

ROGUEWIRED



PRIVATE LABEL SPECIALIST

The quality products you need to enhance your brand.

2023 Catalog
Automotive & Marine

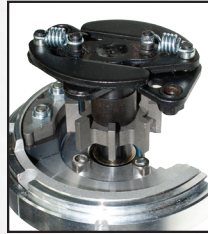
Distributors • Tune-up Items
Ignition Coils • Ignition Controls
Fuel Pumps & Regulators • Electric Exhaust Cutouts

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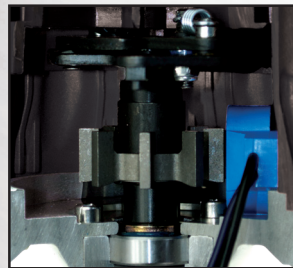
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DISTRIBUTOR CUTAWAY

1 The race proven adjustable mechanical advance is top mounted except for Chrysler for easy access. It features a cam plate and weights that are precision stamped and blanked for precise accuracy of dimension and balance. The cam plate is TIG welded to the top of the shaft assembly and the weight pivot pins are stacked and TIG welded in place on the cam plate for reliable performance and long term durability. The whole assembly receives a nitrocarburized surface treatment, which greatly hardens and strengthens the surface, while reducing friction as well as providing a corrosion resistant finish. The weights ride on nylon rub pads in the cam plate to ensure long term smooth advance movement. Three (3) sets of advance springs and four (4) stop bushings except for Chrysler are supplied allowing the advance curve to be custom tailored to match the specific requirement of your engine.



2 The high output, race reliable magnetic pickup is bolted to the base of the distributor. A finely tuned paddle wheel reluctor is mounted on the shaft assembly. This system generates an accurate trigger signal at all RPM levels, ensuring reliable performance from cranking to redline.



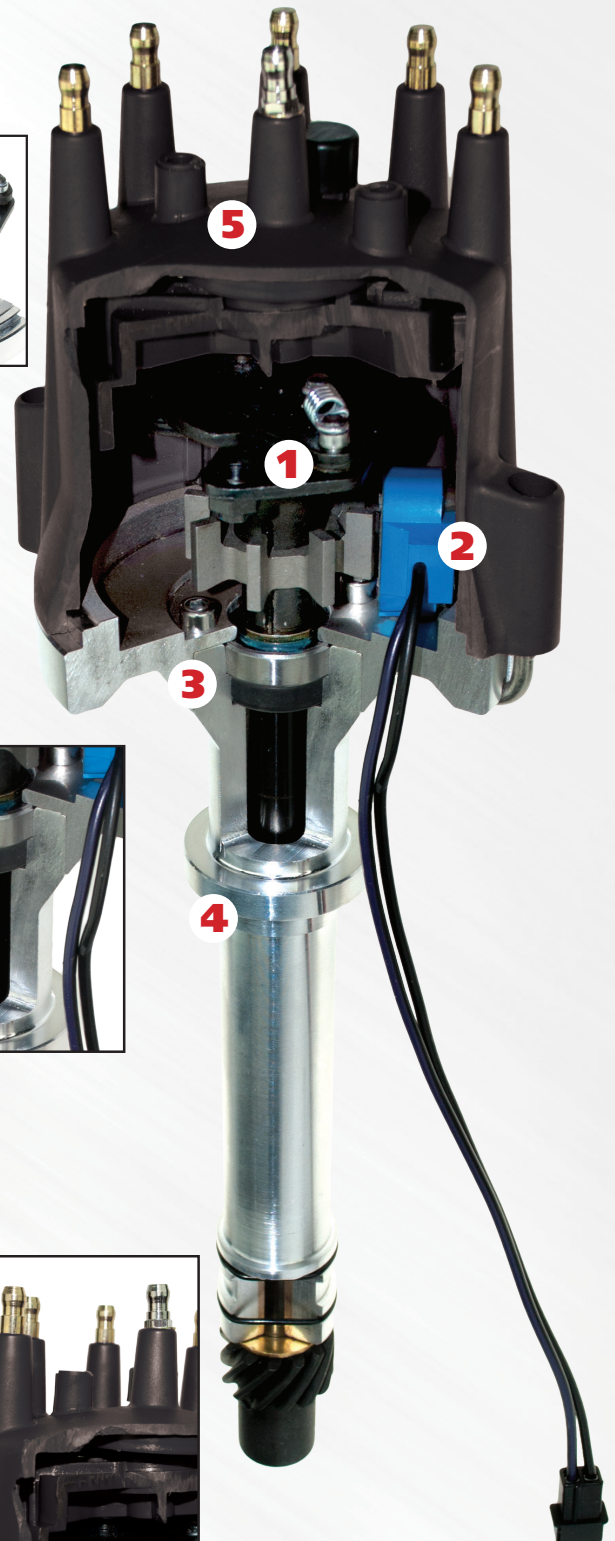
3 The shaft is centerless ground, then polished and also receives the same friction reducing and corrosion resistant coating. The shaft rides on an upper sealed ball bearing and an extra long lower sintered bronze Oil-Lite bushing. This ensures both smooth and reliable operation up to 10,000 RPM as well as a much longer service life than other distributors with steel or polymer bushings.



4 The CNC machined 6061-T6 heat treated 2-piece Hot Forged Racing™ distributor housing starts with a hot forged process which goes beyond a normal billet process to ensure that there are no weak spots or porosity and produces the strongest possible flex free parts. This ensures accurate machined tolerances as well as good looking finished distributor.



5 The distributor cap, rotor and wire retainer are molded with a 30% glass filled polyester material (PBT), which offers high dielectric strength, resistance to carbon tracking as well as high impact strength for improved long term durability and extended service duty life. The cap and rotor contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.



CHEVROLET DISTRIBUTORS

Racing and Street / Strip Distributors

These are the most popular distributors for race engines. The small cap and bowl design fits into locations where a larger or bulkier distributor will not.

The CNC machined 6061-T6 aluminum housing has O-ring grooves for use in a fully machined engine block. The centerless ground shaft rides on an upper sealed roller bearing with an extra long lower bronze Oil-Lite bushing for smooth operation at high RPM's and extended service life. The fully adjustable mechanical advance is welded to the top of the shaft for easy access and is plated to reduce friction and prevent corrosion for long term durability. A high output magnetic pickup and large paddle wheel reluctor provide a strong trigger single at high RPMs. The Melonized iron drive gear ensures long service life.

The cap and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity. The adjustable collar units offer 1-1/2" of adjustment, perfect for use with Tall deck blocks (not extra tall blocks) or when using modified heads, blocks or intake manifolds. The dual pickup unit is ideal for circle track racing. It has a second redundant magnetic pickup that is exactly 180° apart from the primary so that if you have to switch to the backup ignition system, the engine timing will remain constant.

Comes complete with: cap, rotor, wire retainer and mechanical advance curve kit.

These distributors require the use of an external ignition control box.

Chevy, w/vacuum advance, V8, except 348-409 eng. & Tall deck blocks – **PN 9361S-1**

Chevy, fixed collar, single pickup, V8 except 348-409 eng. & Tall deck blocks – **PN 9551S-2**

Chevy, adjustable collar, single pickup, V8, except 348-409 eng. – **PN 9561S-1**

Chevy, adjustable collar, dual pickup, V8, except 348-409 eng. – **PN 9356-1**

NEW Chevy, w/vacuum advance, 262 (4.3L) V6, even fire eng. – **PN 9597-1**

NEW Chevy, w/vacuum advance, 194-292 L6, except 216, 235, 261 L6 eng. – **PN 9515-1**

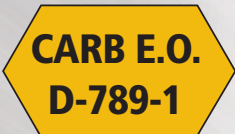
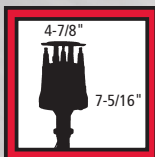
Chevy, oil pump drive, adjustable collar, V8, except 348-409 eng. – **PN 9513-SCB**

Bronze alloy drive gear included.

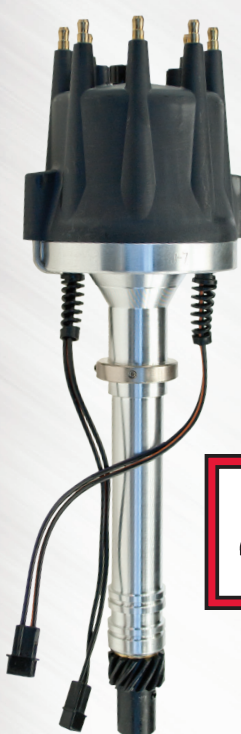
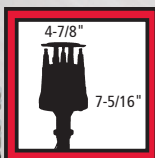
REPLACEMENT PARTS							
Large Cap & Retainer	Rotor	Magnetic Pickup	Melonized Iron Drive Gear	Bronze Alloy Gear	Vacuum Advance	Vacuum Lockout	Curve Kit
7433-1	7467-1	7461	7531-500	7571-500	7463	7468	7464



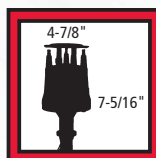
9551S-2



9561S-1



9356-1



9361S-1



9513-SCB



CHEVROLET DISTRIBUTORS

RTR™ Distributor

This RTR™ distributor has a built in module for the easy installation with a simple three wire hook up - no need to run an external ignition control box. This is the perfect distributor for a crate engine or when replacing an old points triggered distributor.

The CNC machined 6061-T6 aluminum housing has O-ring grooves for use in a fully machined engine block. The centerless ground shaft rides on an upper sealed roller bearing with an extra long lower bronze Oil-Lite bushing for smooth operation at high RPM's and extended service life. A high output magnetic pickup and large paddle wheel reluctor provides a strong trigger signal at high RPMs. The built-in high performance inductive storage module supplies unrivaled energy to the coil ensuring maximum performance at all RPM levels. The fully adjustable mechanical advance is welded to the top of the shaft for easy access and is plated to reduce friction and prevent corrosion for long term durability. An adjustable vacuum advance canister allows you to dial in more economy while cruising at light load. The Melonized iron drive gear ensures long service life.

The cap and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

It is recommend that PN 4207-1 coil be used for maximum performance at higher RPMs.

Comes complete with: cap, rotor, retainer and mechanical advance curve kit.

Chevy, fixed collar 262-502 V8, except Tall deck blocks & 348-409 eng. – **PN 9360S-1**

Chevy, adj. collar 262-502 V8, except Tall deck blocks & 348-409 eng. – **PN 9370S-1**

Chevy, 348-409 V8 engines – **PN 9393-1**

NEW Chevy, 262 (4.3L) V6, even fire engines – **PN 9588-1**

NEW Chevy, 194-292 L6, except 216, 235, 261 L6 eng. – **PN 9576-1**

NEW Chevy, Stovebolt 216, 235, 261 L6 & Toyota Land Cruiser 1F, 2F & 3F L6 eng. – **PN 9609-2**



9393-1



**CARB E.O.
D-789-1**

REPLACEMENT PARTS

V8 Large Cap & Retainer	V6/L6 Cap & Retainer	V8 & V6/ L6 Rotor	Melonized V8 & V6 Iron Drive Gear	Bronze Alloy Gear	L6 Iron Drive Gear	L6 Steel Drive Gear	Module Assy	Vacuum Advance	Vacuum Lockout	Curve Kit
7433-1	7014-2	7467-1	7531-500	7571-500	7415-491	7715-491	59360	7463	7468	7464



9360S-1



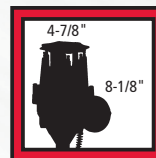
9576-1



5



9588-1



CHEVROLET DISTRIBUTORS

HEI Coil In-Cap Distributor

This is a very popular choice for street cars, hot rods, trucks, circle track racers as well as industrial and stationary engines. The coil in-cap design offers a simple, clean installation and reliable operation. Plus we have addressed all the shortcomings typically found in an economy replacement unit.

The distributor is equipped with a high performance 5.8 Amp dwell limit module in the conventional GM 4-pin configuration and a performance wound coil to ensure maximum spark energy at all RPM levels. The cap and rotor are molded in high quality 20% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity. High output, high turns ratio 130:1 coil.

The CNC machined aluminum housing with centerless ground shaft rides on extra long lower bronze Oil-Lite bushings for smooth operation at high RPM's and extended service life. The mechanical advance is welded to the top of the shaft and is plated to reduce friction and prevent corrosion for long term durability. The Melonized iron drive gear ensures long service life. The adjustable vacuum advance allows increased economy while under light load.

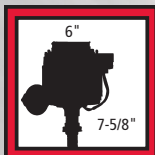
Comes complete with: cap, rotor, retainer, module, coil and dust cover.

Chevrolet V8 engines except 348-409 engines and Tall deck blocks – **PN 9365-2**

Chevrolet V8 engines except 348-409 engines and Tall deck blocks with Corvette tach drive – **PN 9365TD-2**



9365-2



REPLACEMENT PARTS

Cap	Rotor	Coil cover	Wire Retainer	Coil	4-Pin Module	Melonized Iron Gear	Bronze Alloy Gear	Vacuum Advance	HEI Rebuild Kit	Curve Kit
6411-2	6401-2	6402-2	6403-2	4225	51906	6531-491	7571-491	6404	6502-2	7466

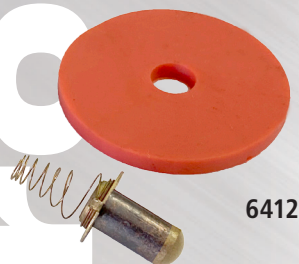
HEI Coil in-Cap Performance Upgrades

Replace your OE high Ohm HEI Coil in-cap carbon contact brush with this low resistance unit to reduce heat buildup and maximized the energy that reaches the spark plug. This is critical when running a high dwell current 4-pin module like the PN 59699 or an external CDi type ignition control box.

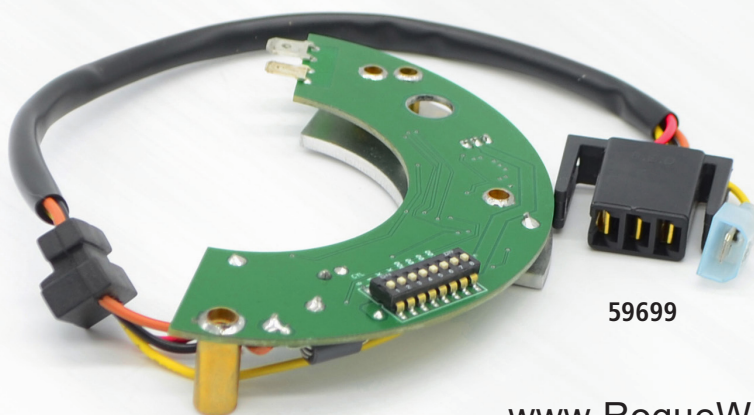
NEW GM HEI Coil in-Cap Low Resistance Contact Brush – **PN 6412**

Here's a way to really bring your coil-in-cap style GM HEI to life. All new high output HEI module offers more performance and features than any other module available! Easy-to-adjust built-in Rev Limiting from 5,000 to 9,500 RPM. Dwell circuit was a 7.5 Amp limit ensures more spark energy to fire the plugs. Special extended dwell circuitry delivers a hotter spark over a broader RPM range, for higher RPM capability and more accurate timing. Separate tachometer output lead produces a 20-40% duty cycle square wave signal for use with aftermarket fuel injection systems and multifunction tachometers. Works in 4, 6 (even-fire) and 8-cylinder coil-in-cap HEI distributors with utilize a 4-pin module.

NEW GM 4-pin High Output HEI module with Rev limiter – **PN 59699**

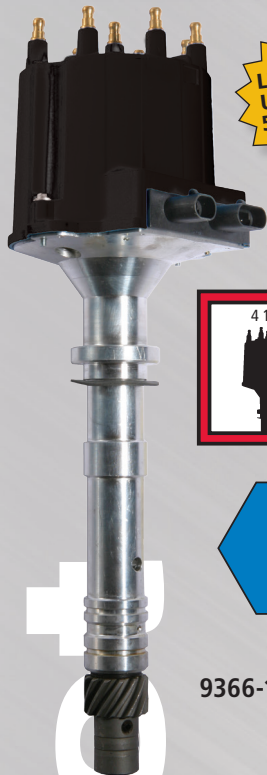


6412

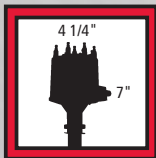


59699

CHEVROLET DISTRIBUTORS



LEGAL FOR USE IN ALL 50 STATES!



SAE J1171

9366-1

EST/EFI Remote Mount Coil Distributors

High performance drop-in replacement distributors for EFI equipped GM cars, trucks and chassis with the small diameter cap, 8-pin module and remote mount coil.

These distributors are equipped with a high performance GM 8-pin configuration module to ensure maximum spark energy at all RPM levels. The factory style magnetic trigger is compatible with the OEM computer. The CNC machined aluminum housing, with a centerless ground shaft that rides on extra long bronze Oil-Lite bushings for smooth operation at high RPMs with oil control grooves for extended service life. V8 distributors are rated for industrial and continuous duty service. The Melonized iron drive gear ensures long service life. The cap and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

Comes complete with: cap, rotor and module. SAE J1171 certified and labeled for Marine use.

Chevrolet V8 engs. 1986-93 cars & 1987-98 trucks exc. Tall deck blocks - **PN 9366-1**

Chevrolet V6 engs. 1985-93 cars & 1986-95 trucks - **PN 9367-1**

Chevrolet 262-454, 502 V8 engs., expect 348-409 & Tall deck block - **PN 9366-3M**

REPLACEMENT PARTS						
V8 Cap	V8 Rotor	V6 Cap	V6 Rotor	8-Pin V8 Marine Module	8-Pin V8 Automotive Module	V8 & V6 Melonized Iron Gear
7406-1	74106-1	7430-1	74130-1	M1965HD	51990	6531-433

HVS/Vortec Truck Distributors

Look no further for the perfect replacement for the factory "plastic" distributors in your GMC/Chevrolet trucks engines.

The distributor housings are CNC machined from a high copper content aluminum alloy that eliminates porosity issues for improved integrity, durability and tighter tolerances. The Hall Effect pickup is fully compatible with the factory computer and ensures maximum timing accuracy at all RPM levels and engine loads. The centerless ground shaft rides on bronze Oil-Lite bushings for smooth operation at high RPMs and extended service life. The cap and rotor are molded in high quality 20% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap also features a unique vented design with brass crossover contacts which eliminates under cap corrosion issues for long term maximum conductivity, durability and extended service life.

Comes complete with: cap & rotor. SAE J1171 certified & labeled for Marine use.

Chevrolet 4.3L V6 Vortec engines 1995-08 with flat cap (horizontal towers) – **PN 98210-3**

Chevrolet 5.0L/5.7L V8 Vortec engines 1996-03 with flat cap (horizontal towers) – **PN 98558-3**

Chevrolet 7.4L V8 Vortec engines 1996-01 with flat cap (horizontal towers) – **PN 98059-3**



SAE J1171

98059-3



LEGAL FOR USE IN ALL 50 STATES!

REPLACEMENT PARTS			
V8 Cap	V6 Cap	V8 & V6 Rotor	V8 & V6 Melonized Iron Gear
7200-3	7205-3	7212-3	6531-428

BUICK/OLDSMOBILE DISTRIBUTORS

Buick RTR™ Distributor

This RTR™ distributor has a built in module for the easy installation with a simple three wire hook up - no need to run an external ignition control box. This is the perfect distributor for a crate engine or when replacing an old points triggered unit.

Featuring a CNC machined 6061-T6 aluminum housing, with a centerless ground shaft that rides on an upper sealed roller bearing with an extra long lower bronze Oil-Lite bushing for smooth operation and extended service life. A high output magnetic pickup and large paddle wheel reluctor provides a strong trigger signal. The built-in high performance inductive storage module supplies unrivaled energy to the coil ensuring maximum performance at all RPM levels. The fully adjustable mechanical advance is welded to the top of the shaft for easy access and is plated to reduce friction and prevent corrosion for long term durability. The hardened iron drive gear ensures long service life.

The cap and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

It is recommend that PN 4207-1 coil be used for maximum performance at higher RPMs.

Comes complete with: cap, rotor, retainer and mechanical advance curve kit.

Buick 1967-76 400, 430 and 455 V8 engines except Nailhead – **PN 9552-1**

Buick 1961-80 215, 300, 340 and 350 V8 engines – **PN 9526-1**

2-wire vacuum advance requires the use of an external ignition control box

Buick 1967-76 400, 430 and 455 V8 engines except Nailhead – **PN 9517-1**

Buick 1961-80 215, 300, 340 and 350 V8 engines – **PN 9548-1**

NEW Buick Odd-Fire 1961-67 198, 225 V6 eng. & 1975-77 231 V6 eng. - **PN 9611-2**

NEW Buick Even-Fire 1978-87 231, 252 V6 eng. – **PN 9690-2**



9552-1

REPLACEMENT PARTS

V-8 Cap & Retainer	V8 & Even-Fire V6 Rotor	14 Tooth Small Block & V6 Iron Gear	13 Tooth Big Block Iron Gear	Module Assembly	Vacuum Advance	Vacuum Lock Out	Curve Kit	V6 Cap & Retainer	Odd-Fire V6 Rotor
7433-1	7467-1	7414-500	7413-500	59360	7463	7468	7464	7014-2	7313-2

**CARB E.O.
D-789-1**

Oldsmobile RTR™ Distributor

This RTR™ distributor has a built in module for the easy installation with a simple three wire hook up - no need to run an external ignition control box. This is the perfect distributor for a crate engine or when replacing an old points triggered unit.

Featuring a CNC machined 6061-T6 aluminum housing, with a centerless ground shaft that rides on an upper sealed roller bearing with an extra long lower bronze Oil-Lite bushing for smooth operation and extended service life. A high output magnetic pickup and large paddle wheel reluctor provides a strong trigger signal. The built-in high performance inductive storage module supplies unrivaled energy to the coil ensuring maximum performance at all RPM levels. The fully adjustable mechanical advance is welded to the top of the shaft for easy access and is plated to reduce friction and prevent corrosion for long term durability. An adjustable vacuum advance canister allows you to dial in more economy while cruising at light load. The hardened iron drive gear ensures long service life.

The cap and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

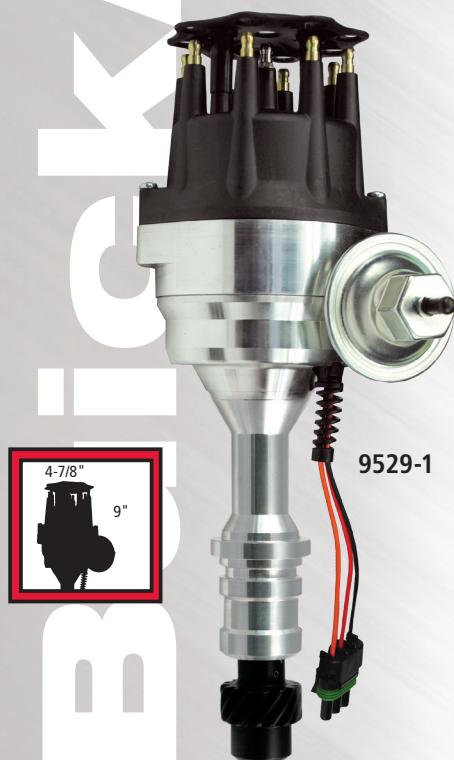
It is recommend that PN 4207-1 coil be used for maximum performance at higher RPMs.

Comes complete with: cap, rotor, retainer and mechanical advance curve kit.

Oldsmobile 260, 307, 330, 350, 400, 403, 425 & 455 V8 eng – **PN 9529-1**

2-wire vacuum advance requires the use of an external ignition control box

Oldsmobile 260, 307, 330, 350, 400, 403, 425 & 455 V8 engs – **PN 9566-1**

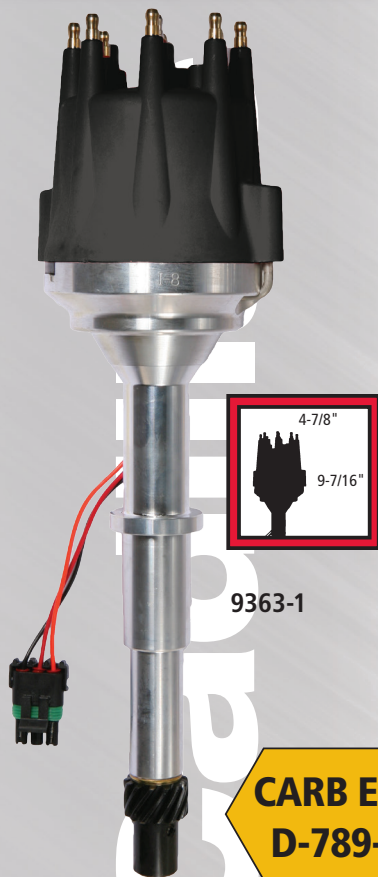


9529-1

REPLACEMENT PARTS

Small Cap & Retainer	Rotor	Iron Gear	Module Assy	Vacuum Advance	Vacuum Lock Out	Curve Kit
7431-1	7467-1	7423-500	59361	7463	7469	7464

CADILLAC/PONTIAC DISTRIBUTORS



9363-1

**CARB E.O.
D-789-1**

Cadillac RTR™ Distributor

This RTR™ distributor has a built in module for the easy installation with a simple three wire hook up - no need to run an external ignition control box. This is the perfect distributor for a crate engine or when replacing an old points triggered unit.

Featuring a CNC machined 6061-T6 aluminum housing, with a centerless ground shaft that rides on an upper sealed roller bearing with an extra long lower bronze Oil-Lite bushing for smooth operation and extended service life. A high output magnetic pickup and large paddle wheel reluctor provides a strong trigger signal. The built-in high performance inductive storage module supplies unrivaled energy to the coil ensuring maximum performance at all RPM levels. The fully adjustable mechanical advance is welded to the top of the shaft for easy access and is plated to reduce friction and prevent corrosion for long term durability. The hardened iron drive gear ensures long service life.

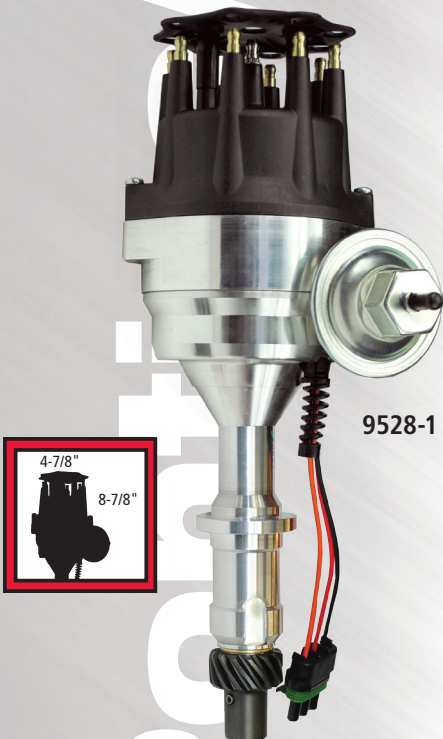
The cap and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

It is recommend that PN 4207-1 coil be used for maximum performance at higher RPMs.

Comes complete with: cap, rotor, retainer and mechanical advance curve kit.

Cadillac 1968-84 472, 500, 425 and 368 V8 engines – **PN 9363-1**

REPLACEMENT PARTS						
Large Cap & Retainer	Rotor	Iron Gear	Module Assembly	Vacuum Advance	Vacuum Lock Out	Curve Kit
7433-1	7467-1	7531-500	59360	7463	7468	7464



9528-1

Pontiac RTR™ Distributor

This RTR™ distributor has a built in module for the easy installation with a simple three wire hook up - no need to run an external ignition control box. This is the perfect distributor for a crate engine or when replacing an old points triggered unit.

Featuring a CNC machined 6061-T6 aluminum housing, with a centerless ground shaft that rides on an upper sealed roller bearing with an extra long lower bronze Oil-Lite bushing for smooth operation and extended service life. A high output magnetic pickup and large paddle wheel reluctor provides a strong trigger signal. The built-in high performance inductive storage module supplies unrivaled energy to the coil ensuring maximum performance at all RPM levels. The fully adjustable mechanical advance is welded to the top of the shaft for easy access and is plated to reduce friction and prevent corrosion for long term durability. An adjustable vacuum advance canister allows you to dial in more economy while cruising at light load. The hardened iron drive gear ensures long service life.

The cap and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

It is recommend that PN 4207-1 coil be used for maximum performance at higher RPMs.

Comes complete with: cap, rotor, retainer and mechanical advance curve kit.

Pontiac 326-455 V8 engines except 1973-74 Super Duty 455 – **PN 9528-1**

2-wire vacuum advance requires the use of an external ignition control box

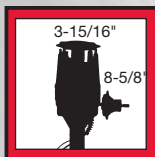
Pontiac 326-455 V8 engines except 1973-74 Super Duty 455 – **PN 9563-1**

REPLACEMENT PARTS						
Small Cap & Retainer	Rotor	Iron Gear	Module Assy	Vacuum Advance	Vacuum Lock Out	Curve Kit
7431-1	7467-1	7631-500	59361	7463	7469	7464

FORD DISTRIBUTORS



9594-1



Please see the notes concerning the material compatibility of the camshaft and the distributor drive gear for Ford V8 engines on page #21

Racing and Street/Strip Distributors

These are the most popular distributors for race engines. The compact bowl design with screw down cap fits into locations where a larger or bulkier distributor will not.

Featuring a CNC machined 6061-T6 aluminum housing, with a centerless ground shaft that rides on an upper sealed roller bearing with an extra long lower bronze Oil-Lite bushing for smooth operation at high RPM's and extended service life. The fully adjustable mechanical advance is welded to the top of the shaft for easy access and is plated to reduce friction and prevent corrosion for long term durability. A high output magnetic pickup and large paddle wheel reluctor provide a strong trigger signal at high RPMs. The hardened iron drive gear ensures long service life.

The cap and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

Comes complete with: cap, rotor, wire retainer and mechanical advance curve kit.

These distributors require the use of an external ignition control box.

Iron drive gear is not compatible with a billet steel hydraulic roller camshafts – a steel alloy drive gear must be used.

Ford 221-302 V8 engines – **PN 9579-1**

Ford 351W V8 engines – **PN 9578-1**

Ford 351C, 400C/M, 429-460 V8 engines – **PN 9577-1**

An adjustable vacuum advance canister allows you to dial in more economy while cruising at light load on the street or highway.

Iron drive gear is not compatible with a billet steel hydraulic roller camshafts – a steel alloy drive gear must be used.

Ford 221-302 V8 engines – **PN 9479-1**

Ford 351W V8 engines – **PN 9478-1**

Ford 351C, 400C/M, 429-460 V8 engines – **PN 9477-1**

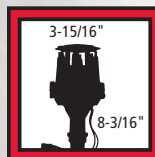
Ford 332-428 FE V8 engines – **PN 9594-1**



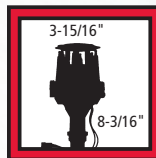
REPLACEMENT PARTS								
Small Cap & Retainer	Rotor	302 Iron Drive Gear	351W Iron Drive Gear	351C & FE Iron Drive Gear	Magnetic Pickup	Vacuum Advance	Vacuum Lockout	Curve Kit
7431-1	7467-1	7832-467	7852-531	7812-531	7461	7463	7469	7464



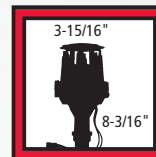
9578-1



9579-1



9577-1



FORD DISTRIBUTORS

RTR™ Distributor

This RTR™ distributor has a built in module for the easy installation with a simple three wire hook up - no need to run an external ignition control box. This is the perfect distributor for a crate engine or when replacing an old points triggered distributor. The compact bowl design and screw down cap fits into location where a larger distributor will not.

Featuring a CNC machined 6061-T6 aluminum housing, with a centerless ground shaft that rides on an upper sealed roller bearing with an extra long lower bronze Oil-Lite bushing for smooth operation at high RPM's and extended service life. A high output magnetic pickup and large paddle wheel reluctor provides a strong trigger signal at high RPMs. The built-in high performance inductive storage module supplies unrivaled energy to the coil ensuring maximum performance at all RPM levels. The fully adjustable mechanical advance is welded to the top of the shaft for easy access and is plated to reduce friction and prevent corrosion for long term durability. An adjustable vacuum advance canister allows you to dial in more economy while cruising at light load on the street or highway. The hardened iron drive gear ensures long service life.

The cap and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

It is recommend that PN 4207-1 coil be used for maximum performance at higher RPMs.

Comes complete with: cap, rotor, retainer and mechanical advance curve kit.

Iron drive gear is not compatible with a billet steel hydraulic roller camshafts – a steel alloy drive gear must be used.

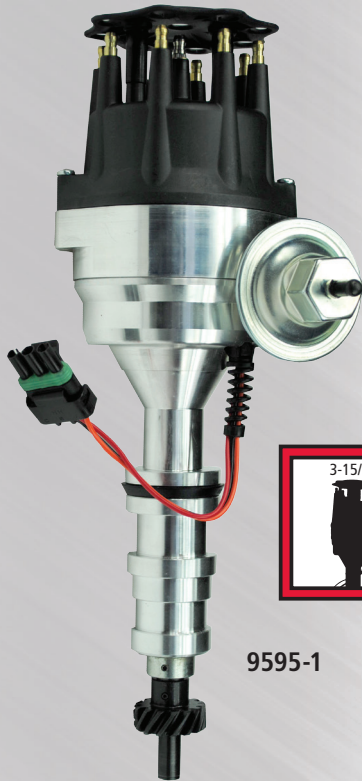
Ford 221-302 V8 engines – **PN 9352-1**

Ford 351W V8 engines – **PN 9354-1**

Ford 351C, 400C/M, 429-460 V8 engines – **PN 9350-1**

Ford 332-428 FE V8 engines – **PN 9595-1**

**CARB E.O.
D-789-1**

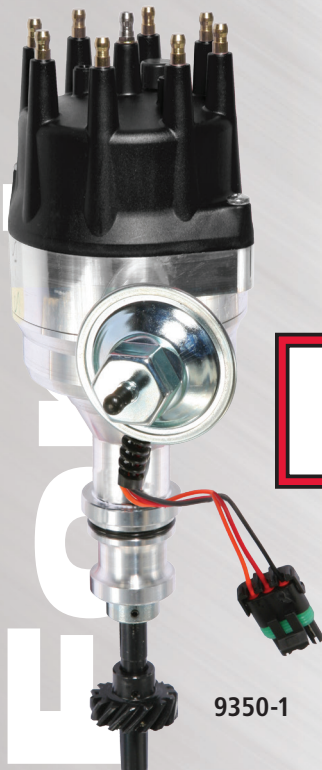


9595-1



Please see the notes concerning the material compatibility of the camshaft and the distributor drive gear for Ford V8 engines on page #21

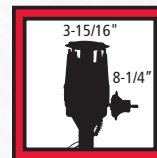
Small Cap & Retainer	Rotor	302 Iron Drive Gear	351W Iron Drive Gear	351C & FE Iron Drive Gear	Module Assy	Vacuum Advance	Vacuum Lockout	Curve Kit
7431-1	7467-1	7832-467	7852-531	7812-531	59361	7463	7469	7464



9350-1



9354-1



9352-1

FORD DISTRIBUTORS

TFI Fuel Injected Distributors

The perfect replacements for the late model TFI distributors in your Ford 5.0L/5.8L engines.

Featuring a CNC machined 6061-T6 aluminum housing, with a centerless ground shaft that rides on an upper sealed roller bearing with an extra long lower bronze Oil-Lite bushing for smooth operation at high RPM's and extended service life. The Hall Effect pickup is fully compatible with the factory computer. Units with the module mounted on the bowl feature a high output circuitry to ensure maximum performance at high RPMs.

The cap, cap adapter and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

Ford 5.0L EFI V8 engines in 1986-93 cars and 1986-91 trucks with module mounted on the distributor and billet steel hydraulic roller camshafts – **PN 9456-1**

If used with 1984-85 5.0L with hydraulic flat tappet camshaft you must change to an iron drive gear included

Ford 5.0L EFI V8 engines in 1991-95 cars and 1992-96 trucks with remote mounted module and billet steel hydraulic roller camshafts – **PN 9455-1**

Ford 5.8L EFI V8 engines in 1984-91 trucks with module mounted on the distributor and hydraulic flat tappet camshafts – **PN 9453-1**

For engines converted to billet steel hydraulic roller camshaft you must change to the steel drive gear included

Ford 5.8L EFI V8 engines in 1994-97 trucks with remote mounted modules and billet steel hydraulic roller camshafts – **PN 9451-1**

For 1992-93 5.8L with hydraulic flat tappet camshaft you must change to the iron drive gear included

Ford EFI V8 truck engines in 1988-97 7.5L and 1990-98 7.0L with remote mounted modules and hydraulic flat tappet camshafts – **PN 9459-1**



9455-1

LEGAL FOR USE IN ALL 50 STATES!

REPLACEMENT PARTS						
Cap	Rotor	TFI Module	7.0L/7.5L Steel Drive Gear	5.0L/5.8L Steel Drive Gear	7.0L/7.5L Iron Drive Gear	5.0L/5.8L Iron Drive Gear
7408-1	7070-1	515425C	7813-531	7834-531	7812-531	7852-531



9456-1



Please see the notes concerning the material compatibility of the camshaft and the distributor drive gear for Ford V8 engines on page #21



9453-1



9451-1

AMC/JEEP DISTRIBUTORS

V8 RTR™ and Street/Strip Distributors

This RTR™ distributor has a built in module for the easy installation with a simple three wire hook up - no need to run an external ignition control box. This is the perfect distributor for a crate engine or when replacing an old points triggered distributor.

Featuring a CNC machined 6061-T6 aluminum housing, with a centerless ground shaft that rides on an upper sealed roller bearing with an extra long lower bronze Oil-Lite bushing for smooth operation at high RPM's and extended service life. A high output magnetic pickup and large paddle wheel reluctor provides a strong trigger signal at high RPMs. The built-in high performance inductive storage module supplies unrivaled energy to the coil ensuring maximum performance at all RPM levels. The fully adjustable mechanical advance is welded to the top of the shaft for easy access and is plated to reduce friction and prevent corrosion for long term durability. An adjustable vacuum advance canister allows you to dial in more economy while cruising at light load on the street or highway. The hardened iron drive gear ensures long service life.

The cap and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

Recommended the PN 4207-1 coil be used for maximum performance at higher RPMs.

Comes complete with: cap, rotor, retainer and mechanical advance curve kit.

AMC/Jeep 290, 304, 343, 360, 390 and 401 V8 engines – **PN 9523-1**

2-wire vacuum advance requires the use of an external ignition control box

AMC/Jeep 290, 304, 343, 360, 390 and 401 V8 engines – **PN 9519-1**



9523-1



REPLACEMENT PARTS

Large Cap & Retainer	Rotor	Iron Gear	Module Assy	Vacuum Advance	Vacuum Lockout	Curve Kit
7433-1	7467-1	7005-491	59360	7463	7468	7464

V6 & L6 RTR™ and Street/Strip Distributors

This RTR™ distributor has a built in module for the easy installation with a simple three wire hook up - no need to run an external ignition control box. This is the perfect distributor for a crate engine or when replacing an old points triggered distributor.

Featuring a CNC machined 6061-T6 aluminum housing, with a centerless ground shaft that rides on an upper sealed roller bearing with an extra long lower bronze Oil-Lite bushing for smooth operation at high RPM's and extended service life. A high output magnetic pickup and large paddle wheel reluctor provides a strong trigger signal at high RPMs. The built-in high performance inductive storage module supplies unrivaled energy to the coil ensuring maximum performance at all RPM levels. The fully adjustable mechanical advance is welded to the top of the shaft for easy access and is plated to reduce friction and prevent corrosion for long term durability. An adjustable vacuum advance canister allows you to dial in more economy while cruising at light load on the street or highway. The hardened iron drive gear ensures long service life.

The cap and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

Recommended the PN 4207-1 coil be used for maximum performance at higher RPMs.

Comes complete with: cap, rotor, retainer and mechanical advance curve kit.

NEW AMC/Jeep 199, 232 and 258 (4.2L) in-line L6 engines – **PN 9557-1**

2-wire vacuum advance requires the use of an external ignition control box

NEW AMC/Jeep 199, 232 and 258 (4.2L) in-line L6 engines – **PN 9516-1**

NEW Jeep Dauntless 1966-71 Odd-Fire 225 V6 eng. – **PN 9611-2**



9557-1



REPLACEMENT PARTS

L6 Cap & Retainer	L6 Rotor	L6 Iron Gear	Module Assy	Vacuum Advance	Vacuum Lockout	Curve Kit	Odd-Fire V6 Rotor	Odd-Fire V6 Iron Gear
7014-1	7467-1	7009-491	59360	7463	7468	7464	7313-2	7414-500

CHRYSLER DISTRIBUTORS



93545-1

“B” and “RB” Engine Racing Distributors

These are the most popular distributors for factory based race engines. These distributors feature a special compact bowl design with a spring clip hold down male tower cap that fits into locations where a larger or bulkier distributor simply will not, such as with B1 or aftermarket heads, fabricated or tall valve covers and with dual 4-bbl intake manifolds.

Featuring a CNC machined 6061-T6 aluminum housing, with a centerless ground shaft that rides on an upper and lower sealed roller bearing for smooth operation at high RPM's and extended service life. The fully adjustable mechanical advance is patterned after the race proven Mopar Performance® design. It is mounted lower on the shaft for improved high RPM stability and is plated to reduce friction and prevent corrosion for long term durability. A Chrysler magnetic pickup and reluctor wheel provide a strong trigger signal at all RPMs levels that is compatible with OEM Chrysler, Mopar Performance® or aftermarket ignition control boxes.

The cap and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

Come complete with: cap, rotor and mechanical advance curve kit.

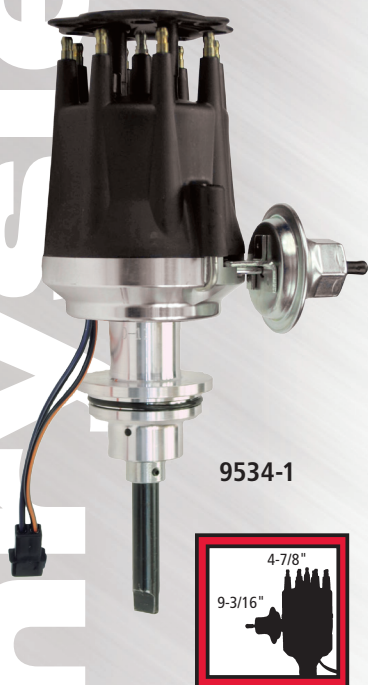
Distributors require the use of a Mopar Performance® or an external ignition control box.

Chrysler 350-400 “B” V8 engines – **PN 93545-1**

Chrysler 413-440 “RB” and 426 Hemi V8 engines – **PN 93546-1**

REPLACEMENT PARTS			
“B” & “RB” Cap	“B” & “RB” Rotor	Magnetic Pickup	Curve Kit
7409-1	7303-1	7462	74014

Chrysler



9534-1

“LA” Engine Street/Strip Distributors

This is the most popular distributors for factory based street/strip engines. This is also the perfect distributor for a crate engine or when replacing an old factory distributor.

Featuring a CNC machined 6061-T6 aluminum housing, with a centerless ground shaft that rides on an upper and lower sealed roller bearing for smooth operation at high RPM's and extended service life. The fully adjustable mechanical advance is welded to the top of the shaft for easy access and is plated to reduce friction and prevent corrosion for long term durability. A high output magnetic pickup and large paddle wheel reluctor provide a strong trigger single at high RPMs. The adjustable vacuum advance canister allows you to dial in more economy while cruising at light load.

The cap and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

Comes complete with: cap, rotor, wire retainer & mechanical advance curve kit.

These distributors require the use of a Mopar Performance® or an external ignition control box.

NEW Chrysler 273-360 “LA” V8 engines – **PN 9534-1**

REPLACEMENT PARTS					
“LA” Cap	“LA” Rotor	Magnetic Pickup	Vacuum Advance	Vacuum Lock-Out	Curve Kit
7433-1	7467-1	7461	7463	7468	7464

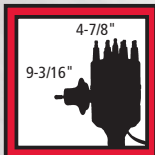
CHRYSLER DISTRIBUTORS



9387-1



9388-1



“B” and “RB” Engine RTR™ Distributors

These RTR™ distributors have a built in module for the easy installation with a simple three wire hook up - no need to run an external ignition control box. These are the perfect distributors for a crate engine or when replacing an old points triggered unit.

Featuring a CNC machined 6061-T6 aluminum housing that is uniquely sized and contoured to fit without contacting the cylinder heads or intake manifolds, unlike some other distributors. A centerless ground shaft that rides on both upper and lower sealed roller bearings for smooth high RPM operation and extended service life. A high output magnetic pickup and large paddle wheel reluctor provides a strong trigger signal. The built-in high performance inductive storage module supplies unrivaled energy to the coil ensuring maximum performance at all RPM levels. The fully adjustable mechanical advance is welded to the top of the shaft for easy access and is plated to reduce friction and prevent corrosion for long term durability. An adjustable vacuum advance canister allows you to dial in more economy while cruising at light load.

The cap and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

Recommended that PN 4207-1 coil be used for maximum performance at higher RPMs.

Comes complete with: cap, rotor, retainer and mechanical advance curve kit.

NEW Chrysler 350-400 “B” V8 engines – **PN 9386-1**

NEW Chrysler 413-440 “RB” and 426 Hemi V8 engines – **PN 9387-1**

REPLACEMENT PARTS

“B” & “RB” Cap	“B” & “RB” Rotor	Magnetic Pickup	Module	Vacuum Advance	Vacuum Lock-Out	Curve Kit
7431-1	7467-1	7461	59361	7463	7469	7464

“LA” Engine RTR™ Distributor

This RTR™ distributor has a built in module for the easy installation with a simple three wire hook up - no need to run an external ignition control box. This is the perfect distributor for a crate engine or when replacing an old points triggered unit.

Featuring a CNC machined 6061-T6 aluminum housing, with a centerless ground shaft that rides on both upper and lower sealed roller bearings for smooth high RPM operation and extended service life. A high output magnetic pickup and large paddle wheel reluctor provides a strong trigger signal. The built-in high performance inductive storage module supplies unrivaled energy to the coil ensuring maximum performance at all RPM levels. The fully adjustable mechanical advance is welded to the top of the shaft for easy access and is plated to reduce friction and prevent corrosion for long term durability. An adjustable vacuum advance canister allows you to dial in more economy while cruising at light load.

The cap and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

Recommended that PN 4207-1 coil be used for maximum performance at higher RPMs.

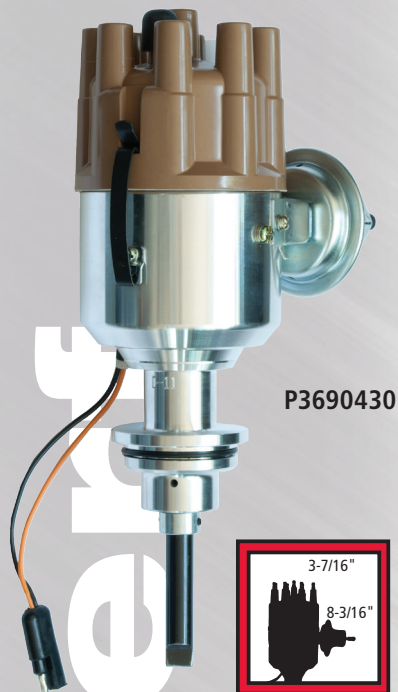
Comes complete with: cap, rotor, retainer and mechanical advance curve kit.

NEW Chrysler 273-360 “LA” V8 engines – **PN 9388-1**

REPLACEMENT PARTS

“LA” Cap	“LA” Rotor	Magnetic Pickup	Module	Vacuum Advance	Vacuum Lock-Out	Curve Kit
7433-1	7467-1	7461	59360	7463	7468	7464

MOPAR PERFORMANCE® DISTRIBUTORS



Mopar Performance® type Distributors for “LA”, “B” and “RB” Engine

These are the most popular distributors for street driven vehicles. Easy to install with a simple factory type plug-in hook up for use with Chrysler / Mopar Performance® type ignition control boxes. Feature a special compact bowl design with a spring clip hold down OEM female tower tan cap that fits into locations where a larger or bulkier distributor simply will not. This is the perfect distributor for a crate engine or replacing an old factory distributor.

Featuring a CNC machined 6061-T6 aluminum housing, with a centerless ground shaft that rides on an upper and lower sealed roller bearing for smooth operation at high RPM's and extended service life. The fully adjustable mechanical advance is patterned after the race proven Mopar Performance® design. A high output magnetic pickup and reluctor wheel ensures a strong trigger signal and maximum performance at all RPM levels. The harness has the factory style Chrysler “hooded” 2-pin rubber connector for direct plug-in to the vehicle's harness – no need to cut or splice your wiring. An adjustable vacuum advance canister allows you to dial in more economy while cruising at light load on the street or highway.

The tan cap and rotor are molded in high quality thermoset polymer that offers high dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

Compatible with all Chrysler / Mopar Performance® type ignition control boxes

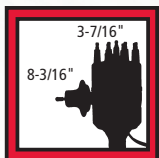
Comes complete with; cap, rotor and mechanical advance curve kit.

Chrysler 273-360 “LA” V8 engines – **PN P3690430**

Chrysler 350-400 “B” V8 engines – **PN P3690431**

Chrysler 413-440 “RB” and 426 Hemi V8 engines – **PN P3690432**

REPLACEMENT PARTS					
Cap	Rotor	Magnetic Pickup	“LA” Vacuum Advance	“B” & “RB” Vacuum Advance	Curve Kit
7811-6	7303-1	7462	74932	74933	74014



Mopar Performance

MOPAR PERFORMANCE® KITS

Mopar Perf.

Mopar Performance® Kits

These kits allow you to convert your old points type ignition over to a modern electronic breakerless ignition. The electronic ignition kits offer the benefits of improved timing and dwell control, higher energy at the spark plug for easier starting, improved throttle response and better efficiency, along with increased spark plug life.

Comes complete with; performance vacuum advance distributor, electronic control module, wiring harness and ballast resistor.

Chrysler 273-360 "LA" V8 engines – **PN P3690426**

Chrysler 350-400 "B" V8 engines – **PN P3690427**

Chrysler 413-440 and 426 Hemi "RB" V8 engines – **PN P3690428**

Kit components are also available separately;

Electronic 4-pin control module – **PN P4120505**

4, 5-pin harness – **PN P3690152AB**

1.25 Ohms Ballast resistor – **PN P5206436**



Also available for use with these kits;

Oil filled can coil, 0.75 Ohms primary resistance, black, non logoed – **PN 4216**



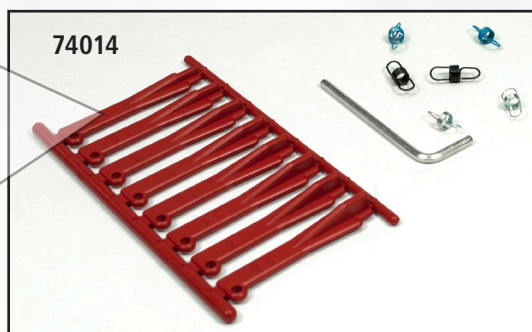
4216



Coil Mounting Bracket for Oil Filled Can coils – **PN 4213**



Molded-In timing marks






NEW Mechanical Advance Curve Kit – **PN 74014**

DISTRIBUTOR COMPONENTS

Caps & Rotors

Performance Distributor Caps and Rotors

		
PN - 7433-1	PN - 7431-1	PN - 7467-1
Male tower GM points Style cap & retainer	Small diameter male tower screw down cap & retainer	Rotor for both small diameter cap and GM points style cap

Performance Distributor Components

		
PN - 7461	PN - 7464	PN - 7463
ETG magnetic pickup assembly	ETG mechanical advance spring and bushing kit	ETG vacuum advance canister
		
PN - 7468	PN - 7469	PN - 7531-500
ETG vacuum advance lockout for right hand rotation distributors	ETG vacuum advance lockout for left hand rotation distributors	Chevrolet Melonized iron drive gear for 0.500" shaft
		
PN - 59360	PN - 59361	PN - 7014-1
ETG design RTR inductive storage module assembly right hand rotation	ETG design RTR inductive storage module assembly left hand rotation	Cap and retainer for L6 and V6 distributors
		
PN - 7313-2	PN - 7561-3M	PN - 7565-3M
Rotor for odd-fire Buick V6 distributor	Small diameter male tower screw down non-vented cap and retainer	Large diameter male tower screw down non-vented cap and retainer

DISTRIBUTOR COMPONENTS



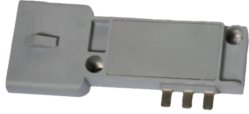
Caps & Rotors

Replacement Distributor Caps and Rotors - GM, Ford and Chrysler

		
PN - 7406-1	PN - 74106-1	PN - 7430-1
GM EST/EFI remote mount coil V8 cap 1986-98	GM EST/EFI remote mount coil V8 rotor 1986-98	GM EST/EFI remote mount coil V6 cap
		
PN - 74130	PN - 7481-1	PN - 7482-1
GM EST/EFI remote mount coil V6 rotor	GM LT1 cap & rotor kit 1992-94	GM LT1/LT4 cap & rotor kit 1995-96
		
PN - 7200-3	PN - 7205-3	PN - 7212-3
GM Truck Vortec V8 cap 1996-03	GM Truck Vortec V6 cap 1996-08	GM Truck Vortec V8 & V6 rotor 1996-08
		
PN - 7408-1	PN - 7070-1	PN - 7166-1
Ford EEC-IV / TFI V8 cap	Ford TFI V8 rotor	Ford EEC-IV / TFI cap adapter
		
PN - 7409-1	PN - 7303-1	PN - 7465
Chrysler male tower V8 cap also fits Chrysler electronic distributors	Chrysler V8 Chrysler electronic rotor	Chrysler mechanical advance spring kit

DISTRIBUTOR COMPONENTS









Replacement Ignition Modules and Distributor Components

		
PN - 51906	PN - 51990	PN - 515425C
GM HEI coil in-cap 4-pin module	GM EST/EFI remote mount coil 8-pin module for V8	Ford TFI bowl mounted module

Restoration Distributor Drive Gears

		
PN - 7437-7	PN - 7805-3	PN - 7811-6
Delco Style Cap, Requires PN- 7411 Rotor Male Tower Style Cap PN-7410	Motorcraft Style Cap	Mopar Style Cap

Replacement Distributor Caps and Rotors - GM HEI coil in-cap

			
PN - 6411-2	PN - 6401-2	PN - 6402-2	
GM, V8 HEI coil in-cap Cap	GM HEI coil in-cap Rotor	GM, V8 HEI coil in-cap dust cover	
			
PN - 6403-2	PN - 6404	PN - 7466	PN - 6502-2
GM HEI coil in-cap wire retainer	GM HEI vacuum advance canister	Spring Kit	GM HEI coil in-cap rebuilt kit
			
PN - 6406-2	PN - 6410-2	PN - 6531-491	PN - 7571-491
GM, V6 HEI coil in-cap Cap	GM, V6 HEI coil in-cap dust cover	Chevrolet Melonized iron drive gear for 0.491" shaft	Chevrolet bronze alloy drive gear for 0.491" shaft

components

FORD DISTRIBUTOR GEARS

Ford Distributor Drive Gears

		
PN - 7834-531	PN - 7852-531	PN - 7812-531
Ford 5.0L/5.8L steel drive gear for 0.531" shaft	Ford 5.0L/5.8L and 351W iron drive gear for 0.531" shaft	Ford 351C, 400, 429-460 iron drive gear for 0.531" shaft Also ETG Ford FE Distributor <i>Not OEM Ford FE Distributor</i>
		
PN - 7832-467	PN - 7834-467	PN - 7813-531
Ford 221-302 iron drive gear for 0.467" shaft	Ford 302, steel drive gear, 0.467" shaft for retrofit billet steel hydraulic roller camshafts	Ford 351C, 400, 429-460 steel drive gear for 0.531" shaft Also ETG Ford FE Distributor <i>Not OEM Ford FE Distributor</i>

NOTE:

PN 7852-531, PN 7812-531, PN 7813-531 & PN 7834-531

Have 2 roll pin locations. Upper is typically for TFI distributors. Lower is typically for mechanical and RTR distributors.

Ford Distributor Drive Gears

Important information concerning the material compatibility of the camshaft and the distributor drive gear for Ford V8 engines.

- Cast iron flat tappet camshafts, both mechanical and hydraulic type require the use of a cast iron drive gear on the distributor.
- Ford factory style billet steel hydraulic roller camshafts require the use of a steel drive gear on the distributor.
- Some aftermarket retrofit type hydraulic roller camshafts are made from a SADI (ductile cast iron) cores. Those camshafts require the use of a "Melonized" cast iron distributor drive gear.
- This has caused a lot of confusion for everyone. Please check with your camshaft manufacturer for the material type to make sure you are using the correct material distributor drive gear. Failure to use the correct material distributor drive gear will result in severe engine damage.

PN	FRPP	Material	Color Code	OD	ID	Application
7832-467	M-12390-A	cast iron	orange	1.249"	0.467"	221-302 with flat tappet camshaft
7834-467	M-12390-B	steel	white	1.249"	0.467"	221-302 with steel billet hydraulic roller camshaft
7852-531	M-12390-D	cast iron	blue	1.249"	0.531"	302 and 351W with flat tappet camshaft
7834-531	M-12390-F	steel	yellow	1.249"	0.531"	5.0L and 5.8L w/steel billet hydraulic roller camshaft
7813-531	NA	steel	red	1.421"	0.531"	351C/351M, 400, 429-460 engines with steel billet hydraulic roller camshaft
7812-531	M-12390-G	cast iron	green	1.421"	0.531"	351C/351M, 400, 429-460 engines with flat tappet camshafts

Drive Gears

INDUCTIVE STORAGE CONTROL BOX

**MARINE
SAE J1171
APPROVED**

Digital Inductive Storage Ignition Control Box with Single stage Rev Limiter

Clean sheet design high-performance digital microprocessor-controlled circuitry. Features a high output, long duration spark, easy to set single stage rev limiter, automatic start timing retard and a dedicated tachometer output signal. The powder coated cast aluminum housing features heat dissipating fins and a 2-hole hold down pattern. All wiring exits the control box through a sealed grommet on one side for clean and easy installation with sealed harness connectors. The unit is completely potted and carries the SAE J1171 approval.

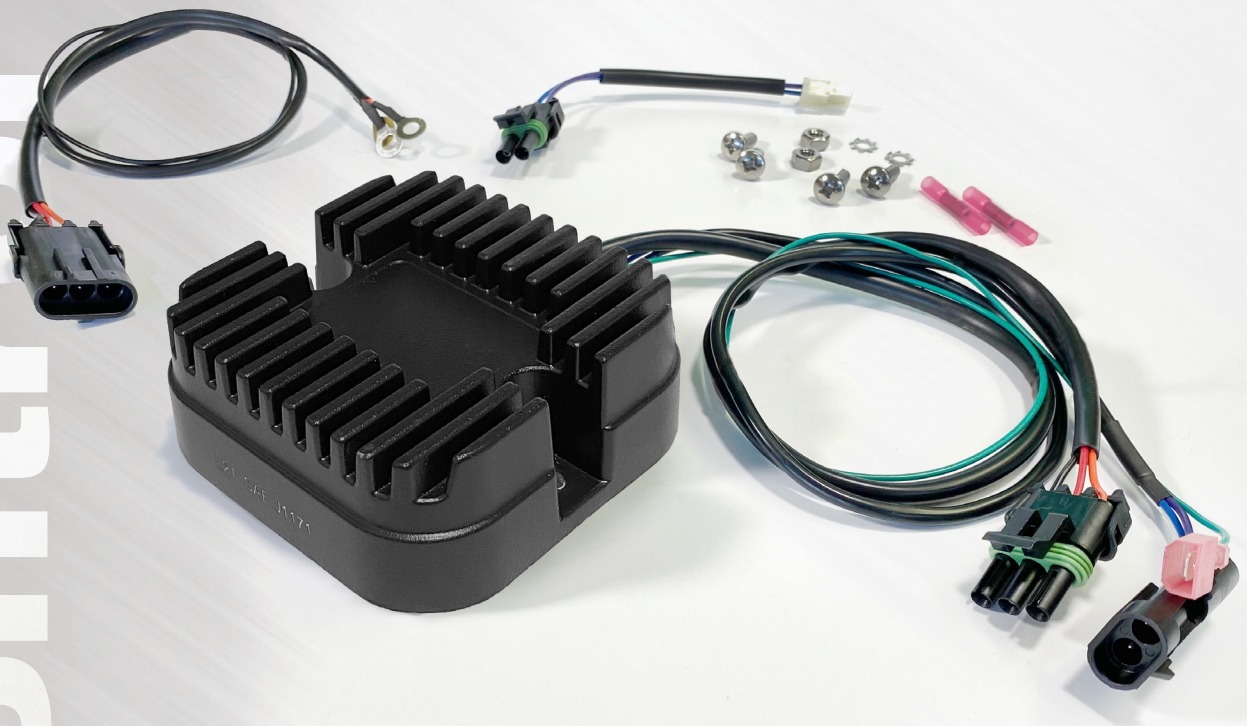
The Digital Inductive Storage Ignition Control Box has a 7.5 Amp rated dwell control circuit for maximum energy output. It delivers 400 volts and 125mJ of spark energy to the coil. Single stage rev limiter is set by tapping the tachometer lead to ground at one half the desired engine speed. The tachometer lead produces a 25% duty cycle square wave signal that can be used with multifunction tachometers and most popular aftermarket EFI systems. The fully automatic start retard provides 10 degrees of timing retard during cranking. The timing retard is fully dialed out by 250 RPM. Provides for easier and quicker hot restarts and lowers the load on the starter / electrical system.

The Digital Inductive Ignition Control Box comes complete with wiring harness, hardware and mounting kits. It is compatible with even fire 4-stroke magnetic breakerless distributor equipped engines with a 12-volt negative ground electrical system. The control box will only accept magnetic trigger input trigger signals. It will NOT work with a points triggered distributor, NOR will it work with Hall Effect pickup distributor. It is recommended that the PN 4201 coil be used for maximum performance and durability.

SAE J1171 certified and labeled for Marine use.

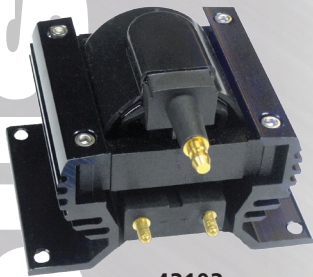
NEW Digital inductive Ignition Control Box with Rev Limite – **PN 59385-1**

Control Box



59385-1

UNIVERSAL PERFORMANCE COILS



43103



4207-1



4207-2



4201



SAE
J1171



4200



4202

High Output CD Coil

This coil is designed to work with Capacitive Discharge CD ignition systems. The design of the E-core and the use of heavy gauge windings have been optimized to produce a high voltage step up transformer to ensure the fastest possible delivery of the maximize energy to the spark plug. High temperature epoxy resists shock and vibration while providing excellent thermal conductivity. The attractive extruded aluminum heat sink housing provides maximum cooling to ensure long service life. Male tower offers superior boot/terminal retention and protecting from arch over. This coil is designed to work with typical 6 Series street/strip CD ignition control box from MSD, ACCEL, Crane, Mallory, FireCore, etc.. This coil will not work with an inductive ignition system and is not design to work with a drag race 7 Series type ignition systems.

Universal High output CD coil – **PN 43103**

SPECIFICATIONS

Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.2 Ohms	3.0K Ohms	3.6mH	70:1	48,000 Volts

High Output Coil for RTR Distributors

This coil is designed to work specifically with the high output inductive storage ignition module in the RTR distributors. The heavy gauge windings were engineered to ensure maximum power at higher RPM levels. A molded housing of glass reinforced polyester and high temperature epoxy encapsulation resists shock and vibration while providing excellent thermal conductivity. Brass primary contacts ensure maximum conductivity, while the male tower offers superior boot/terminal retention and protecting from arch over.

This coil will also work with 6 Series CD ignition systems. Marine SAE J1171 Approved.

Universal High Output coil – **PN 4207-1**

Universal High Output coil – **PN 4207-2**

SPECIFICATIONS

Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.4 Ohms	5.0K Ohms	6.5mH	65:1	40,000 Volts

Performance Electronic Oil Filled Can Coil

High performance coil for vehicles that have been converted to a electronic breakerless distributor, where a traditional oil filled can style coil is preferred for the correct vintage appearance. Designed with optimized winding for use with the electronic module in the RTR distributors and 6 Series CD ignition control boxes. Engineered for high output resulting in quicker starts, improved throttle response and more power at higher RPM. Marine SAE J1171 Approved.

Performance Electronic Oil Filled Can Coil, chrome canister – **PN 4200**

Performance Electronic Oil Filled Can Coil, black canister – **PN 4201**

Performance Electronic Oil Filled Can Coil red canister – **PN 4202**

NEW Mounting Bracket for Oil Filled Can coils – **PN 4213**

SPECIFICATIONS

Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.45 Ohms	8.0k Ohms	4.5mH	116:1	45,000 Volts

EXTREME COIL NEAR PLUG

Coil Near Plug

High Output Inductive universal “Dumb” Coil

This coil requires the use of a coil driver or igniter that is why it is referred to as “dumb”. This coil’s output rivals that of a CD system, but delivers a long duration spark for better burn characteristic. The coil is a sealed design and uses a Delphi MetroPack 3-pin primary connector. It can be mounted on or off the engine for custom applications.

High Output Inductive universal “Dumb” Coil – **PN 5275**



5275

SPECIFICATIONS PN 5275		
Energy Output	Spark Duration	Maximum Voltage
118mJ	3.5mS	45,000 Volts



7705

High Output CD universal “Dumb” Coil – **PN 7705**

SPECIFICATIONS PN 7705		
Primary Resistance	Secondary Resistance	Primary Inductance
0.1 Ohms	1.0 Ohms	0.8 mH

High Output Inductive Universal “Smart” Coil

This coil does not require the use of a coil driver or igniter because it has a built in IBGT. That is why it is referred to as “smart”. This coil’s output rivals that of a CD system, but delivers a long duration spark for better burn characteristic. The coil is a sealed design and uses a Delphi MetroPack 5-pin connector. It can be mounted on or off the engine for custom applications.

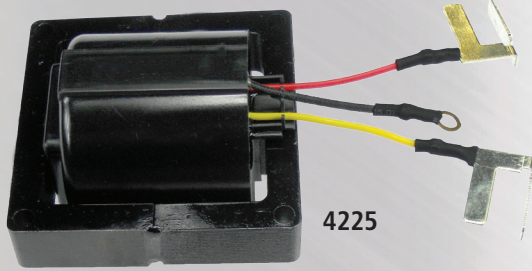
High Output Inductive universal “Smart” Coil – **PN 5473**

SPECIFICATIONS PN 5473		
Energy Output	Spark Duration	Maximum Voltage
102mJ	3.2mS	44,000 Volts



5473

GM STREET / STRIP COILS

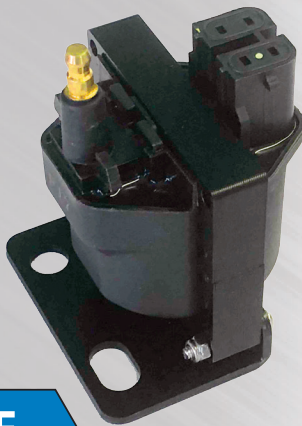


HEI Coil In-Cap

GM HEI coil in-cap distributors for 4, 6 and 8 cylinder applications with Red and Yellow primary wires. This coil is perfect for performance crate engine applications. The coil is designed to work with aftermarket performance 4-pin modules and high performance electronic controls. Resistance and inductance values have been optimized to match the high amperage dwell circuits of performance ignition modules for faster charging and full coil saturation at higher RPM levels. High temperature epoxy resists shock and vibration while providing excellent thermal conductivity ensuring long service life. Coil comes complete with installation hardware kit.

GM in-cap HEI coil – **PN 4225**

SPECIFICATIONS				
Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.30 Ohms	10.2K Ohms	3.0mH	130:1	48,000 Volts



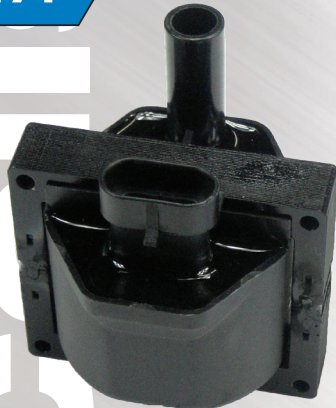
SAE
J1171

EST/EFI Remote Mount Coils – OBD I/II

GM EST/EFI remote mount coils come in two configurations, 1984-1995 which used the black/grey 2-pcs primary connector for OBD I applications and the 1996-2007 which used the sealed Metro-Pack primary connector for the OBD-II applications. These coils are designed to work with the GM 8-pin modules and high performance aftermarket electronic controls. Resistance and inductance values have been optimized for faster charging and full coil saturation at high RPM levels. High temperature epoxy resists shock and vibration while providing excellent thermal conductivity ensuring long service life.

GM 1984-1995 EST/EFI OBD I remote mount coil – **PN 4226**

GM 1996-2007 EST/EFI and Vortec OBD II remote mount coil – **PN 4231**



SPECIFICATIONS PN 4226				
Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.35 Ohms	10.5K Ohms	3.1mH	115:1	45,000 Volts

SPECIFICATIONS PN 4231				
Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.28 Ohms	6.3K Ohms	2.3mH	106:1	45,000 Volts



AC/Delco style Twin Tower DIS Coil

GM DIS twin tower coil for 4, 6 and 8 cylinder applications with AC/Delco style coils from 1986 to 2009. This coil is designed to work with the GM DIS waste-spark system and performance aftermarket ignition controls. It is a direct bolt-on and plug-in to the factory ignition module bracket. Resistance and inductance values have been optimized to increase output at higher RPM levels. High temperature epoxy resists shock and vibration while providing excellent thermal conductivity ensuring long service life. 4 cylinder engines require two (2) coils, 6 cylinder engines require three (3) coils and 8 cylinder engines require four (4) coils. Part number noted below is for one (1) coil.

GM 1986-2009 AC/Delco style twin tower DIS coil – **PN 4224**

SPECIFICATIONS				
Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.38 Ohms	7.9K Ohms	5.2mH	83:1	44,000 Volts

GM STREET / STRIP COILS

GM High Output GM Gen III, IV LS & Gen V LT coils for V8 Car & Truck Engines

These coils for 1997-2015 Gen III & IV LS engines as well as 2014-2021 Gen V LT engines, offer up to 11% higher voltage and 19% more energy than the OEM coils. Perfect for super- or turbo-charged, nitrous or E85 fueled car or truck engines. Also great for late model crate engine builders.

1997-2005 Gen III 5.7L LS1 / LS6 eng. and 1999-2003 Medium duty 7.4/8.1L eng. – **PN 4580**

1999-2007 Gen III 4.8L/5.3L/6.0L Light duty truck engines with round AC/Delco coils – **PN 4585**

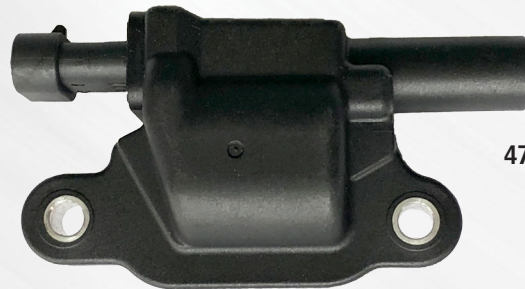
1999-2007 Gen III 4.8L/5.3L/6.0L Light duty truck eng. & 2003-2009 Medium duty 8.1L w/the Mitsubishi coils – **PN 4581**

2005-2015 Gen IV 4.8L/5.3L/6.0L/6.2L/7.0L Car & Truck engines w/Mitsubishi square style coils – **PN 4510H**

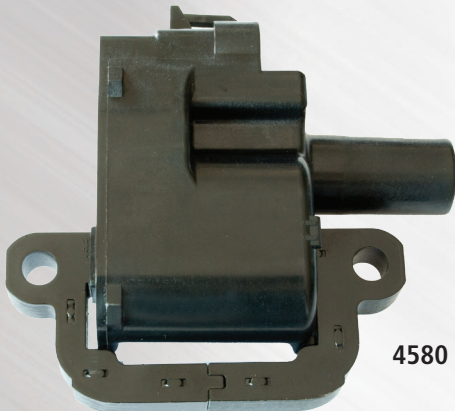
2005-2015 Gen IV 4.8L/5.3L/6.0L/6.2L/7.0L Car & Truck engines w/AC/Delco round style coils – **PN 4514A**

NEW 2014-2021 Gen V 4.3L V6 & 5.3L/6.2L Car & Truck engines w/Mitsubishi – **PN 4743**

NEW 2014-2021 Gen V 4.3L V6 & 5.3L/6.2L/6.6L Car & Truck engines w/AC-Delco round style coils – **PN 4742**



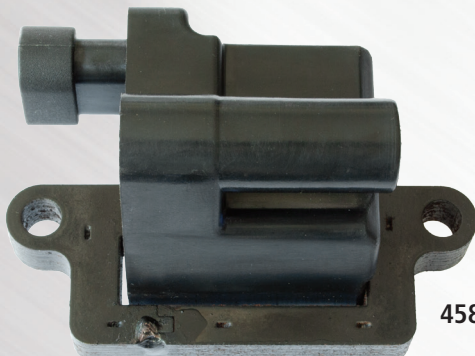
4743



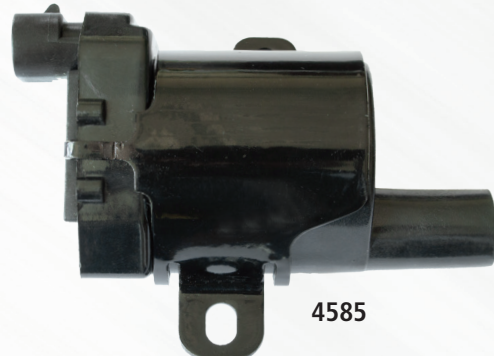
4580



4510H



4581



4585

GM COILS

FORD STREET/STRIP COILS



4476

FORD Dura-Spark II/III Coil

NEW Ford 1975-1991 Dura-Spark II/III Coil for the horseshoe connector – **PN 4476**



4227

TFI / Epoxy filled EEC-IV Coil

Ford TFI / Epoxy filled EEC-IV coil for 4, 6 and 8 cylinder applications from 1982 to 1997. This coil is designed to work with both the Ford Dura-Spark and TFI modules and aftermarket high performance ignition controls. Resistance and inductance values have been optimized for faster charging and full coil saturation at higher RPM levels. High temperature epoxy resists shock and vibration while providing excellent thermal conductivity ensuring long service life. Nickel plated brass secondary contact for extended durability.

Ford 1982-1997 TFI / Epoxy filled EEC-IV coil – **PN 4227**

SPECIFICATIONS				
Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.3 Ohms	8.8K Ohms	3.4mH	134:1	48,000 Volts



4241

DIS coil pack, Early 4 Tower

This coil is engineered to work with the factory DIS electronic controls as well as aftermarket high performance ignition systems. Resistance and inductance values have been optimized to increase output by 10% over the factory units. High temperature epoxy resists shock and vibration while providing excellent thermal conductivity ensuring long service life. Single plug 4 cylinder engines require one (1) four tower coil pack, while twin plug 4 cylinder and V8 engines require two (2) four tower coil packs. Part number noted below are for one (1) coil pack.

Ford 1991-2003 4-tower DIS coil pack Early design – **PN 4241**

SPECIFICATIONS PN 4241				
Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.55 Ohms	14K Ohms	6.2mH	105:1	36,000 Volts



4242



4487



4509

FORD Modular V8/V10 Engine Family COP Coils

Ford 4.6L, 5.4L and 6.8L modular family of engines were fitted with either 2-valve, 3-valve or 4-valve cylinder heads. Each type of head has its own particular coil on plug (COP) ignition coil. These coils are designed to work with the factory DIS electronic controls as well as aftermarket high performance ignition systems. The resistance and inductance values have been optimized to increase output at higher RPM levels. The higher energy output is critical when used on turbocharged or supercharged engines with higher than factory boost levels or engines that have been converted to E85 fuel. High temperature epoxy resists shock and vibration while providing excellent thermal conductivity ensuring long service life. The spark plug spring contact is stainless steel with a ferrite lug to suppress EMI/RFI noise. The spark plug boots are molded in a special high temperature silicone compound. V8 engines require eight (8) coils while V10 engines require ten (10) coils. Part numbers noted below are for one (1) coil. These are direct bolt-in and plug-in fit.

1997-2014 Ford 4.6L/5.4L/6.8L Modular COP for 2-valve heads – **PN 4242**

2004-2008 Ford 4.6L/5.4L/6.8L Modular COP for 3-valve heads – **PN 4511**

1997-2014 Ford 4.6L/5.4L/5.8L Modular COP for 4-valve heads – **PN 4487**

2008-2016 Ford 4.6L/5.4L/6.8L Modular COP for 3-valve heads – **PN 4509**

SPECIFICATIONS				
Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.5 Ohms	6.5K Ohms	1.2mH	80:1	36,000 Volts

FORD/SUBARU/TOYOTA/JEEP COILS

FORD Late Model V6/V8 COP Coils

Ford late model V8 engines and the EcoBoost family of V6 engines are all fitted with 4-valve cylinder heads and utilize coil on plug (COP) ignition coils. Each engine or generation of engine has its own particular coil on plug (COP) ignition coil. These coils are designed to work with the factory electronic controls as well as aftermarket high performance ignition systems. The resistance and inductance values have been optimized to increase output at higher RPM levels. The higher energy output is critical when used on high revving and on turbocharged engines with higher than factory boost levels or engines that have been converted to E85 fuel. High temperature epoxy resists shock and vibration while providing excellent thermal conductivity ensuring long service life. The spark plug spring contact is stainless steel, the spark plug boots are molded in a special high temperature silicone compound which ensures long service life. Direct bolt-in and plug-in fit. V6 engines require (6) coils, while V8 engines require eight (8) coils. Part numbers noted below are for one (1) coil. These are direct bolt-in and plug-in fit.

2011-2016, Built before 2-23-16, Ford 5.0L Coyote COP – **PN 4622**

2016-2017, Built after 2-23-16, Ford 5.0L Coyote COP – **PN 4780**

NEW 2016-2020 Ford 5.2L Voodoo in Shelby GT350 – **PN 4858**

2011-2018 Ford 3.5L Gen I EcoBoost COP 3-pin brown connector – **PN 4646**

NEW 2017-2021 Ford 3.5L Gen II EcoBoost COP 3-pin grey connector – **PN 4826**

NEW 2015-2020 Ford 2.7L/3.0L Gen I EcoBoost COP 3-pin grey connector – **PN 4773**

NEW 2018-2021 Ford 2.7L/3.0L Gen II EcoBoost COP 3-pin black connector – **PN 4827**

Nissan, Subaru and Toyota Coils

For these Nissan GT-R, Subaru Turbo coils as well as these Toyota truck coils, the resistance and inductance values are optimized for faster charging and full coil saturation at higher RPM levels. High temperature epoxy resists shock and vibration while providing excellent thermal conductivity ensuring long service life. The spark plug spring contact is stainless steel and the spark plug boots are molded in a special high temperature silicone compound which ensures long service life. Direct bolt-in and plug-in fit.

NEW 2004-2010 2009-2021 Nissan GT-R 3.8L Turbo VR38DETTV6 COP coil – **PN 4638**

NEW 2004-2010 Subaru 2.5L Turbo EJ25 H4 COP coil – **PN 4608**

NEW 2003-2015 Toyota Truck 4.0L 1GR-FE V6 COP coil – **PN 4495**

NEW 1998-2009 Toyota Truck 4.7L 2UZ-FE V8 COP coil – **PN 4230**

JEEP 4.0L Coil Pack

4.0L L6 Jeep ignition cartridge/cassette coil pack. Resistance and inductance values are optimized for faster charging and full coil saturation at higher RPM levels. High temperature epoxy resists shock and vibration while providing excellent thermal conductivity ensuring long service life. The spark plug spring contact is stainless steel and the spark plug boots are molded in a special high temperature silicone compound which ensures long service life. Direct bolt-in and plug-in fit.

NEW 2000-2006 Jeep 4.0L cartridge/cassette coil pack – **PN 4296**



CHRYSLER STREET / STRIP COILS

Chrysler Epoxy filled Coil

Chrysler, Dodge, Plymouth and Jeep used two different epoxy filled coils for 4, 6 and 8 cylinder applications. The first was from 1990 to 1997 and used a black sealed primary connector. The second one was from 1998 to 2004 and used a grey sealed primary connector. These coils are designed to work with the factory electronic controls as well as high performance after-market ignition controls. Resistance and inductance values are optimized for faster charging and full coil saturation at higher RPM levels. High temperature epoxy resists shock and vibration while providing excellent thermal conductivity ensuring long service life. Direct bolt-in and plug-in fit.

1990-97 Chrysler, Dodge, Plymouth & Jeep epoxy coil for blk harn. connector - **PN 4228**

1998-03 Chrysler, Dodge, Plymouth & Jeep epoxy coil for gray harn. connector - **PN 4198**



SPECIFICATIONS

Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.78 Ohms	12.6K Ohms	6.8mH	78:1	39,000 Volts

3.6L V6, 3.7L V6 / 4.7L V8 coils early design

Dodge and Jeep 3.7L V6 and 4.7L V8 SOHC engines used two different styles of COP (coil on plug) coils. The early design was used on the 2002-08 3.7L V6 engines as well as the 1999-2007 single plug 4.7L V8 engines. High temperature epoxy resists shock and vibration while providing excellent thermal conductivity ensuring long service life. Resistance and inductance values have been optimized to increase output at higher RPM levels. The spark plug spring contact is stainless steel with a ferrite lug to suppress EMI/RFI noise. The spark plug boots are molded in a special high temperature silicone compound. V6 engines require six (6) coils and V8 engines require eight (8) coils. Directbolt-in and plug-in fit. Part number noted below is for one (1) coil.

Dodge/Jeep 2002-08 3.7L V6 and 1999-07 4.7L V8 Early design COP coil – **PN 4258**

Dodge/Jeep 2011-21 3.2L/3.6L Pentastar V6 w/o stop-start COP coil – **PN 4648**

NEW Dodge/Jeep 2016-22 3.6L Pentastar V6 w/ stop-start COP coil – **PN 4807**

SPECIFICATIONS 4258

Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.7 Ohms	10.5 Ohms	2.5mH	85:1	32,000 Volts

V8 Hemi 5.7L to 6.4L COP coils

Chrysler, Dodge and Jeep late model 5.7L/6.1L Hemi engines used two different styles of COP (coil on plug) coils. The early design was used in conjunction with a spark plug wire sets on the 5.7L engines in the 2003-2005 Dodge trucks and the 2005 Chrysler 300, Dodge Magnum and Jeep Grand Cherokee. The later design was used on the 2006-2018 5.7L, 6.1L - 6.2L and 6.4L engines in all applications. High temperature epoxy resists shock and vibration while providing excellent thermal conductivity ensuring long service life. Resistance and inductance values have been optimized to increase output at higher RPM levels. The spark plug spring contact is stainless steel. The spark plug boots are molded in a special high temperature silicone compound. V8 engines require eight (8) coils. Direct bolt-in and plug-in fit. Part numbers noted below are for one (1) coil.

Chrysler, Dodge and Jeep Early 2003-05 design 5.7L V8 Hemi COP coil – **PN 4256**

SPECIFICATIONS 4256

Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.6 Ohms	8.3K Ohms	4.2mH	89:1	33,000 Volts

Extreme High Output for super/turbocharged 2006-2022 5.7L to 6.4L Hemi – **PN 4257N**

SPECIFICATIONS 4257

Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.38 Ohms	6.4K Ohms	1.7mH	117:1	36,000 Volts

FUEL PUMPS FOR CARBURETORS



External Electric Fuel Pumps for Carburetors

These are the most popular street/strip external electric fuel pumps for a carbureted application. They feature a re-engineered rotary vein lower housing design for improved fuel flow capacity, longer term durability, lower amperage draw and much quieter operation. The pump housings are rebuildable and feature an externally accessible pressure relief valve. The pumps have single inlet and outlet ports with 3/8" NPT female threads. The pumps come complete with a color matched mounting bracket as well as a hardware kit and vibration dampening pads.

They are made in two flow rate versions: Part number AF110 is a high-pressure "Blue" pump that is used mainly for high performance applications. Part number AF140 is a higher volume high-pressure "Black" pumps that is idea for use in a high horse power application where a much higher flow rate is required.

Must be used with a fuel pressure regulator.

Flow rates: AF110 "Blue" 120 GPH free flow @ 13.5 Volts
70 GPH @ 7 PSI @ 13.5 Volts

AF140 "Black" 135 GPH free flow @ 13.5 Volts
110 GPH @ 7 PSI @ 13.5 Volts

Supports: AF110 "Blue" Carbureted gasoline engines up to approximately 400 HP normally aspirated

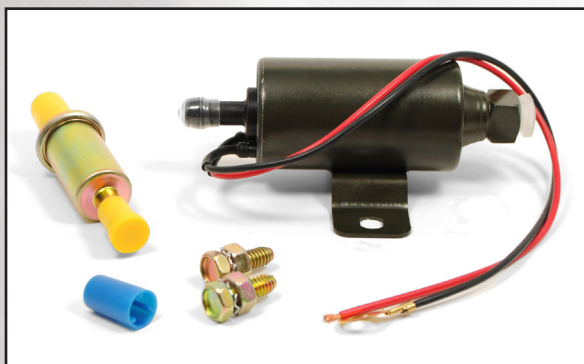
AF140 "Black" Carbureted gasoline engines up to approximately 700 HP normally aspirated

FUEL PUMPS



AF110

AF140



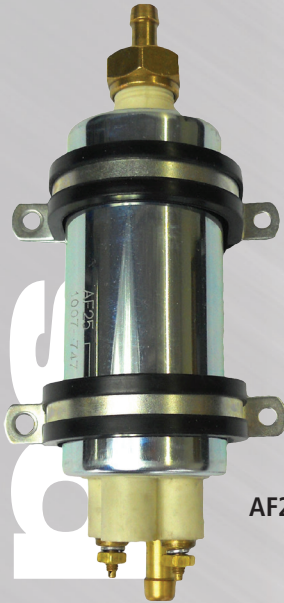
Micro Electric Fuel Pumps

These pumps are great for standalone lower horse power applications or for use as a booster pump or fuel transfer pump. Gravity feed, self-priming and regulated design reduces the change of vapor lock and flooding. Inlet and outlet are 5/16" hose barbs. Compact size and simple two wire hookup with negative ground makes installation quick and easy. Pump is rated at 4.5 to 7.0 PSI, if used with a lower pressure style carburetor, then an appropriate fuel pressure regulator must be used. Comes complete with pre-filter and hardware.

Universal micro electric Gasoline only fuel pump 4.5–7.0 PSI 5/16" inlet/outlet – **PN AF12S**

Universal micro electric Diesel transfer pump 5/16" inlet/outlet – **PN AF12D**

FUEL PUMPS FOR EFI



AF25

Universal Electric In-Line Fuel Pumps for EFI

The AF25 is most popular in-line (out of fuel tank) fuel pump for multi port fuel injected engines. The AF25 is an ideal universal replacement pump or a perfect pump to use when swapping an EFI engine into an older vehicle. The AF25 can also be used as a booster pump in a nitrous oxide application. The AF25 uses a roller vane pump design which is more resistant to clogging and jamming from debris sucked out of the tank than a turbine vane or gerotor design pump. The AF25 features 5/16" bared hose inlet and outlet for simple installation. It also has brass stud terminals for a quick and reliable electrical connection. The AF25 comes complete with two cushioned mounting clamps.

Must be used with a fuel pressure regulator.

AF25 Flow rate:	58 GPH free flow @ 13.5 Volts
	53 GPH @ 14.5 PSI [1.0 BAR] @ 13.5 Volts
	48 GPH @ 29.0 PSI [2.0 BAR] @ 13.5 Volts
	43 GPH @ 43.5 PSI [3.0 BAR] @ 13.5 Volts
	39 GPH @ 58.0 PSI [4.0 BAR] @ 13.5 Volts
	34 GPH @ 72.5 PSI [5.0 BAR] @ 13.5 Volts

Supports EFI gasoline engines up to approximately 475 HP normally aspirated
 Universal Electric In-Line EFI fuel pump 5/16" inlet/outlet – **PN AF25**

Universal Electric In-Line Fuel Pumps for both Carburetors and EFI

The AF101 is a high flow rate in-line (out of fuel tank) fuel pump for use with either carbureted or fuel injected engines. Compact in-line design is great for restricted space applications. High flow roller vane design is perfect for both low and high pressure applications. The AF101 features -8AN female inlet and -6AN female outlet threads for O-ring fittings and brass stud terminals are used for quick and reliable electrical connection. The AF101 comes complete with two T-bar mounting clamps.

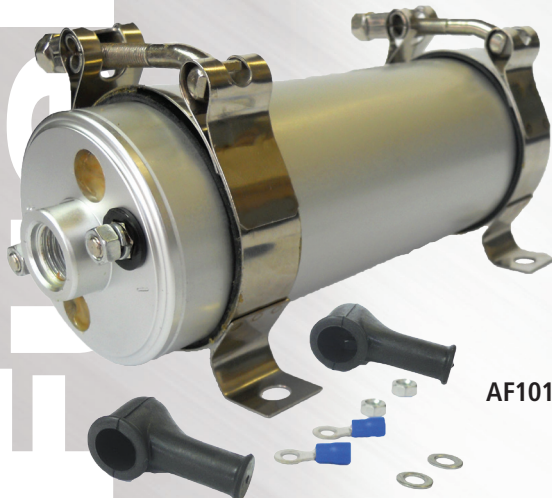
Must be used with a fuel pressure regulator.

Flow rate:	110 GPH free flow @ 13.5 Volts
	80 GPH @ 6.0 PSI [0.4 BAR] @ 13.5 Volts
	70 GPH @ 43.5 PSI [3.0 BAR] @ 13.5 Volts
	65 GPH @ 58.0 PSI [4.0 BAR] @ 13.5 Volts
	60 GPH @ 72.5 PSI [5.0 BAR] @ 13.5 Volts

Supports: Carbureted gasoline engines up to approximately 900 HP normally aspirated and 700 HP turbo/supercharged

EFI gasoline engines up to approximately 700 HP normally aspirated and 500 HP turbo/supercharged

Universal Electric High Flow In-Line Carbureted or EFI fuel pump – **PN AF101**



AF101

FUEL PRESSURE REGULATORS

Pressure Regulators



AR2052

Standard or Dead Head design for Carburetors

The AR2052 3-port fuel pressure regulator is the most popular design due to its simple in-line installation, adjustability and high flow rate. The AR2052 regulator uses a standard or dead head design making the installation very simple and straight forward, since plumbing a return line back to the tank or fuel cell is not required. The AR2052 features a 2-pcs anodized billet aluminum body. The large top mount adjuster screw and lock nut make adjusting the fuel pressure a quick and easy task. The extra large diaphragm produces a very stable fuel pressure over a wider than normal range of 4.5 to 14 PSI, without creep or fall off. The AR2052 regulator features a single bottom inlet and twin side outlet ports, all with 3/8" NPT female threads, allowing it to be used with both single or multiple carburetor applications. The AR2052 fuel pressure regulator also features a 1/8" NPT female threaded port for mounting a fuel pressure gauge. Compatible with gasoline and Ethanol blends including E85. Not compatible with Methanol fuels. AR2052 comes complete with mounting bracket.

Standard or Dead head adj. 4.5 to 14 PSI fuel pressure regulator – **PN AR2052**

Rebuild kit for gasoline, gasoline/ethanol blends and E85 – **PN AR205RK-G**

Return style for Carburetors and EFI

The AR3052/AR3072 adjustable 4-port fuel pressure regulator is designed for use with electric fuel pumps. The bypass or return design eliminates pressure creep and vapor lock, reduces fuel pump noise and increases pump efficiency and life span. This is accomplished by allowing excess fuel that is not needed to power the engine under load, to return to the tank. The AR3052/AR3072 features a 2-pcs anodized billet aluminum body. The large top mount adjuster screw and lock nut make adjusting the fuel pressure a quick and easy task. The extra large diaphragm produces very stable fuel pressure over a wider than normal range without creep or fall off. The AR3052/AR3072 features extra large 3/4" -16 SAE threads (-8 AN O-ring port fittings) side inlet and bottom return ports, with three 3/8" NPT side outlet ports and one 1/8" NPT gauge port. Boost /vacuum reference port maintains constant fuel delivery based on engine loading. Compatible with gasoline and Ethanol blends including E85. Not compatible with Methanol fuels. AR3052/AR3072 comes complete with mounting bracket.

Bypass or Return adjustable 1.5 to 25 PSI fuel pressure regulator for carburetors and low pressure throttle body injection systems – **PN AR3052**

Rebuild kit for gasoline, gasoline/ethanol blends and E85 – **PN AR305RK-G**

Bypass or Return adj. 30 to 100 PSI fuel pressure regulator for EFI – **PN AR3072**

Rebuild kit for gasoline, gasoline/ethanol blends and E85 – **PN AR307RK-G**



AR3052



AR3072

ELECTRIC EXHAUST CUTOUTS

Exhaust Cutouts

Electric Exhaust Cutouts

With these electric exhaust cutouts, your exhaust system can be the best of both worlds—quiet and legal on the street and wide open for the track or strip. These electrically controlled exhaust valves bolt directly to a standard triangular 3-bolt exhaust flange for 2-1/2" pipe (3-1/2" diameter both circle for 3/8" bolts) and 3" pipe (3-7/8" diameter both circle for 3/8" bolts). They can be opened and closed from inside the car quickly and easily with the push of a switch. Using the convenient interior-mounted momentary rocker switch and harness, you control the exhaust flow path and can go from stealthily quiet to wide-open maximum power in a matter of seconds. These electric exhaust cutouts fit any car or truck, muscle car, street rod or high-tech import.

The electric exhaust cutouts feature:

- * CNC 6061 aircraft aluminum bodies, motor mount plate and housing
- * Stainless steel butterfly plate and steel shaft assembly with welded nuts
- * Positive butterfly stops that prevent leakage
- * High-torque DC gear-driven motor
- * High-temp steel gears for long life
- * Harnesses feature sealed Weather Pack connectors and include the rocker switch
- * Exhaust flange gaskets and mounting hardware are not included

Single 2-1/2" electronic exhaust cutout – **PN AX5025NH**

Single 3" electronic exhaust cutout – **PN AX503NH**

Single cutout control wiring harness – **PN AX503H**

Dual cutout control wiring harness – **PN AX503DH**

AX503H



AX503DH



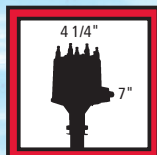
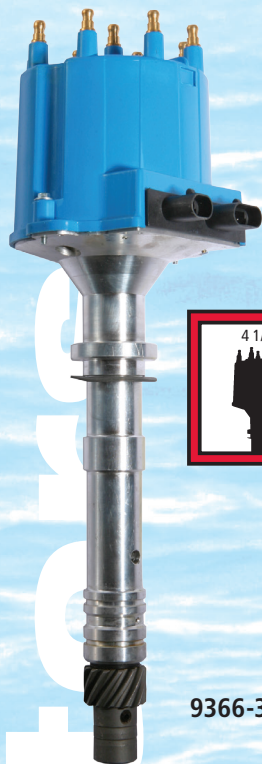
AX503NH



AX503NH



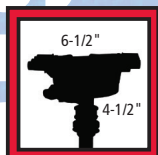
INBOARD & STERNDRIVE DISTRIBUTORS



9366-3M



98059-3



DELCO EST Distributors

High performance drop-in replacement distributors for EFI equipped GM based engines with Delco EST ignition. These distributors are equipped with a high performance GM 8-pin configuration module to ensure maximum spark energy at all RPM levels. The factory style magnetic trigger is compatible with the OEM computer. The CNC machined aluminum housing, with a centerless ground shaft that rides on extra long bronze Oil-Lite bushings for smooth operation at high RPMs with oil control grooves for extended service life. The Melonized iron drive gear ensures long service life. The cap and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.

Comes complete with: cap, rotor and module. SAE J1171 certified and labeled for Marine use

1994-2001 5.0L, 5.7L, 7.4L, 8.2L GM based engs. Delco EST ignition - **9366-3M**

1996-1998 4.3L GM based engs. with Delco EST ignition - **9367-3M**

1991-2015 3.0L GM based engs. with Delco EST ignition - **1103872**

REPLACEMENT PARTS					
V8 Cap	V8 Rotor	V6 Cap	V6 Rotor	8-Pin V8 Marine Module	V8 & V6 Melonized Iron Gear
7406-3	74106-1	7430-3	74130-1	M1965HD	6531-428

MPI Distributors

Look no further for the perfect replacement for the factory "plastic" distributors in your GM based MPI engines.

The distributor housings are CNC machined from a high copper content aluminum alloy that eliminates porosity issues for improved integrity, durability and tighter tolerances. The Hall Effect pickup is fully compatible with the factory computer and ensures maximum timing accuracy at all RPM levels and engine loads. The centerless ground shaft rides on bronze Oil-Lite bushings for smooth operation at high RPMs and extended service life. The cap and rotor are molded in high quality 20% glass filled polyester (PBT) that offers both high impact and dielectric strength while resisting carbon tracking. The cap also features a unique vented design with brass crossover contacts which eliminates under cap corrosion issues for long term maximum conductivity, durability and extended service life.

Comes complete with: cap and rotor. SAE J1171 certified and labeled for Marine use.

2001-UP 5.0L, 5.7L, 6.2L GM based MPI engines - **PN 98558-3**

2001-UP 4.3L GM based MPI engines - **PN 98210-3**

REPLACEMENT PARTS			
V8 Cap	V6 Cap	V8 & V6 Rotor	V8 & V6 Iron Gear
7200-3	7205-3	7212-3	-

INBOARD & STERNDRIVE COILS



4226

Delco EST & MPI Coils

GM based engines with Delco EST ignition system and MPI. These coils are designed to work with the factory control systems. Resistance and inductance values have been optimized for faster charging and full coil saturation at high RPM levels. High temperature epoxy resists shock and vibration while providing excellent thermal conductivity ensuring long service life.

GM based engines with Delco EST – **PN 4226**

GM based MPI engines coil only (without mounting bracket or module) – **PN 4231**



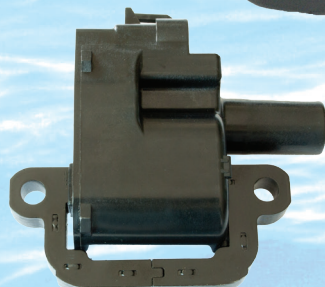
4231

SPECIFICATIONS PN 4226

Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.35 Ohms	10.5K Ohms	3.1mH	115:1	45,000 Volts

SPECIFICATIONS PN 4231

Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.28 Ohms	6.3K Ohms	2.3mH	106:1	45,000 Volts



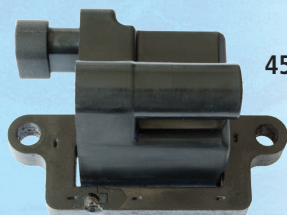
4580

GM based 7.4L MD & 8.2L MCM & MIE coils

These coils, offer up to 11% higher voltage and 19% more energy than the OEM coils. Perfect for stock or modified engines.

1998-00 7.4L GM based MD & 2001-02 8.1L early MCM & MIE 8.1L engs. - **PN 4580**

2003-09 later GM based MCM & MIE 8.1L engines - **PN 4581**



4581



OMC/Volvo Penta Cobra EFI Coil

This coil is for Ford based 5.0L and 5.8L EFI engines. Resistance and inductance values have been optimized for faster charging and full coil saturation at higher RPM levels. High temperature epoxy resists shock and vibration while providing excellent thermal conductivity ensuring long service life. Nickel plated brass secondary contact for extended durability.

1993-98 Ford based OMC/Volvo Penta Cobra EFI 5.0L / 5.8L engines – **PN 4227**



4227

SPECIFICATIONS

Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.3 Ohms	8.8K Ohms	3.4mH	134:1	48,000 Volts

Mercury Thunderbolt IV & V Coil

This coil is an exact replacement for the Mercury Thunderbolt IV & V ignition systems with the correct resistance and inductance to ensure reliable long lasting performance.

Mercury Thunderbolt IV & V ignition systems coil – **PN 4216**



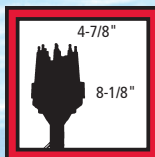
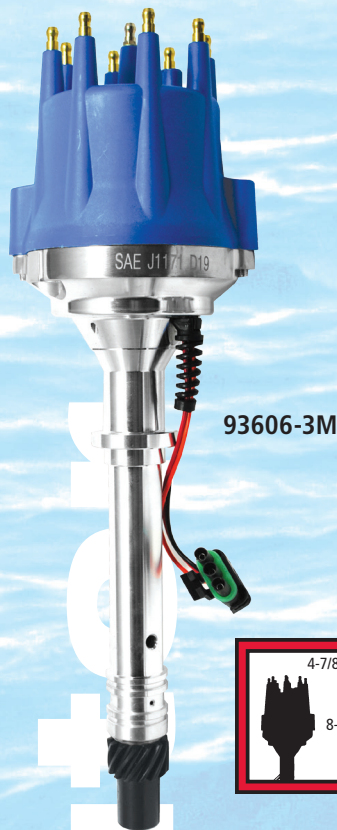
4216

SPECIFICATIONS

Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.7 Ohms	9.8K Ohms	7mH	110:1	42,000 Volts



INBOARD & STERNDRIVE PERFORMANCE DISTRIBUTORS



**MARINE
SAE J1171
APPROVED**

RTR™ Distributor

These RTR™ distributors have a built in module for easy installation with a simple three-wire hook up - no need to run an external ignition control box. This is the perfect distributor for a crate engine or replacing an old points triggered or an obsolete early design electronics distributor. Featuring a CNC machined 6061-T6 aluminum housing with flame arrestor screen inserts in the bowl. The centerless ground shaft rides on an upper sealed roller bearing and an extra long lower bronze Oil-lite bushing for both smooth operation and an extend service life. A high output magnetic pickup and larger paddle wheel reluctor provides a strong trigger signal though out the full RPM range. The built-in high performance inductive storage module supplies unrivaled energy to the coil ensuring maximum performance at all RPM levels. The fully adjustable mechanical advance is welded to the top of the shaft for easy access and is plated to reduce friction and help to prevent corrosion for long term durability. A special marine mechanical advance curve is dialed into the distributor from the factory. The Melonized iron drive gear ensures long service life. The non-vented screw down caps and rotors are molded from a high quality 30% glass filler polyester (PBT) material that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring contact is stainless steel for long term maximum conductivity.

Comes complete with; cap, rotor, retainer and mechanical advance curve kit. It is recommended that PN 4201 coil be used for maximum performance and durability. SAE J1171 certified and labeled for Marine use. Standard rotation engines.

Chevy, fixed collar 262-502 V8, exc. Tall deck blocks & 348-409 eng. – **PN 93606-3M**

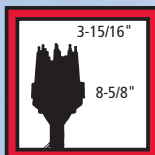
Chevy, adj. collar 262-502 V8, exc. Tall deck blocks & 348-409 eng. – **PN 93706-3M**

Ford 351W V8 engines – **PN 93516-3M**

Ford 351C, 400C/M, 429-460 V8 engines – **PN 93506-3M**

REPLACEMENT PARTS

Chevy Cap & Retainer	Ford Cap & Retainer	Rotor	Magnetic pickup	Module Chevy RH	Module Ford LH	Chevy Melonized iron gear	Ford 351W iron gear	Ford 351C-460 iron gear	Curve Kit
7565-3M	7561-3M	7467-1	7461	59360	59361	7531-500	7852-531	7812-531	7464

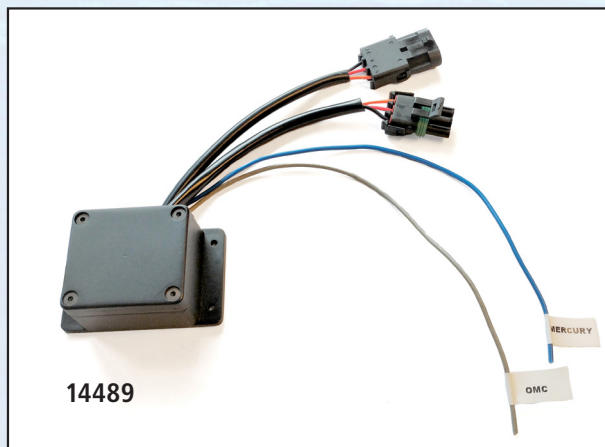


Shift Interrupt Adapter

Designed to allow for the compatibility of the RTR distributors in older applications with the factory shift interrupt switch. Simple and easy to install design that plugs-in between the RTR distributor and the coil, with a one wire hook up to the factory shift interrupt switch. Features dedicated wiring that allows it to work with both the Mercury and OMC shift interrupt switches. Also compatible with Digital Inductive Storage Control Box PN 59385-1

SAE J1171 certified and labeled for Marine use.

Shift Interrupt Adapter for both Mercury and OMC shift interrupt switches **PN - 14489**



INBOARD & STERNDRIVE PERFORMANCE DISTRIBUTORS

Race Distributors

These are the most popular distributors for a marine race engines. The compact bowl design with screw down cap fits into locations where a larger or bulkier distributor will not.

Featuring a CNC machined 6061-T6 aluminum housing with flame arrestor screen inserts in the bowl. The centerless ground shaft rides on an upper sealed roller bearing and an extra long lower bronze Oil-lite bushing for both smooth operation and an extend service life. A high output magnetic pickup and larger paddle wheel reluctor provides a strong trigger signal though out the full RPM range. The fully adjustable mechanical advance is welded to the top of the shaft for easy access and is plated to reduce friction and help to prevent corrosion for long term durability. A special marine mechanical advance curve is dialed into the distributor from the factory. The Melonized iron drive gear ensures long service life.

The non-vented screw down caps and rotors are molded from a high quality 30% glass filler polyester (PBT) material that offers both high impact and dielectric strength while resisting carbon tracking. The cap contacts are brass and the rotor spring contact is stainless steel for long term maximum conductivity.

Comes complete with; cap, rotor, retainer and mechanical advance curve kit. These distributors require the use of a marine approved ignition control box.

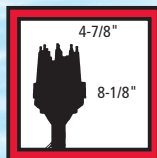
SAE J1171 certified and labeled for Marine use. Standard rotation engines.

Chevy, fixed collar 262-502 V8, exc Tall deck blocks & 348-409 eng. - **PN 9560-3M**

Chevy, adj collar 262-502 V8, exc extra Tall race blocks & 348-409 eng. - **PN 9562-3M**



9560-3M



REPLACEMENT PARTS				
Chevy Cap & Retainer	Rotor	Magnetic Pickup	Chevy Melonized iron gear	Curve Kit
7565-3M	7467-1	7461	7531-500	7464

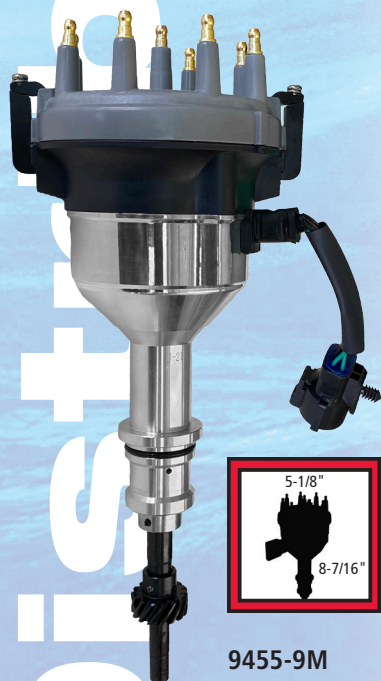
OMC/Volvo Penta Cobra EFI Distributors

The perfect replacements for the late model OMC Cobra / Volvo Penta distributors used in Ford based 5.0L / 5.8L EFI engines. Featuring a CNC machined 6061-T6 aluminum housing, with a centerless ground shaft that rides on an upper sealed roller bearing with an extra-long lower bronze Oil-Lite bushing for smooth operation at high RPM's and extended service life. The Hall Effect pickup is fully compatible with the factory computer. The non-vented cap, screw down clamp cap adapter and rotor are molded in high quality 30% glass filled polyester (PBT) that offers both high impact and dielectric strength. The cap contacts are brass and the rotor spring is stainless steel for long term maximum conductivity. The distributors are fitted with a cast iron drive gear that is compatible with the factory hydraulic flat tappet camshaft. If the engine has been converted to billet steel hydraulic roller camshaft you must change to the steel drive gear included loose with the distributor.

Comes complete with: cap, adapter collar and rotor. SAE J1171 certified and labeled for Marine use.

NEW 1993-98 Ford based OMC/Volvo Penta Cobra EFI 5.0L eng. - **PN 9455-9M**

NEW 1993-98 Ford based OMC / Volvo Penta Cobra EFI 5.8L eng. - **PN 9451-9M**



9455-9M



REPLACEMENT PARTS				
Cap	Rotor	Screwdown Adapter Collar	5.0L/5.8L Steel Drive Gear	5.0L/5.8L Iron Drive Gear
7408-9M	7070-1	7166-1M	7834-531	7852-531

INDUCTIVE STORAGE CONTROL BOX

**MARINE
SAE J1171
APPROVED**

Digital Inductive Storage Ignition Control Box with Single stage Rev Limiter

Clean sheet design high-performance digital microprocessor-controlled circuitry. Features a high output, long duration spark, easy to set single stage rev limiter, automatic start timing retard and a dedicated tachometer output signal. The powder coated cast aluminum housing features heat dissipating fins and a 2-hole hold down pattern. All wiring exits the control box through a sealed grommet on one side for clean and easy installation with sealed harness connectors. The unit is completely potted and carries the SAE J1171 approval.

The Digital Inductive Storage Ignition Control Box has a 7.5 Amp rated dwell control circuit for maximum energy output. It delivers 400 volts and 125mJ of spark energy to the coil. Single stage rev limiter is set by tapping the tachometer lead to ground at one half the desired engine speed. The tachometer lead produces a 25% duty cycle square wave signal that can be used with multifunction tachometers and most popular aftermarket EFI systems. The fully automatic start retard provides 10 degrees of timing retard during cranking. The timing retard is fully dialed out by 250 RPM. Provides for easier and quicker hot restarts and lowers the load on the starter / electrical system.

The Digital Inductive Ignition Control Box comes complete with wiring harness, hardware and mounting kits. It is compatible with even fire 4-stroke magnetic breakerless distributor equipped engines with a 12-volt negative ground electrical system. The control box will only accept magnetic trigger input trigger signals. It will NOT work with a points triggered distributor, NOR will it work with Hall Effect pickup distributor. It is recommended that the PN 4201 coil be used for maximum performance and durability.

SAE J1171 certified and labeled for Marine use.

NEW Digital inductive Ignition Control Box with Rev Limite — **PN 59385-1**

control box



PERFORMANCE IGNITION COILS



4201



Performance Electronic Oil Filled Can Coil

High performance coil for engines that have been converted to an electronic breakerless distributor, where a traditional oil filled can style coil is preferred. Designed with optimized winding for use with the electronic module in the RTR distributors and the Digital Inductive Storage ignition control boxes. Engineered for high output resulting in quicker starts, improved throttle response and more power at higher RPM.

Marine SAE J1171 Approved.

Performance Electronic Oil Filled Can Coil, chrome canister – **PN 4200**

Performance Electronic Oil Filled Can Coil, black canister – **PN 4201**

Performance Electronic Oil Filled Can Coil, red canister – **PN 4202**

SPECIFICATIONS				
Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.45 Ohms	8.0k Ohms	4.5mH	116:1	45,000 Volts

High Output Coil

This coil is designed to work specifically with the high output electronic module in the RTR distributors as well as the the Digital Inductive Storage ignition control box. The heavy gauge windings were engineered to ensure maximum power at higher RPM levels. A molded housing of glass reinforced polyester and high temperature epoxy encapsulation resists shock and vibration while providing excellent thermal conductivity. Brass primary contacts ensure maximum conductivity, while the male tower offers superior boot/terminal retention and protecting from arch over. Marine SAE J1171 Approved.

Universal High Output coil – **PN 4207-1**

Universal High Output coil – **PN 4207-2**

SPECIFICATIONS				
Primary Resistance	Secondary Resistance	Primary Inductance	Turns Ratio	Maximum Voltage
0.4 Ohms	5.0K Ohms	6.5mH	65:1	40,000 Volts



4207-1



4207-2

coils

EST DISTRIBUTOR KIT

Electronic Spark Timing (EST)

For Inboards & Sterndrive with Chevrolet V8 based engines



**MARINE
SAE J1171
APPROVED**

EST distributor Kit for Chevrolet V8 based engines

This marine specific ignition kit is designed to replace older points style distributors as well as early electronic style type system such as Mallory Uni-Lite and MBI distributor and even the Mercury Thunderbolt system in Chevrolet based V8 engines all without the need for an expensive external electronic control box. This kit is also compatible with shift interrupt switched that were used with older ignition systems. Marine SAE J1171 approved.

This kit includes:

- Delco style EST distributor for use with normal deck height Chevrolet based V8 engines
- Delco style EST ignition coil with mounting brackets
- Spark plug wire set (complete with coil lead) for male tower HEI/EST type distributor caps
- Timing shunt harness to set the base ignition timing on initial startup
- EST distributor to EST coil wire harness
- 12 volt power supply and tachometer signal harness leads
- Easy to follow installation instructions with wiring diagrams
- EST Distributor Kit for Chevrolet V8 based engines – **PN - ESTV8KIT**

Marine

MARINE CROSS REFERENCE

Crusader	ETG p/n
12528	7437-1
20222	9367-3M
22752	ESTGMV8
37068	4216
38070	7406-3
38071	74106-1
7243110	M1965HD
7243200	4226
12532, 1003317	1103782

Indmar	ETG p/n
556132	4226
55-0001	ESTGMV8
S556083	7406-1
S556096	M1965HD
S556344	98558-3
S556346	7212-3M
S751009	9366-3M

Mallory Marine	ETG p/n
2-29217	7212-3M
9-26700, YLE624AV	9366-3M
9-26750	98210-3
9-29701	4216
2-29209	74106-1
2-29221	74130
9-26001	ESTGMV8
9-26702	9367-3M
9-26751	98558-3
9-29223	7070-1
9-29408	7437-1
9-29411	7406-3
9-29425	7430-3
9-29708	4226
9-29709	4580
9-29710	4581
9-29800	M1965HD
9-29850	16425

Mercury Marine	ETG p/n
33708	7437-1
817377	1103782
300-8M0079202, 392-7803, 392-7803A4, 392-805570A1, 392-805570A2	4216
392-881732	4580
392-889925	4581
805222A1	9366-3M
805222A1	ESTGMV8
807964A1	9367-3M
808481-1	74106-1
808483T3	7406-3
811637001, 811637T, 811637, 802464, 850487, 811637002, 804412	M1965HD
817378, 898253T27	4226
850484T2	7430-1
850485-1	74130
879150A87, 884794A02, 884794A1, 884790	98558-3
	7212-3M
888751A02, 888751A03, 888751A1	98210-3

MSD	ETG p/n
5592	98558-3
6560	16425
8070	7070-1
8202	4216
8207	4207-1
8207	4207-2
8427	74106-1
8431	7561-3M
8467	7467-1
8560	9560-3M
8565	7565-3M
83506	93506-3M
83606	93606-3M
8017 cap & rotor	7200-3
8226, 5526	4226
8227, 5527	4227
8262, 5508	4580
8264, 5510	4581
8366, 5591	9366-3M
8406, 5502 cap & rotor	7406-1
8430, 5503 cap & rotor	7430-3

OMC/Volvo Penta	ETG p/n
383587	7437-1
3853610	7166-1M
3854003	M1965HD
3854175	9455-9M
3854176	9451-9M
3854217	7408-9M
3854311	74130
3854331	7430-3
3854548	7406-3
3854549	74106-1
3857449	ESTGMV8
3859078	4581
0986653, 3854264	1103782
3850399, 3857400, 3857499	9366_3M
3854002, 986644	4226
3854161, 987680	4227
3854218, 987986	7070-1
3861267, R117012	4580

Sierra	ETG p/n
15-5243	7205-3
15-5350	98210-3
18-23250	4583
18-5244-1	7200-3
18-5245	7212-3
18-5300	7411-1
18-5351	98558-3
18-5354	7406-3
18-5362	7430-3
18-5384	7437-1
18-5405	74106-1
18-5408	74130
18-5413	7070-1
18-5438	4216
18-5443	4226
18-5465	4231 coil only
18-5476	9367-3M
18-5484-1	9366-3M
18-5514, 18-5485	ESTGMV8
18-7493	4581
18-7648	4580

NOTES

ROGUEWIRED



www.RogueWired.com