well as a fresh gear for durability.

Street Fire Ford TFI - **PN 5594**



PN 5591



PN 5592



PN 5594

CARB Approval Pending



STREET FIRE WIRES



STREET FIRE® WIRES

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**

CHEVY

PN 5554 . . . Small Block Chevy, 350 HEI
 PN 5560 . . . Chevy 454, '74-'76 HEI
 PN 5561 . . . Chevy 366-454, Socket
 PN 5562 . . . Chevy Truck 305-350, '85-On
 PN 5563 . . . '84-'91, Corvette, 350TPI
 PN 5564 . . . SBC, Socket Cap, under Manif.
 PN 5565 . . . SBC, Socket Dist. Cap over VC
 PN 5566 . . . '75-'82, Corvette 305-350 HEI
 PN 5567 . . . Chevy 454, '75-On HEI
 PN 5568 . . . Chevy C-30, '83-'84 HEI
 PN 5569 . . . Chevy 454, '88-On
 PN 5570 . . . Chevy Caprice/Camaro, '88-On
 PN 5571 . . . Chevy Pickup, BB EFI, '90-'97
 PN 5572 . . . GM F-Body, Corvette, LS-Series, '97-On
 PN 5573 . . . GM Truck, Tahoe, Suburban, Vortech V8, '96-'97
 PN 5574 . . . GM Truck, LS, LQ-Series, '99-'05
 PN 5575 . . . GM F-Body, LT1, '93-'96
 PN 5576 . . . Chevy Caprice, Impala, LT1, '94-'96
 PN 5577 . . . GM, Vortec V6, 4.3L, '96-'04

DODGE/CHRYSLER

PN 5530 . . . '73-On, 318-360, Socket
 PN 5531 . . . '73-On, 383-440, Socket
 PN 5532 . . . Dodge Ram, '94-'97, 318-360
 PN 5533 . . . Neon SRT-4, 2.4L Turbo '03-'04
 PN 5534 . . . Chrysler, Mitsubishi, 2.0L DOHC

FORD

PN 5540 . . . Ford 351W, 400, 460, '77-On HEI
 PN 5541 . . . Ford 302, 351W, HEI
 PN 5542 . . . Ford 351C-460, Socket
 PN 5543 . . . Ford 289-302, Socket
 PN 5544 . . . Mustang 5.0L, '94-On
 PN 5545 . . . Ford Mustang, Lincoln, 4.6L, '96-'97
 PN 5546 . . . Ford Mustang Cobra, 4.6L, '96-'97
 PN 5547 . . . Ford ZX-2, 2.0L, '98-'01

HONDA

PN 5580 . . . Integra, 1.8L V-Tec, '96-'01
 PN 5581 . . . Honda Civic, 1.6L, '92-'00
 PN 5582 . . . Integra, 1.8L, Non-V-Tec, '90-'01
 PN 5583 . . . Honda Prelude, 2.2L V-Tec, '93-'97

PONTIAC

PN 5539 . . . Pontiac Grand Prix GTP V6, '97-On

UNIVERSAL

These kits are supplied only with the spark plug boot installed. This way you can route the wires exactly as you'd like for a custom fit. Terminals and boots are supplied for the distributor side that you install with a special tool that is also supplied. All kits are for 8-cylinder.

PN 5550 . . . Multi-Angle Plug, HEI Cap
 PN 5551 . . . Multi-Angle, Socket/HEI
 PN 5552 . . . 90°, Plug/90° Plug
 PN 5553 . . . 90°, Socket/HEI Cap



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 IGNITIONS
 LATE MODEL
 COILS
 STARTERS
 DISTRIBUTORS
 CRANK
 TRIGGERS
 TIMING/RPM
 CONTROLS
 SPARK PLUG
 WIRES
 ACCESSORIES
 MARINE
 STREET FIRE
 PROMO



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK TRIGGERS
TIMING/RPM CONTROLS
SPARK PLUG WIRES
ACCESSORIES
MARINE
STREET FIRE
PROMO

The MSD Pro Mags are known for their incredible power and superior reliability! There are no magnetos that can come close to the performance of the Pro Mag. Three series of Pro Mags are offered: the Pro Mag 12 for gas and alcohol engines, the 20 Amp for blown alcohol and the 44 Amp version for nitro gulping, ground pounding applications. The Pro Mags burn more fuel, hold the timing solid and are always consistent in their power, leaving more time to tune other aspects of the car.

MAINTENANCE-FREE

- **No Points to Adjust**
- **No Batteries to Replace**
- **Magnets Never Require Recharging**

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. Available for Chevrolet, Ford 351W and Band Clamp Mounts.



12LT

20 AMP GENERATORS

The increased output of the 20 Amp Pro Mag was born of racers being racers; always asking for more power. This stemmed from drag racers that were using a 12 Amp system, but just didn't require a 44 Amp system. The engineers at MSD found that with a few changes to the internals the generator would deliver the increased current through the same Electronic Points Box, PN 8106.

The 20 Amp magneto is a favorite in alcohol slurping engines such as sportsman dragsters and Quick-8 racers. There are three different generators available, a band clamp design in both CW and CCW rotation, plus a model built on a Chevy distributor base. All three require the PN 8106 Electronic Points Box. The band clamp versions are equipped with a large Ford style cap while the Chevy version uses a 4-inch cap and both are topped with heavy duty retainers.

Pro Mag® 44

The Pro Mag 44 is the king of all magnetos. With no points to replace, no magnets to re-charge 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.



**For a FREE Pro Mag Catalog, contact MSD at
(915) 855-7123 or check out: www.msdpromag.com**

MSD POWERSPORTS



PROGRAM PERFORMANCE WITH MSD POWERSPORTS

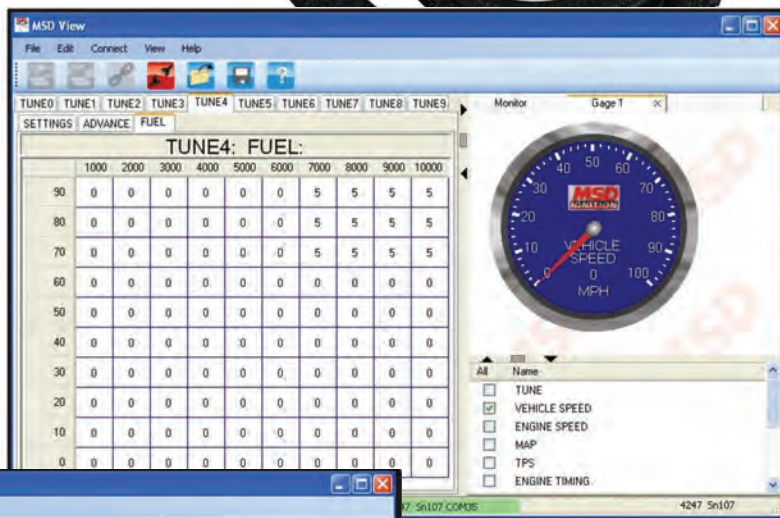
The MSD Powersports' Charge and Blaster FI units allow you to customize tunes for Kawasaki Teryx; Yamaha Rhino, YFZ 450, and Raptor 700 from your laptop. Files can be easily edited and saved used MSD's Windows based View software. The real benefit of programming is easy to see when the laptop is plugged in and you can see and hear changes made to the tune in real time. Each unit has a selector dial that lets you choose between ten different tunes that can be made to match the rider or terrain changes. Depending on your application, the software will also show manifold air pressure, throttle position, timing, coolant temp, and fuel trim to make calibrating your engine easier than ever.

MSD View software comes with every powersports unit, but you can also go to www.MSDpowersports.com to download a copy and test it out before you buy.



MSD Charge FI for UTVs
Kawasaki® Teryx - PN 4244
Yamaha® Rhino - PN 4245

MSD Blaster FI for ATVs
Yamaha® YFZ 450 - PN 4247
Yamaha® Raptor 700 - PN 4248



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 IGNITIONS
 LATE MODEL
 COILS
 STARTERS
 DISTRIBUTORS
 CRANK
 TRIGGERS
 TIMING/RPM
 CONTROLS
 SPARK PLUG
 WIRES
 ACCESSORIES
 MARINE
 STREET FIRE
 PRODM



PROMOTIONAL

MSD DECALS



2" x 4" - **PN 9300**
 3.5" x 7.5" - **PN 9299**
 4" x 9" - **PN 9310**
 10" x 20" - **PN 9301**
 12" x 24" - **PN 9302**
 Multi-Size - **PN 9303**
 2.25" x 5.5" - **PN 9306**



4" x 9" - **PN 9291**



4" x 9" - **PN 9309**



4" x 9" - **PN 9296**



4" x 9" - **PN 9294**

2.75" x 6" - **PN 9295**



6" x 7" - **PN 93041**



MSD DieCut Decal:

2.5" x 5.5" - **PN 9298**
 4" x 8" - **PN 9297**



2.75" x 6" - **PN 9311**



4" x 9" - **PN 9290**

MSD BANNER

Let customers know you carry MSD Ignition products by displaying our giant 3' x 5' banner inside your store, at the races or during your cruise night. The MSD Banner will give your store that "speed shop" look and will bring attention to the MSD line of products with the red and black MSD logo. There's also a smaller banner available!

MSD Banner, 3' x 5' - PN 9420

Mini Banner, 1' 11" x 2' 11" - PN 9421



HEADER CARDS

MSD Ignition header cards are ideal for peg board displays, plan-o-grams and promotional displays. The Header Cards are available in two versions; flat for direct wall mounting or a self-standing triangle for the top of a gondola. They feature MSD's theme "The Fire to Drive" in eye grabbing Red and Black Graphics.



MSD "The Fire to Drive" Header, 8" x 2' Flat Mount - PN 9416

MSD "The Fire to Drive" Header, 8" x 2' Triangle Mount - PN 9417

MSD 2012 CATALOG CD

This CD is full of text and product photos and will come in handy to help our dealers when doing catalog ads and websites. PC and Mac Compatible.

MSD Catalog CD - PN 9606



EFI

IGNITIONS

LATE MODEL

COILS

STARTERS

DISTRIBUTORS

CRANK TRIGGERS

TIMING/RPM CONTROLS

SPARK PLUG WIRES

ACCESSORIES

MARINE

STREET FIRE

PROMO



TECHNICAL INFO



Our Technical Notes are written to clarify common ignition-related questions and concerns that our Customer Support Department and field representatives receive. Each Tech Brief is designed to help our customers understand the operation of ignition components better so they can improve the performance of their own ignition system. There are a variety of subjects to choose from. For a copy, call our Customer Support Department, (915) 855-7123.

MSD WIRING DIAGRAMS AND TECH NOTES

MSD Wiring Diagrams and Tech Notes Book - PN 9615

Wiring CD - PN 9607

No race garage or trailer should be without this MSD bible. This comprehensive book covers current MSD components and shows you how to install them to a variety of different engines and ignition systems. There are pages of technical information including specifications, coil applications, wiring tips and troubleshooting. Countermeasures will find this book extremely helpful when customers are searching for an ignition system or asking tough technical questions.

How to Build High Performance Ignition Systems PN 9630

There are many things to consider when you're looking to upgrade your ignition system and plenty of different ignition systems to consider as well. "How to Build High Performance Ignition Systems" from CarTech Publishing is loaded with answers. The full color tome is full of theory, installation examples and information about different systems, distributors and coils so you can select the right parts for your engine. Give it a read!

Rotor Phasing - FRM 29645

The importance of rotor phasing and how to check it.

Radio and Electronic Noise - FRM 29515

How to recognize and prevent frustrating radio and engine electronic noise.

Top Ten Ignition Questions - FRM 29233

Complete answers to our most asked questions.

Magnetic Pickup Tips - FRM 29562

Suggestions to help you get the most from your magnetic pickup.

CATALOGS AND BROCHURES

MSD also offers a variety of products for specialty markets and has brochures to supply more information to each market.

MSD Mini Catalog - PN 9610

This pocket sized catalog gives customers a look at a variety of MSD's product line.

MSD your late model...

Camaro - FRM 29804

HEMI - FRM 29805

Mustang - FRM 29806

Apparel Brochure - FRM 30595

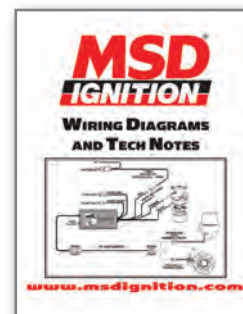
Check out our latest offering in hats, shirts and jackets!

8.5mm Super Conductor Wire Brochure - FRM 29739

This full-color brochure covers most of the 8.5mm applications and shows all of the performance features of this great plug wire.

MSD Pro Mag Catalog - FRM 30387

This catalog is full of race winning MSD Pro Mag information including parts, technical information and specifications.



EFI
IGNITIONS
LATE MODEL
COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRO-MAG



P.O.P. & APPAREL



EMPTY BOX PLAN-O-GRAM

One of the best ways to boost your MSD product sales is to maximize the amount of exposure your customer receives from MSD products. With the MSD Plan-O-Gram Display you can do just that by putting MSD Packaging directly in front of your customers! The MSD Plan-O-Gram will generate sales for you and is available to MSD dealers at no cost. The Plan-O-Gram is supplied with empty boxes for MSD Ignition Controls, Spark Plug Wire, Billet Distributor, carded coil and accessories plus a 8" x 2' header card. It measures approximately 2' x 4' and comes with information cards.

MSD Plan-O-Gram, 2' x 4' - PN 9444

MSD STOCK CAR

This limited edition die cast 1:24 scale Monte Carlo features fine detailing right down to the redundant MSD Ignition Controls on the transmission tunnel. Perfect for any collection.

MSD Stock Car - PN 9395



MSD CAPS

A cap with the MSD logo displayed prominently on the front is just what you need to stay cool and look sharp at those hot races. Comes with a sewn-in adjustable strap so that one size fits all.

MSD BASEBALL CAPS:

Black Twill - PN 9342

Two Tone (Natural and Black) - PN 9344

Black with Red Flames - PN 9353

Black 40th Anniversary - PN 9346



MSD BEANIES

Keep your noggin warm on those cool nights at the races with an MSD Beanie!

Red Beanie - PN 9354

Black Beanie - PN 93541

MSD HAT PIN

The MSD Hat Pin is a precision die-struck pin with the MSD Ignition logo permanently embedded in the popular MSD Red and Black colors. Trimmed in gold finish for that extra special look and poly-coated for wear resistance, the Pin is supplied with a military clutch fastener.



MSD Hat Pin - PN 9313

MSD APRON

Ideal for working on your engine or to protect your clothes while barbecuing after a successful day at the races. A special blend of cotton/polyester with duracote finish makes this apron super durable. MSD logo displayed proudly on the front. One size fits all.



MSD Apron Red - PN 9328

MSD 6AL KEY CHAIN

You would think this miniature MSD 6AL would run a model plane engine, but instead it will hold your keys.

Key Chain - PN 9390



MSD PATCH

The MSD Patch is the perfect way to let everyone know that you and your team use the best ignition system available. Ideal for firesuits, jackets, hats of all types and other sportswear, the MSD Ignition Patch can easily be sewn onto all types of materials, and is completely washable. The revised patch is embroidered in bright red, black and white and measures 2" x 4.5"



**MSD Patch,
2" x 4.5" - PN 9312**

EFI

IGNITIONS

LATE MODEL

COILS

STARTERS

DISTRIBUTORS

CRANK TRIGGERS

TIMING/RPM CONTROLS

SPARK PLUG WIRES

ACCESSORIES

MARINE

STREET FIRE

PROMO



APPAREL

MSD T-SHIRT

Let everyone know that you use the best ignition components available with these high quality, 100% cotton MSD T-shirts. There are several designs available; stock car, sprint cars, pro street and drag racing.



A. SPRINT CAR, GRAY
Medium - **PN 95317**
Large - **PN 95327**
X-Large - **PN 95337**
XX-Large - **PN 95347**

B. STREET RACER, WHITE
Medium - **PN 95211**
Large - **PN 95221**
X-Large - **PN 95231**
XX-Large - **PN 95241**

C. DRAG RACING, WHITE
Medium - **PN 95412**
Large - **PN 95422**
X-Large - **PN 95432**
XX-Large - **PN 95442**

D. OFF-ROAD, GRAY
Medium - **PN 95318**
Large - **PN 95328**
X-Large - **PN 95338**
XX-Large - **PN 95348**

E. SPARK PLUG, BLACK
Medium - **PN 95366**
Large - **PN 95376**
X-Large - **PN 95386**
XX-Large - **PN 95396**

F. PRO MAG, WHITE
Medium - **PN 95414**
Large - **PN 95424**
X-Large - **PN 95434**
XX-Large - **PN 95444**

G. RACING, WHITE
Child, 6-8 - **PN 93571**
Medium - **PN 9541**
X-Large - **PN 9543**
XX-Large - **PN 9544**

H. RACING, BLACK
Medium - **PN 95416**
Large - **PN 95426**
X-Large - **PN 95436**
XX-Large - **PN 95446**

I. LONG SLEEVE T-SHIRT
Small - **PN 9373**
Medium - **PN 9374**
Large - **PN 9375**
X-Large - **PN 9376**
XX-Large - **PN 9377**

J. CLASSIC SHOP JACKET
Small - **PN 9363**
Medium - **PN 93631**
Large - **PN 93632**
X-Large - **PN 93633**
XX-Large - **PN 93634**

K. SHOP SHIRT
Small - **PN 95309**
Medium - **PN 95319**
Large - **PN 95329**
X-Large - **PN 95339**
XX-Large - **PN 95349**

Available at www.msperformance.com

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COILS
STARTERS
DISTRIBUTORS
CRANK
TRIGGERS
TIMING/RPM
CONTROLS
SPARK PLUG
WIRES
ACCESSORIES
MARINE
STREET FIRE
PRO MD



RETRO T-SHIRT

Go Retro! While most of MSD's hottest new products are state of the art, these T-Shirts are strictly old school. These great shirts feature the original MSD logo and are guaranteed to make you the coolest cat at the track! Available in Medium through XX-Large.

Medium - **PN 95417** X-Large - **PN 95437**
Large - **PN 95427** XX-Large - **PN 95447**



40TH ANNIVERSARY

Something old, something new! Our special 40th anniversary black tee shirt!

Medium - **PN 9460** Women's Style Medium - **PN 9464**
Large - **PN 9461** Women's Style Large - **PN 9465**
X-Large - **PN 9462**
XX-Large - **PN 9463**



LIGHT WEIGHT JACKETS

These wind breakers will keep you warm whether you're sitting up in the stands or walking through the pits. The black nylon supplex material is divided with sharp red and white stripes and the MSD logo is embroidered across the back and on the front. A high collar will protect your neck from sudden gusts and there is elastic around the sleeves and waistband ensuring a good fit.

LIGHT WEIGHT JACKET ADULT SIZES ONLY.

Medium - **PN 9360**
Large - **PN 9361**

MSD SWEATSHIRT

Stay warm with our super soft, cotton sweatshirt! The MSD logo is embroidered on the front and will keep you cozy!



BLACK ADULT SIZES ONLY

Medium - **PN 9384**
Large - **PN 9385**
X-Large - **PN 9386**
XX-Large - **PN 9387**

POLO

You'll be stylin' in the MSD polo shirt at the races, in the office or on the golf course. The shirts are 100% combed cotton material so they'll stay soft and looking good even after numerous washes. Adult sizes only.

Cream/Black

Medium - **PN 9324**
Large - **PN 9325**
X-Large - **PN 9326**
XX-Large - **PN 9327**



Black

Large - **PN 93270**
X-Large - **PN 93271**

MSD POWERSPORTS Logo T-SHIRTS



White T-Shirt, Medium - **PN 9450**
White T-Shirt, Large - **PN 9451**
White T-Shirt, X-Large - **PN 9452**
Gray T-Shirt, Medium - **PN 9453**
Gray T-Shirt, Large - **PN 9454**
Gray T-Shirt, X-Large - **PN 9455**

Ladies Strap Shirt, Small - **PN 9456**
Ladies Strap Shirt, Medium - **PN 9457**
Ladies Strap Shirt, Large - **PN 9458**



MSD PROMAG

Medium - **PN 95316**
Large - **PN 95326**
X-Large - **PN 95336**
XX-Large - **PN 95346**





Part No.	Page	Part No.	Page	Part No.	Page	Part No.	Page	Part No.	Page	Part No.	Page	Part No.	Page
2222.....	118	6520.....	31	8224.....	59	8442.....	104	8595.....	85	8884.....	30	84022.....	105
2225.....	118	6530.....	24, 32	8225.....	58, 70	8445.....	106	8597.....	77	8886.....	50	84023.....	104
2312.....	116	6560.....	33, 148	8226.....	58	8450.....	104	8598.....	80	8889.....	30	84083.....	102
2313.....	116	6631.....	34	8227.....	58	8451.....	79	8600.....	111	8910.....	145	84085.....	104
2340.....	99	6632.....	34	8228.....	59	8452.....	79	8610.....	111	8911.....	34	84101.....	105
2345.....	78	6811.....	111	8231.....	59	8453.....	79	8615.....	111	8912.....	47	84111.....	105
2346.....	78, 119	7222.....	37	8232.....	47	8455.....	79	8620.....	111	8913.....	145	84115.....	107
2348.....	78	7230.....	38	8235.....	95	8456.....	79	8621.....	111	8918.....	122	84211... 102,	106
2351.....	118	7411.....	107	8239.....	59	8457.....	102	8633.....	111	8920.....	145	84281... 110,	153
2357.....	78	7445.....	107	8240.....	35	8463.....	110	8636.....	111	8950.....	123	84313.....	102
2358.....	84	7520.....	37	8241.....	59	8464.....	110	8640.....	111	8952.....	124	84315.....	104
2359.....	84	7530T.....	40	8242.....	53	8467.....	102	8644.....	111	8956.....	123	84316.....	102
2360.....	84	7531.....	41	8243.....	53	8468.....	110	8650.....	111	8960.....	122	84333.....	102
2362.....	84	7535.....	40	8244.....	53	8470.....	103	8655.....	112	8961.....	122	84335.....	104
2900.....	23	7542... 119,	124	8245.....	51	8471.....	109	8670.....	125	8963.....	124	84661.....	110
2910.....	23	7550.....	119	8246.....	51	8472.....	109	8671.....	125	8969.....	123	84663.....	96
2920.....	23	7551.....	119	8247.....	51	8473.....	81	8672.....	125	8970.....	114	84664.....	96
2921.....	23	7555.....	119	8250... 34,	60	8477.....	81	8673.....	125	8975.....	114	84697.....	98
3407.....	140	7562.....	117	8251.....	60	8478.....	81	8674.....	125	8984.....	113	84741... 69,	72
3411.....	140	7720.....	42	8252.....	60	8479.....	81	8676.....	115	8985... 103,	146	84742... 69,	72
3412.....	140	7730.....	42	8253.....	61	8481.....	105	8677.....	125	8987.....	113	84745... 69,	82
3414.....	139	7740.....	42	8255.....	55	8482.....	104	8678.....	115	8991.....	146	84746... 69,	82
3415.....	139	7741.....	42	8256.....	55	8484.....	96	8680.....	115	8992.....	146	84747... 69,	82
3503.....	138	7751.....	42	8261.....	61	8485.....	94	8712.....	101	8996.....	147	84811.....	105
3506.....	138	7761.....	42	8276.....	112	8486.....	99	8728.....	122	8998.....	147	84891.....	74
3507.....	138	7762.....	42	8296.....	108	8488.....	95	8731.....	120	23121... 116,	119	85001.....	69
3508.....	138	7763.....	42	8350.....	82	8489.....	99	8732... 29,	121	23131... 116,	119	85501.....	75
3509.....	138	7780.....	43	8352.....	82	8491.....	110	8733.....	120	23451.....	78	85551.....	71
3510.....	138	7782.....	43	8353.....	86	8501.....	70	8734.....	120	31689.....	35	85561.....	76
5086.....	63	7784.....	43	8354.....	82	8503.....	83	8735.....	121	35051.....	138	85631.....	109
5087.....	63	7786.....	43	8356.....	97	8504.....	89	8737.....	121	50901.....	63	85805.....	80
5089.....	63	7789.....	43	8360.....	72	8505.....	112	8739.....	121	50951.....	63	85812.....	109
5090.....	63	7805.....	38	8361.....	71	8510.....	101	8743.....	125	50952.....	63	85813.....	109
5092.....	63	8005.....	109	8362.....	153	8513.....	101	8744.....	125	62112.....	46	85832.....	109
5093.....	63	8006.....	109	8363.....	94	8515.....	77	8745.....	125	62113.....	46	85833.....	109
5095.....	63	8007.....	109	8365.....	70	8516.....	90	8746.....	125	62152.....	46	85834.....	109
5096.....	63	8010.....	110	8366... 73,	149	8517.....	91	8747.....	125	62153.....	46	85840.....	80
5097.....	63	8014.....	102	8367.....	73	8519.....	90	8748.....	125	64601.....	142	85852.....	109
5098.....	63	8017.....	105	8378.....	100	8520.....	101	8749.....	125	64602... 30,	148	87431.....	125
5099.....	63	8070.....	103	8381.....	74	8523.....	90	8750.....	125	82428.....	53	87441.....	125
5500.....	154	8092.....	108	8382.....	97	8524.....	91	8751.....	125	82438.....	53	87451.....	125
5501.....	154	8110.....	110	8383.....	85	8528.....	93	8762.....	116	82448.....	53	87456.....	148
5502.....	154	8170.....	141	8384.....	97	8529.....	92	8773.....	115	82458.....	51	87461.....	125
5503.....	154	8171.....	141	8386.....	88	8531.....	109	8774.....	115	82468.....	51	87466.....	148
5504.....	154	8172.....	141	8387.....	88	8534.....	87	8775.....	115	82478.....	51	87471.....	125
5505.....	154	8173.....	141	8388.....	88	8541.....	102	8776.....	115	82558.....	55	87476.....	148
5506.....	154	8174.....	141	8389.....	89	8545.....	87	8777.....	115	82568.....	55	87481.....	125
5520.....	152	8180.....	141	8391.....	89	8546.....	87	8800.....	143	82903.....	108	87491.....	125
5524.....	152	8181.....	141	8393.....	77	8547.....	76	8804.....	140	82921.....	108	87551... 115,	125
5525.....	152	8183.....	141	8394.....	73	8548.....	91	8806.....	142	82922.....	108	88812.....	47
5526.....	152	8184.....	141	8401.....	107	8558.....	98	8812.....	142	82923.....	108	88813... 47,	53
5527.....	152	8185.....	141	8402.....	107	8560.....	149	8823.....	143	82933.....	108	88813.....	53
5528.....	152	8186.....	141	8406.....	104	8561.....	109	8824.....	143	83501.....	82	88814.....	52
5529.....	152	8187.....	141	8407.....	103	8563.....	93	8825.....	143	83506.....	150	88815.....	55
5591.....	154	8190.....	141	8408.....	102	8565.....	102	8830.....	143	83521.....	82	88816.....	55
5592.....	154	8191.....	141	8410... 103,	107	8566.....	92	8839.....	143	83541.....	82	88862.....	50
5594.....	154	8193.....	141	8411.....	107	8568.....	102	8841.....	139	83565.....	96	88863.....	55
6010.....	50	8200.....	57	8412... 105,	110	8569.....	100	8842.....	139	83606.....	150	88864.....	55
6011.....	52	8201.....	61	8414.....	104	8570.....	75	8843.....	139	83647.....	70	89121.....	47
6012.....	50	8202.....	57	8416.....	104	8572.....	76	8855.....	41	83648.....	110	89631.....	124
6013.....	54	8203.....	57	8420.....	106	8573.....	86	8860.....	142	83811.....	74	89911.....	146
6201.....	28, 29	8205.....	57	8423.....	102	8577.....	81	8861.....	142	83941.....	96	89921.....	146
6214.....	35	8207.....	58	8426.....	107	8578.....	81	8862.....	142	83944.....	96	8910-eis... 145	
6301.....	120	8210.....	34	8427.....	103	8579.....	81	8864.....	95	83945.....	96		
6302.....	48	8211.....	137	8428.....	153	8580.....	80	8869.....	142				
6304.....	48	8213.....	57	8430.....	104	8581.....	109	8870.....	47				
6305.....	95	8214.....	143	8431.....	102	8582.....	80	8874.....	30				
6421.....	31	8215.....	50	8433.....	102	8583.....	109	8875.....	30				
6425.....	24, 28	8216.....	50	8434.....	107	8584.....	80	8876.....	30				
6430.....	33	8222.....	57	8437.....	107	8585.....	109	8877.....	30				
6462.....	30	8223.....	56	8441.....	106	8594.....	85	8883.....	47				

Boots/Terminals . . . 136-137
 Decals 158
 Literature 159
 P.O.P. & Apparel . . . 160-162
 Street Fire Wires 155
 Wire Sets 128-135

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