



## Notes about this catalog

### Part numbers and vehicle applications:

This catalog primarily lists spark plug wires for vehicles originally delivered in USA/Canada. We also list other vehicles not originally delivered in USA/Canada, so beware, if you are unsure as to where your vehicle was originally sourced, there may be some differences compared with USA/Canada delivered vehicles,

If you need wires for a vehicle originally delivered outside of USA/Canada, in some cases you may have to provide us with pictures and lengths of the wires to ensure a proper fit.

The part number for some vehicles is listed as "*refer*" - this means it is necessary for us to ask for information we may not have in regard to your particular vehicle.

Some sets are only available in our KV85 Competition 8.5mm cable, even though the original cable size could be 7mm. The reason for this is these engines sometimes experience serious EMI problems (particularly when modified) and KV85 cable is usually the best choice.

Some engines, particularly Toyota engines, were originally supplied with 5mm diameter cable. We do not manufacture a 5mm cable because we have found the only way to get proper EMI suppression and performance for modified engines is to use cable with larger diameter conductors and insulation. Any engine with original 5mm cable might require some extra work to correctly fit and loom to larger size cables.

The part numbers used in this catalog may be different to the part number sold by some dealers, who use their own part numbers in their catalog. MagneCor UK assembly plant uses a different part numbering system compared to USA.

You have permission to include this PDF catalog as a download on your web site as long as you do not modify it in any way, and you provide a link to our web site for updated versions.

### Technical or vehicle application advice:

We are always willing to help with technical or vehicle application questions; please feel free to contact us : [info@magneCor.com](mailto:info@magneCor.com)

**Effective 05/2019**

## **APPLICATION LIST AND BUYERS GUIDE**

 **MAGNECOR**®

**Electroports-70 (7mm)**  
**Electroports-80 (8mm)**  
**KV85 Competition (8.5mm)**  
**R-100 Racing (10mm)**

# **IGNITION CABLES**

**Made in U.S.A.**

Email: [orders@magnecor.com](mailto:orders@magnecor.com)

Fax: (248) 471-9506

<https://www.magnecor.com>

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## Magnecor Ignition Cable Sets & Individual Leads

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# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Year	Application	KV85		
		8mm	7mm	8.5mm			8mm	7mm	8.5mm
<b>ACURA</b>									
2001-1992	Integra GS-R, Integra Type-R <sup>1</sup>	40232	47232	45232	1992-1990	5 cylinder 20-valve Turbo (3B series) engines	5013	5713	5513
2001-1990	Integra, except GS-R & Type-R <sup>1</sup>	40170	47170	45170	1990-1973	80, 90, 4000, Fox, 4 cylinder 8 valve engine	4022	4722	4522
1999-1997	3.0CL	60178	67178	65178	1977-1969	Super 90, 100	4009	4709	4509
1999-1996	2.2CL, 2.3CL, 1.6EL <sup>1</sup>	40216	47216	45216	<b>AUSTIN and AUSTIN-HEALEY</b>				
1997-1992	2.5TL & Vigor	5003	5703	5503	<b>4 CYLINDER</b>				
1990-1986	Legend (2.5 & 2.7 engines)	6089	6789	6589	1991-1969	Austin America, Metro, Moke, Mini <sup>2</sup>	4000	4700	4500
1989-1988	Integra <sup>1</sup>	40125	47125	45125	1976-1973	Austin Marina <sup>2</sup>	4074	4774	4574
1987-1986	Integra <sup>1</sup>	40124	47124	45124	1972-1953	Austin-Healey Sprite & 100/4 <sup>2</sup>	4000	4700	4500
<b>ALFA ROMEO</b>									
<b>4 CYLINDER (USA &amp; Canada)</b>									
1993-1982	Spider	40394	47394	45394	1971-1953	Sprite, 100/4, Mini, 1100, 1800, A40/55/60/90 <sup>3</sup>	4787	--	--
1981-1968	1750, 2000 GTV & Spider	4073	4773	4573	1970-1956	Austin A30, A35 <sup>3</sup>	4790	--	--
1979-1968	1750, 2000 Alfetta & Berlina	40394	47394	45394	<b>6 CYLINDER</b>				
1972-1955	GTA, GTA Junior, GTA 1300	refer			1975-1968	Austin-Healey 3000, 100/6 <sup>2</sup>	60230	67230	65230
1970-1955	1300, 1600cc twin cam (except GTA models)				1968-1955	Austin-Healey 3000, 100/6 <sup>3</sup>	--	6758	--
	-- 33" coil wire	4073	4773	4573	<b>BENTLEY, see ROLLS-ROYCE</b>				
	-- 23" coil wire	4004	4704	4504	<b>BERTONE, see FIAT</b>				
	-- 15" coil wire	4092	4792	4592	<b>BIG DOG MOTORCYCLES</b>				
<b>6 &amp; 8 CYLINDER</b>									
1993-1987	164 (12 valve 3.0 V6 engine)	60169	67169	65169	Fuel injected (VFI) engines				
1992-1981	GTV6, Milano, 75 (12 valve 3.0 V6 engine)	60106	67106	65106	Carbureted engines				
1977-1971	Montreal (V8)	8094	8794	8594					
1970-1962	2600 series (6 cylinder)	60109	67109	65109					
<b>AM GENERAL - see HUMMER</b>									
<b>AMERICAN MOTORS, RAMBLER (except JEEP)</b>									
<b>After 1987 see EAGLE, also see RENAULT</b>									
1988-1955	6 cylinder, except flat head engines	6018	6718	6518					
1985-1984	4 cylinder engine (2.5 liter AMC engine)	4038	--	4538					
1983-1980	4 cylinder engine (2.5 liter GM engine)	4048	4748	4548					
1979-1977	4 cylinder engine (2.0 liter)	4009	4709	4509					
1979-1967	V8	8024	8724	8524					
1966-1956	V8	8021	8721	8521					
<b>APRILIA</b>									
2009-2004	RSV1000R, 1000 Tuono (2 wire set)	2095	2795	2595					
2007-2001	ETV1000 Caponord *	2064	2764	2564					
2007-2001	ETV1000 Caponord **	2096	2796	2596					
2004-2001	RST1000 Futura *	2092	2792	2592					
2004-2001	RST1000 Futura **	2097	2797	2597					
2004-2001	Pegaso 650IE *	91051	91751	91551					
* Fits original Sagem ignition coils only. Does not fit some aftermarket coils that look the same									
** Only fits ignition coils marketed by "Auto Electrics USA" also mounted in factory location.									
<b>ASTON MARTIN</b>									
2000-1993	V8 Vantage (5.3 twin supercharged engine)	--	987313	--					
2000-1988	Virage, V8 Coupé, V8 Volante (27" coil wires)	--	987320	--					
2000-1988	Virage, V8 Coupé, V8 Volante (17" coil wires)	--	987268	--					
1999-1993	DB7 i6	960283	967283	965283					
1989-1986	V8 series 5 (with fuel injection) *	980286	987286	985286					
1986-1969	DBS V8, V8 series 1-4 *	980269	987269	985269					
1972-1957	DB4 (except GT), DB5, DB6, DBS with side-entry distributor cap, also you must re-use your original spark plug shrouds. Please inquire for new shrouds **	--	967261	--					
1959-1953	DB2/4, MkIII 3.0, you must re-use your original spark plug shrouds. Please inquire for new shrouds **	--	967290	--					
* We have to re-use your original spark plug shrouds. Inquire for new shrouds.									
** Will not fit engines with "acorn" type distributor or ignition coil connections									
<b>AUDI</b>									
2001-1997	V6 engine (30 valve)	60239	67239	65239					
1998-1992	V6 engine (12 valve)	60104	67104	65104					
1994-1990	V8 engine	80212	87212	85212					
1992-1978	5 cylinder 10-valve engines	5001	5701	5501					
1992-1989	5 cylinder 20-valve non-Turbo (7A series) engs	5012	5712	5512					
<b>BMW</b>									
<b>4 CYLINDER (note: includes many models not sold in US or Canada)</b>									
1998-1992	318i,iS,ti (E36 models), Z3 w/M42 DOHC eng.	40247	47247	45247					
1992-1989	318i,iS,iC (E30 models) w/M42 DOHC engine	40539	47539	45539					
1991-1985	M3 (S14 engine)	40260	47260	45260					
1988-1981	318i, 315, 316, 316i (M10 engine)	40295	47295	45295					
1983-1962	All 4 cylinder	40295	47295	45295					
<b>6 CYLINDER (note: includes many models not sold in US or Canada)</b>									
1993-1985	535i, M535i <sup>4 5</sup>	6065	6765	6565					
1993-1982	325e, 325i, 523e, 525e, 528e, Z1 <sup>4 5</sup>	6067	6767	6567					
1993-1989	M5	refer							
1992-1985	635CSi, 735i, 745i,L7 <sup>4 5</sup>	6065	6765	6565					
1990-1988	320i, 520i, 525i <sup>4 5</sup>	6067	6767	6567					
1988-1984	M5, M6, M635CSi <sup>4</sup>	60174	67174	65174					
1984-1982	533,633,733 - distributor at end of camshaft <sup>4 5</sup>	6065	6765	6565					
1984-1982	533,633,733 - distributor mounted in block <sup>4</sup>	6064	6764	6564					
1983-1977	320/6, 323i (E21), 520/6 (M20 engine) <sup>4</sup>	refer							
1981-1969	All, except 320/6, 323i & 5206 <sup>4</sup>	6064	6764	6564					
<b>12 CYLINDER</b>									
2001-1995	750iL, 850Ci with 5.4 engine <sup>4</sup>	1038	1738	1538					
1995-1988	750i/L, 850i/Ci/CSi with 5.0 & 5.6 engines <sup>4</sup>	refer							
<b>BMW MOTORCYCLES</b>									
2008-1996	K1200 (except with coil-on-spark-plug ignition)	40475	47475	45475					
2006-1997	R1100/1150/1200 with double ignition (oilheads only)	refer							
2006-1993	R850/1100/1150/1200 with single ignition	2065	2765	2565					
2003-2000	F650GS, F650GS Dakar, F650 Dakar	91050	91750	91550					
1995-1989	K series (except K1200), 4 cyl. 16 valve engines	40210	47210	45210					
1995-1983	K series, 4 cylinder 8 valve engines	40209	47209	45209					
1995-1986	K75 series, 3 cylinder	3008	3708	3508					
1995-1970	R series, except R850/1100 (12 volt)	2732	2032	2532					
1969-1950	R series with magneto ignition (6 volt)	refer							
<b>BSA MOTORCYCLES</b>									
	-- ignition coils mounted under seat	2009	2709	2509					
	-- ignition coils mounted under gas tank	2010	2710	2510					
	-- ignition coils mounted at lower/rear	2008	2708	2508					
<b>BUELL MOTORCYCLES</b>									
2010-2003	XB9, XB12	2057	2757	2557					
2009-2000	Blast	91040	91740	91540					
2002-1999	M2, S3, X1 with fuel injection	2048	2748	2548					
2002-1995	M2, S1, S2, S3 with carburetor	2043	2743	2543					
1993-1987	RR1000, RR1200, RS1200, RSS1200	refer							

**IMPORTANT NOTE:** We manufacture spark plug wire sets in the USA and UK, however both factories use the same part numbers for different vehicle applications. If you use these part numbers to order from the UK factory please inform them as to the source of the part number, otherwise you will get the wrong set - and if you are ordering from the US factory please let us know if you got your part number from the UK catalog

**We can make custom sets to almost any specification - please inquire**

<sup>1</sup> For 10mm wire sets see "R-100 10mm IGNITION CABLE SETS", page 19  
<sup>2</sup> Push-in type distributor cap (standard distributor termination, terminal on spark plug wire pushes into distributor cap tower)  
<sup>3</sup> Screw-in type distributor cap (spark plug wire with no boot or terminal is pushed into a hole in distributor cap, the wire is then locked into place by a pointed screw).  
<sup>4</sup> Sets can be most easily fitted into 2-part rectangular wire retainers if ordered in 7mm cable. We can fit wires into one piece cylindrical wire retainers at extra cost but we suggest wires are not fitted into them, as they are a major cause of wire failure. 2-piece retainers, to replace 1-piece, can be purchased from BMW dealers  
<sup>5</sup> Our set is not fitted with a Pulse Generator, that is fitted to some sets - please let us know if you have one. The sensor needs to be modified for our larger cables.

# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Year	Application	KV85							
		8mm	7mm	8.5mm			8mm	7mm	8.5mm					
<b>BUICK</b>														
<b>4 CYLINDER</b>														
1996-1993	2.2 engines	4051	4751	4551	1964-1961	215 engine	8015	8715	8515					
1992-1987	Century, Skylark, Somerset with 2.5 engine	4050	4750	4550	1953-1936	248, 263, 320 engines	80307	87307	85307					
1989-1987	Skyhawk (OHC engine), VIN "1" <sup>1</sup>	4051	4751	4551	<b>CADILLAC</b>									
1988-1987	Skyhawk (OHV engine), VIN "K" & "M" <sup>1</sup>	4047	4747	4547	<b>4 CYLINDER</b>									
1987	Skyhawk Turbo	4047	4747	4547	1987	Cimarron	4051	4751	4551					
1986-1980	Century, Skylark, Somerset	4048	refer	4548	1986-1982	Cimarron	4047	4747	4547					
1986-1982	Skyhawk (except 1.8 fuel injected engine)	4047	4747	4547	<b>6 CYLINDER</b>									
1986-1982	Skyhawk, Skyhawk Turbo with 1.8 EFI engine	4049	--	4549	1998-1996	Catera	60259	67259	65259					
<b>6 CYLINDER</b>														
2011-2005	3.5 & 3.9 engines	60273	67273	65273	1988-1987	Cimarron	6039	6739	6539					
2009-2007	3.8 engine	60189	67189	65189	1986-1985	Cimarron	6038	6738	6538					
2006-1996	3.8 engine, except Le Sabre & Lucerne	60189	67189	65189	1983-1980	All with V6 engine	6023	--	6523					
2006-1996	3.8 engine, Le Sabre, Lucerne	60150	67150	65150	<b>8 CYLINDER</b>									
2005-1997	3.1 & 3.4 engines	6032	6732	6532	2016-2015	CTS-V (except 2015 model), Escalade	80311	87311	85311					
2005-1995	3.8, Park Ave & Riviera, except supercharged	60150	67150	65150	2015-2009	CTS-V, Escalade (except 2015 Escalade)	80229	87229	85229					
2003-1996	3.8 eng, Park Ave & Riviera with supercharger	60207	67207	65207	2008-2007	Escalade	80283	87283	85283					
1996-1995	3.1 engine, Regal & Skylark	6032	6732	6532	2007-2006	CTS-V (6.0 engine)	80283	87283	85283					
1996-1995	3.1 engine, Century	60114	67114	65114	2006-2002	Escalade (5.3 & 6.0 engines)	80241	87241	85241					
1995	3.8 eng, Park Ave & Riviera with supercharger	6009	--	6509	2005-2004	CTS-V (5.7 engine)	80229	87229	85229					
1995-1993	3.8 engine (except 1995 Park Ave & Riviera)	6009	--	6509	2000-1999	Escalade (5.7 engine)	80223	87223	85223					
1994	3.1 engine	60114	67114	65114	1999-1995	4.6 engine, except 1998-1999 Seville	80214	87214	85214					
1993-1987	2.8 & 3.1 engines	6040	6740	6540	1999-1998	4.6 engine, Seville	80261	87261	85261					
1993-1992	3.3 engine	60119	--	65119	1996-1994	Fleetwood, 5.7 engine	80205	87205	85205					
1992	3.8 engine with Delco ignition coil pack <sup>2</sup>	6009	--	6509	1995-1989	All with 4.5 and 4.9 engines	8057	--	8557					
1992	3.8 engine with Magnavox ignition coil pack <sup>2</sup>	6041	--	6541	1994-1993	All with 4.6 engine	80216	--	85216					
1991-1989	3.3 engine	6009	--	6509	1993-1990	Brougham with 5.0 & 5.7 fuel injected engines	8058	8758	8558					
1991-1989	3.8 engine, Electra, Le Sabre, Park Avenue	6041	--	6541	1990-1986	Brougham with 5.0 carburetor engine	8028	--	8528					
1991-1990	3.8 engine, Regal	6009	--	6509	1988-1986	All except Brougham	8047	--	8547					
1991	3.8 engine, Reatta & Riviera	6009	--	6509	1985-1984	Eldorado, Fleetwood Brougham, Seville	8033	--	8533					
1990-1989	3.8 engine, Reatta & Riviera	6041	--	6541	1985	DeVille, Fleetwood (except Brougham)	8047	8747	8547					
1988-1985	3.0 engine, Le Sabre, Somerset, Skylark	6034	--	6534	1984	Fleetwood & DeVille with front wheel drive	8047	--	8547					
1988-1986	3.8 engine, Century, Electra, Reatta, Riviera	6034	--	6534	1984	Fleetwood & DeVille with rear wheel drive	8033	--	8533					
1988	3.8 engine, Le Sabre (VIN "C") <sup>1</sup>	6041	--	6541	1983-1974	250, 368, 425, 472, 500 engines with HEI	8033	--	8533					
1988-1986	3.8 engine, Le Sabre (VIN "3") <sup>1</sup>	6034	--	6534	1980-1975	350 engine	8028	--	8528					
1987-1986	3.8 engine, Regal, except Turbo	6023	--	6523	1974-1963	All without HEI	8027	8727	8527					
1987-1986	Grand National, GNX, Regal Turbo <sup>3</sup>	6054	--	6554	1962-1949	All	80309	87309	85309					
1986-1980	2.8 engine, Century & Skylark	6038	--	6538	<b>CAGIVA</b>									
1986-1982	3.0 engine, Century, Electra	6023	--	6523	2000-1998	Gran Canyon 900	2070	2770	2570					
1985-1984	3.8 engine (except Turbo) 6023	--	6523	<b>CHECKER</b>										
1985-1984	Grand National, Regal Turbo, Riviera Turbo	6031	--	6531	<b>6 CYLINDER</b>									
1983-1975	All V6 engines (except Skylark with 2.8 engine)	6023	--	6523	1982-1981	231 V6 engine	6023	--	6523					
1976-1975	All with L6 engine	6015	--	6515	1982-1980	229 V6 engine	6021	--	6521					
1974-1968	All L6 engines	60111	67111	65111	1979-1975	250 L6 engine	6020	--	6520					
1967-1962	198, 225 V6 engines	6005	6705	6505	1974-1965	All	60111	67111	65111					
<b>8 CYLINDER</b>														
2009	Allure, LaCrosse	80229	87229	85229	1964-1959	All except flat head engine	6008	6708	6508					
2008-2004	Allure, LaCrosse, Rainier	80283	87283	85283	<b>8 CYLINDER</b>									
1996-1994	Roadmaster	80205	87205	85205	1982-1980	267, 305, 350 engines	8041	--	8541					
1993-1991	Roadmaster	8058	8758	8558	1979-1974	350 engine with HEI	8029	--	8529					
1990-1975	260, 307 (5.0y), 350B, 350R, 403 engines <sup>1</sup>	8028	--	8528	1974-1971	350 engine without HEI	8059	8759	8559					
1987-1980	267, 305G, 305H engines <sup>1</sup>	8041	--	8541	1970-1964	283, 327, 350 engines	8063	8763	8563					
1981-1977	265, 301 engines	8034	--	8534	<b>CHERY</b>									
1980-1977	350H, 350J, 350X engines <sup>1</sup>	8031	--	8531	2012-2003	QQ, 0.8 (372) engine, except t Marelli ignition	3024	3724	3524					
1979	305, 350L engines <sup>1</sup>	--	--	8541	2012-2003	QQ, 1.1 (472) engine	40560	47560	45560					
-- except Skylark		8041	--	8541	<b>CHEVROLET</b>									
-- Skylark		8029	--	8529	<b>3 CYLINDER (also see Geo)</b>									
1978	305, 350L engines <sup>1</sup>	--	--	8541	2000-1989	Metro, Sprint	3007	3707	3507					
-- Century & Regal with 305 engine		8041	--	8541	1988-1985	Sprint, except Turbo	3001	3701	3501					
-- Century & Regal with 350L engine <sup>1</sup>		8042	--	8542	1988-1987	Sprint Turbo	3003	3703	3503					
-- Le Sabre & Skylark		8029	--	8529	<b>4 CYLINDER</b>									
1977	305, 350L engines <sup>1</sup>	8029	--	8529	2011-2002	Aveo & Spark, 1.0 & 1.2 SOHC engines - see Daewoo Matiz								
1976-1973	350, 400, 455 engines with HEI	8031	--	8531	2010-2004	Aveo, 1.6 engine (for USA, up to 2008 only)	40332	47332	45332					
1976-1964	300, 340, 350, 400, 430, 455 without HEI	8009	8709	8509	2010-2004	Optra (Canada/Mexico)	40323	47323	45323					
1966-1957	364, 401, 425 engines	8021	8721	8521	2009-1994	Corsa, Meriva, Montana, Monza, Tornado (Mexico)	940532	947532	945532					

**IMPORTANT NOTE:** We manufacture spark plug wire sets in the USA and UK, however both factories use the same part numbers for different vehicle applications. If you use these part numbers to order from the UK factory please inform them as to the source of the part number, otherwise you will get the wrong set - and if you are ordering from the US factory please let us know if you got your part number from the UK catalog

We can make custom sets to almost any specification - please inquire

<sup>1</sup> For GM cars, the engine code is identified in 1995-81 by the 8th character and in 1980-72 by the 5th character of the VIN number, located on the dash of the vehicle  
<sup>2</sup> Delco: ignition coil pack has 1 row of 6 terminals. Magnavox: ignition coil pack has 2 rows of 3 terminals  
<sup>3</sup> Also see 10mm wire sets, page 19

# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Year	Application	KV85		
		8mm	7mm	8.5mm			8mm	7mm	8.5mm
<b>CHEVROLET (continued)</b>									
<b>4 CYLINDER (continued)</b>									
2002-1998	Cavalier, 2.2 liter engine	40108	47108	45108	1993-1989	Caprice (except 1989 & 1990 Station Wagon)	8058	8758	8558
2001-1999	Metro, 1.3 liter SOHC 16 valve engine	40333	47333	45333	1992-1989	Camaro	8058	8758	8558
1999-1998	Prizm	40299	47299	45299	1991-1987	Corvette, except ZR-1	8050	--	8550
1998	Metro, 1.3 liter SOHC 16 valve engine	40296	47296	45296	1990-1987	Caprice Station Wagon	8028	--	8528
1997-1987	2.0 & 2.2 liter engines	4051	4751	4551	1988-1987	Caprice Sedan, El Camino & Monte Carlo (except Canada in 1987)	8052	8752	8552
1992-1987	2.5 liter engines	4050	4750	4550	1988-1987	Camaro (except 1987 Canada with carburetor)	8038	8738	8538
1989-1986	Spectrum, except Turbo	4056	4756	4556	1987	Caprice Sedan, El Camino, Monte Carlo (Canada)	8092	8792	8592
1989-1987	Spectrum Turbo	4095	4795	4595	1987	Camaro with carburetor (Canada)	8091	8791	8591
1988	Nova with 16 valve engine	40115	47115	45115	1986-1985	305 5.0F engine (with TPI) <sup>2</sup>	8046	--	8546
1988-1985	Nova, except 1988 16 valve engine	4017	4717	4517		305 5.0G, H engines <sup>3</sup>	8041	--	8541
1987-1976	Chevette	4014	--	4514		307 5.0Y engine <sup>3</sup>	8028	--	8528
1986-1982	Cavalier	4047	4747	4547		350 5.7 engine, except Corvette	8041	--	8541
1986-1984	Camaro, Celebrity, Citation, Monza	4048	--	4548		Corvette	8050	--	8550
1985	Spectrum	4027	4727	4527	1984-1982	All except Corvette	8041	--	8541
1978	Monza	4015	--	4515		Corvette (1984)	8006	--	8506
1977-1975	Monza, Vega (except Cosworth Vega)	4045	--	4545		Corvette (1982)	8004	--	8504
1976-1975	Cosworth Vega (with original type spark plugs)	40533	--	45533	1981	All, except Camaro & Corvette	8041	--	8541
1974-1971	Vega	40122	47122	45122		Camaro, except 301 (turbo) engine	8093	--	8593
1970-1962	Chevy II, Nova	40138	47138	45138		Camaro with 301 turbo engine	8053	--	8553
<b>6 CYLINDER</b>									
2011-2004	3.5 & 3.9 engines	60273	67273	65273		Corvette	8004	--	8504
2009-2005	3.4 engine, Equinox	60295	67295	65295	1980	All, except Camaro & Corvette	8041	--	8541
2005-2004	3.4 engine, Impala, Monte Carlo, Venture	6032	6732	6532		Camaro (except California)	8029	--	8529
2005-1998	3.8 engine, Impala, Lumina, Monte Carlo	60189	67189	65189		Camaro (California)	8093	--	8593
2004-1996	3.1 & 3.4 engines (except 1996-1997 Z34)	6032	6732	6532		Corvette	8004	--	8504
2002-2000	3.8 engine, Camaro	60242	67242	65242	1979-1978	Camaro, Caprice, Impala, Nova	8029	--	8529
1999-1995	3.8 engine, Camaro	60149	67149	65149		El Camino, Malibu, Monte Carlo	8041	--	8541
1997-1996	3.4 engine, Lumina Z34 & Monte Carlo Z34	60202	67202	65202		Monza	8093	--	8593
1995-1994	3.1 engine, except Lumina APV/Minivan	6032	6732	6532		Corvette	8004	--	8504
1995-1990	3.1 engine, Lumina APV & Lumina Minivan	6062	6762	6562	1977	All, except Corvette	8029	--	8529
1995-1993	3.4 engine, Camaro	6083	6783	6583		Corvette	8003	--	8503
1995-1992	3.8 engine, Lumina APV & Lumina Minivan	6009	--	6509	1976-1973	262 engine	8093	--	8593
1995	3.4 engine, Lumina Z34, Monte Carlo Z34 <sup>1</sup>	60167	67167	65167		305, 350, 400 with HEI, except Corvette	8029	--	8529
1994-1991	3.4 engine, Lumina Z34	60166	67166	65166		350 engine with HEI, Corvette	8003	--	8503
1994-1989	2.8 & 3.1, Cavalier, Lumina (except Minivan)	6040	6740	6540		454 engine with HEI (including Corvette)	8002	--	8502
1993-1989	2.8 & 3.1 engines, Beretta, Celebrity, Corsica	6040	6740	6540	1974-1965	396, 402, 427, 454 engines without HEI	8008	8708	8508
1993-1985	2.8 & 3.1 engines, Camaro	6038	6738	6538		-- wires routed over valve cover	8059	8759	8559
1993-1992	4.3 engine, Caprice	6043	6743	6543		-- wires routed under exhaust manifold	8063	8763	8563
1990-1989	4.3 engine, Caprice	6013	6713	6513	1965-1958	348, 409 engines	8012	8712	8512
1988-1987	2.8 engine, Celebrity	6040	6740	6540	<b>CHEVROLET TRUCKS and GMC TRUCKS</b>				
1988-1987	2.8 engine, Beretta, Cavalier, Corsica	6039	6739	6539	<b>4 CYLINDER</b>				
1988-1986	4.3 engine, Caprice, El Camino, Monte Carlo	6036	6736	6536	2002-1999	Tracker (1.6 engine)	40333	47333	45333
1986-1980	173 2.8 V6 engine	6038	6738	6538	2003-1998	2.2 engine	40378	47378	45378
1985	260 4.3 V6 engine	60142	67142	65142	1998	Tracker	40139	47139	45139
1985-1978	196 & 231 V6 engines	6023	--	6523	1997-1996	S-10, S-15 etc., 2.2 engine	40322	47322	45322
1984-1978	229 & 200 V6 engines	6021	--	6521	1995-1994	2.2 engine	4051	4751	4551
1979-1978	250 L6 engine	6020	--	6520	1993-1985	2.5 engine	4048	4748	4548
1977-1975	250 L6 engine with HEI	6015	--	6515	1985-1983	2.0 (GM) engine	4047	--	4547
1974-1963	All except Corvair (includes 1962 Chevy II)	60111	67111	65111	1985-1976	1.9 (Isuzu) engine	4025	4725	4525
1969-1961	Corvair	6004	6704	6504	1975-1972	Luv	4011	4711	4511
1962-1940	All except Corvair & Chevy II	6008	6708	6508	<b>6 CYLINDER</b>				
<b>8 CYLINDER</b>									
2016-2014	Corvette (C7), Camaro (2016 only)	80311	87311	85311	2016-2014	4.3 engine (Sierra & Silverado)	60331	67331	65331
2016-2010	Camaro (to 2015 only), Caprice, SS <sup>2</sup>	80229	87229	85229	2014	4.3 engine (Express & Savana)	60296	67296	65296
2013-2009	Corvette	80229	87229	85229	2013-2007	4.3 eng (for 2007; with distributorless ignition)	60296	67296	65296
2008-2005	Corvette, Impala, Monte Carlo <sup>2</sup>	80283	87283	85283	2009-2005	3.4 engine, Equinox	60295	67295	65295
2006-2003	SSR	80283	87283	85283	2008-2005	Uplander, 3.5 & 3.9 engines	60273	67273	65273
2004-1997	Corvette <sup>2</sup>	80229	87229	85229	2007-1999	4.3 eng (for 2007; with distributor ignition only) <sup>3</sup>	60152	67152	65152
2002-1998	Camaro <sup>2</sup>	80229	87229	85229	2005-1996	3.4 engine (except Equinox)	6032	6732	6532
1997-1993	Camaro	80143	87143	85143	1998-1995	4.3 V6 - vertical distributor cap towers	6043	6743	6543
1996-1994	Caprice & Impala SS	80205	87205	85205		- horizontal distributor cap towers <sup>4</sup>	60152	67152	65152
1996-1992	Corvette, except ZR-1	80154	87154	85154	1995-1992	Lumina APV & Minivan with 3.8 engine	6009	--	6509
1995-1989	Corvette ZR-1	80161	87161	85161	1995-1990	Lumina APV & Minivan with 3.1 engine	6062	6762	6562
					1994-1988	4.3 V6 engine (incl. Syclone & Typhoon) <sup>4</sup>	6043	6743	6543
					1993-1985	2.8 V6 engine	6038	6738	6538
					1991-1978	250 4.1 & 292 4.8 L6 engines	6020	--	6520

**IMPORTANT NOTE:** We manufacture spark plug wire sets in the USA and UK, however both factories use the same part numbers for different vehicle applications. If you use these part numbers to order from the UK factory please inform them as to the source of the part number, otherwise you will get the wrong set - and if you are ordering from the US factory please let us know if you got your part number from the UK catalog

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<sup>1</sup> Some 1995 engines may have ignition coil mounted on left side of engine, for these order as for 1994 models. Please inquire if u nsure  
<sup>2</sup> For GM cars, the engine code is identified in 1995-81 by the 8th character and in 1980-72 by the 5th character of the VIN number, located on the dash of the vehicle  
<sup>3</sup> For engines fitted with JBA headers order part number 67214 (7mm cable), 60214 (8mm cable) or 65214 (KV85 8.5mm cable)  
<sup>4</sup> For 10mm wire sets see "R-100 10mm IGNITION CABLE SETS", page 19



# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Year	Application	KV85		
		8mm	7mm	8.5mm			8mm	7mm	8.5mm
<b>CITROËN (continued)</b>									
1983-1977	CX 2400 IE, Gti (fuel injected)	refer			1983-1980	1.7 engine	4031	4731	4531
1982-1974	2CV	2041	2741	2541	1980-1976	Colt with 2.0 & 2.6 engines	4005	4705	4505
1979-1974	CX2000,2200,2400, carbureted engines *	--	47120	--	1979-1978	Omni & O24	4032	4732	4532
1975-1971	SM IE (2.7, 3.0 fuel injected engines)	60320	67320	65320	1979-1977	Colt with 1.6 ("Silent Shaft" engine) <sup>3</sup>	4005	4705	4505
1972-1970	SM (2.7 carburetted engine)	60319	67319	65319	1977-1971	Colt with 1.6 engine (exc. Silent Shaft engine) <sup>4</sup>	4009	4709	4509
1975-1966	DS/ID series (with angled distributor cap) *	--	47482	--	<b>6 CYLINDER</b>				
1975-1966	DS/ID series (with straight distributor cap) *	refer			2011-2009	3.7 V6 engine	60315	67315	65315
1965-1959	DS/ID series	refer			2010-2001	3.3, 3.8 engines	60237	67237	65237
* Supplied without spark plug hole cover, extension or insulator. Cover available separately.									
<b>COSWORTH ENGINES</b>									
BD series engines		Please inquire			2005-1994	2.5, 2.7, 3.0 V6 engine, Avenger & Stratus	60233	67233	65233
1994-1992	Ford Sierra/Escort RS Cosworth (Green cam cover)	--	--	945472	2001-1992	3.9 V6 (please inquire for 1992 Canada models)	60102	67102	65102
1992-1986	Ford Sierra RS Cosworth (Red cam cover)	--	--	945471	2000-1990	3.0 V6 engine (except Monaco & Stealth)	6014	6714	6514
<b>DAEWOO</b>									
2013-2010	Aveo T250/T300, Matiz, 1.0 1.2 DOHC engines	refer			2000-1990	3.3, 3.8 V6 engine (except Intrepid)	6085	6785	6585
2011-2002	Aveo, Kalos, Matiz, 1.0 & 1.2 SOHC engines	40525	47525	45525	1997-1993	Intrepid with 3.5 engine	60122	67122	65122
2011-2005	Matiz (M200/M250), 0.8 3-cylinder engine	refer			1997-1993	Intrepid with 3.3 engine	6082	6782	6582
2008-2002	Aveo & Kalos T200/T250, 1.4/1.6 DOHC engine	40332	47332	45332	1996-1991	Stealth (except 24 valve engine)	6081	6781	6581
2008-2002	Lacetti, Nubira J200/J250, Optra, 1.4, 1.6 1.8	40526	47526	45526	1996-1991	Stealth ES,R/T,R/T Turbo, with 24 valve engine	--	--	65128
2008-1998	Leganza, Nubira, 2.0 & 2.2 engines	40323	47323	45323	1992-1991	Monaco, distributorless ignition	6042	6742	6542
2006-1996	Musso/Rexton (incl. Ssang Yong), 3.2 engine	60226	67226	65226	1991-1990	Monaco, with distributor ignition	6092	6792	6592
2005-1995	Matiz (M100/M150), 0.8 3-cylinder engine	3014	3714	3514	1989-1987	3.0 engine, all cars	6086	6786	6586
2002-1998	Lanos, 1.6 engine	40332	47332	45332	1986-1979	225 engine	6022	6722	6522
2001-1998	Lanos, 1.5 engine	40366	47366	45366	1978-1975	All	6008	6708	6508
<b>DAIHATSU</b>									
1993-1987	Charade GTi & GTxx (CB70/CB80 engines)	3011	3711	3511	1974-1960	All	refer		
1992-1977	Charade, 3 cylinder eng (except GTi & GTxx)	3004	3704	3504	<b>8 CYLINDER</b>				
1992-1988	Rocky, Feroza, 1.6 litre 16 valve engine	40193	47193	45193	1990-1979	All cars (for trucks, see <b>Dodge Trucks</b> )	8039	8739	8539
1992-1988	Charade, 1.3 litre 16 valve engine	40157	47157	45157	1978-1964	273, 318 (LA-series), 340, 360 engines	8022	8722	8522
<b>DELOREAN</b>									
1982-1981	DMC-12	6006	6706	6506	1978-1973	400, 440 engines	8026	8726	8526
<b>DE TOMASO</b>									
1988-1976	Innocenti Mini (3 cylinder Daihatsu engine)	3004	3704	3504	1972-1958	350,361,383,400,413,426 (exc. Hemi),440	8013	8713	8513
1987-1967	289, 302, 351 V8 engines	refer			1971-1966	426 Hemi <sup>4</sup>	80101	87101	85101
<b>DODGE (cars only)</b>									
<b>4 CYLINDER</b>									
2010-2001	Atos (Mexico)	40240	47240	45240	1967-1957	277, 301, 303, 313, 318 (A-series), 326 engines	80296	87296	85296
2010-2004	Attitude, Verna (Mexico)	40331	47331	45331	<b>10 CYLINDER</b>				
2007-2001	Caravan, Stratus Sedan, Stratus Convertible <sup>1</sup>	40428	--	45428	2014-2008	Viper SRT-10, SRT Viper	1034	1734	1534
2005-2001	Stratus Coupe	40182	47182	45182	2006-2003	Viper SRT-10	1028	--	1528
2005-2001	Neon (except SRT-4) & SX 2.0 <sup>1</sup>	40381	--	45381	2005-1996	Viper GTS-R (with front-mounted ignition coil)	1055	--	1555
2005-2003	Neon SRT-4, Stratus R/T Turbo, 2.4 DOHC <sup>1 2</sup>	--	--	45231	2002-1996	Viper GTS (except GTS-R), GT2, ACR <sup>2</sup>	1011	--	1511
2000-1999	Neon & Stratus with 1.8 & 2.0 SOHC engine <sup>1</sup>	40381	--	45381	2002-1996	Viper RT/10, ignition coil mounted at rear <sup>2</sup>	1011	--	1511
2000-1995	Neon & Stratus with 2.0 & 2.4 DOHC engs <sup>1 2</sup>	40231	--	45231	1996-1992	Viper RT/10, ignition coil under intake manifold <sup>2</sup>	1009	--	1509
2000-1996	Caravan <sup>1 2</sup>	40231	--	45231	<b>DODGE TRUCKS and PLYMOUTH TRUCKS</b>				
2000-1995	Avenger <sup>1 2</sup>	40231	--	45231	<b>4 CYLINDER</b>				
1998-1994	Neon & Stratus with SOHC engine <sup>1</sup>	40223	--	45223	2007-2001	Caravan, Voyager <sup>1</sup>	40428	--	45428
1995-1991	2.2 & 2.5 engines (except 16 valve)	40153	47153	45153	2002-1996	Dakota	40155	47155	45155
1995-1993	Colt with 1.8 engine	40195	47195	45195	2000-1996	Caravan, Voyager <sup>1 2</sup>	40231	--	45231
1995-1991	Colt, 1.5 engine (exc. 1991 Canada with carb.)	4056	4756	4556	1995-1991	Caravan, Dakota, Voyager	40153	47153	45153
1993-1991	Daytona IROC R/T, Spirit R/T (16 valve eng.) <sup>2</sup>	40177	47177	45177	1993-1979	Ram 50, Raider, D50, Arrow Pickup	4005	4705	4505
1991-1984	Colt Vista	4005	4705	4505	1990-1982	2.2 & 2.5 engines	4039	4739	4539
1990-1985	Colt, except Turbo	4005	4705	4505	1987-1984	2.6 engine	4005	4705	4505
1990-1989	Colt Turbo	40169	47169	45169	<b>6 CYLINDER</b>				
1990-1981	2.2 & 2.5 engines	4039	4739	4539	2012-2009	3.7 V6 engine	60315	67315	65315
1989-1978	Conquest & Challenger	4005	4705	4505	2010-2001	3.3, 3.8 engines	60237	67237	65237
1988-1984	Colt Turbo	4005	4705	4505	2003-1992	3.9 V6 (please inquire for 1992 Canada models)	60102	67102	65102
1986-1983	1.6 engine, except Colt	4040	4740	4540	2000-1990	3.3, 3.8 V6 engines	6085	6785	6585
1985-1981	2.6 engine	4005	4705	4505	2000-1990	3.0 V6 engine	6014	6714	6514
1984-1979	Colt with 1.4 engine	4020	4720	4520	1991-1987	3.9 V6 engine	6019	6719	6519
1984-1980	Colt with 1.6 engine (except turbo)	4020	4720	4520	1990-1987	Raider (3.0 V6 engine)	6014	6714	6514
<b>8 and 10 CYLINDER</b>									
<b>4 CYLINDER</b>									
<b>6 CYLINDER</b>									
<b>8 and 10 CYLINDER</b>									
<b>4 CYLINDER</b>									
<b>6 CYLINDER</b>									
<b>8 and 10 CYLINDER</b>									
<b>4 CYLINDER</b>									
<b>6 CYLINDER</b>									
<b>8 and 10 CYLINDER</b>									

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<sup>1</sup> If you are using Denso ITV22 or equivalent spark plugs order 47454 (7mm), 40454 (8mm) or 45454 (KV85 8.5mm) since the stock set will not fit.  
<sup>2</sup> For 10mm wire sets see "R-100 10mm IGNITION CABLE SETS", page 19  
<sup>3</sup> Silent shaft engines have the distributor mounted horizontally into the engine, non-silent shaft (older) engines have the distributor mounted into the engine block.  
<sup>4</sup> This set is for engines fitted with commonly used spark plugs, such as Champion C63YC or similar with a 50mm height from gasket seal to top of spark plug. For engines fitted with factory spark plugs with a 59mm height, a different set has to be supplied. Please inquire if unsure



# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Year	Application	KV85		
		8mm	7mm	8.5mm			8mm	7mm	8.5mm
<b>DODGE &amp; PLYMOUTH TRUCKS (continued)</b>									
<b>8 and 10 CYLINDER (continued)</b>									
1991-1988	5.2 & 5.9 engines with fuel injection	80118	87118	85118					
1989-1979	5.2 & 5.9 engines with carburetor	8039	8739	8539					
1979	440 engine	8040	8740	8540					
1978-1964	273, 318 (LA-series), 360 engines	8022	8722	8522					
1978-1973	361, 400, 413, 440 engines	8026	8726	8526					
1972-1958	361, 383, 400, 413 engines	8013	8713	8513					
1967-1957	277,301,303,313,318 (A-series),326 engines	80296	87296	85296					
<b>FIAT</b>									
<b>US specification models</b>									
1989-1971	X1/9, 128, 138, Strada (US specification)	4064	4764	4564					
1988-1974	124 Spider, Coupe, 1.8 & 2.0 engines	4010	4710	4510					
1981-1978	Brava with fuel injection	4010	4710	4510					
1978-1975	131 & Brava with carburetor	4065	4765	4565					
1975-1971	124 with 1.6 engine	4065	4765	4565					
1973-1968	124 with 1.4 engine	4092	4792	4592					
1973-1955	850	40113	47113	45113					
<b>non-USA models (inquire for engines not mentioned)</b>									
2008-2005	Idea,Palio,Strada, 1.8 8-valve engines (Mexico)	940532	947532	945532					
2002-1996	Brava, Palio, Siena, Strada 1.6 16v (Mexico)	refer							
1976-1960	500 (with vertical distributor cap towers)	2005	2705	2505					
1973-1966	Dino (V6)	6050	6750	6550					
<b>FORD (cars only)</b>									
<b>For European Fords, please inquire</b>									
<b>For Australian Fords, see extra listing at the end of this catalog</b>									
<b>4 CYLINDER</b>									
2016-2011	Fiesta (1.6 engine, Ti-VCT)	40505	47505	45505					
2015-2013	Fiesta (1.6 engine, Ti-VCT non0-USA)	40505	47505	45505					
2015-2012	Focus (1.5 & 1.6 engine, Ti-VCT non-USA)	40505	47505	45505					
2012-2001	Courier,Fiesta,Ikon,Ka (Mexico), 1.6 SOHC eng	40518	47518	45518					
2004-1995	Contour, Escort ZX2, Focus with 2.0 liter DOHC engine								
	-- wires attached to ignition coils with plastic clip	40227	47227	45227					
	-- wires <b>not</b> attached to coils with plastic clip	40382	47382	45382					
2004-1997	Escort, Focus with 2.0 liter SOHC engine								
	-- wires attached to ignition coils with plastic clip	40302	--	45302					
	-- wires <b>not</b> attached to coils with plastic clip	40402	--	45402					
1998	Probe, 2.0 engine	40300	47300	45300					
1997-1993	Probe, 2.0 engine <sup>1</sup>	40245	47245	45245					
1996-1991	Escort, 1.8 DOHC engine	40167	47167	45167					
1996-1991	Escort, 1.9 SOHC engine	40181	--	45181					
1996-1988	Aspire & Festiva	4077	4777	4577					
1994-1991	Mustang	40202	--	45202					
1994-1984	Tempo & Taurus	4042	--	4542					
1992-1988	Probe, 2.2 engine, except turbo	40105	47105	45105					
1992-1988	Probe GT, 2.2 turbocharged engine	4027	4727	4527					
1990-1981	Escort & EXP	4018	--	4518					
1990-1984	LTD, Mustang, Thunderbird (except Turbo)	4041	--	4541					
1988-1983	Mustang Turbo, Thunderbird Turbo <sup>1</sup>	--	--	45190					
1983-1977	2.3 engine (except turbocharged engines)	4013	--	4513					
1980-1978	Fiesta (USA specification only)	4046	--	4546					
1976-1974	Mustang & Pinto with 2.3 engine	4069	4769	4569					
1974-1971	Pinto with 2.0 engine	4004	4704	4504					
1974-1968	Pinto,Cortina, 1.6 (exc. Cortina GT twin cam)	4084	4784	4584					
<b>6 CYLINDER</b>									
2010-2005	Mustang, 4.0 V6	60257	--	65257					
2007-2001	Taurus, 3.0 12 valve engine	60252	--	65252					
2004-2001	Mustang, 3.8 V6	60248	--	65248					
2003-2000	Taurus, 3.0 24 valve engine	60270	--	65270					
2002-1992	Taurus, 3.0 Flex Fuel	60137	--	65137					
2000-1995	Contour, SVT Contour, 2.5 V6 engine	60153	--	65153					
2000-1994	Mustang, 3.8 V6, please note ignition coil location								
	- front of engine (1994-early 1999)	60120	--	65120					
	- left of engine (early 1999-2000)	60224	--	65224					
2000-1996	Taurus, 3.0 12 valve engine (except Flex Fuel)	60193	--	65193					
1999-1996	Taurus, 3.0 24 valve engine	60194	--	65194					
1997-1993	Probe GT, 2.5 V6 engine	60129	67129	65129					
1997-1994	Thunderbird, except Super Coupe	60120	--	65120					
1995-1994	Thunderbird Super Coupe	60138	--	65138					
1995-1988	Taurus, 3.8 engine	6073	--	6573					
1995-1986	Taurus, 3.0 engine (except SHO and Flex Fuel)	6033	--	6533					
1995-1993	Taurus SHO, 3.2 engine (automatic trans.)	--	--	65173					
1995-1989	Taurus SHO, 3.0 engine (manual trans.)	--	--	65133					
1994-1990	Tempo & Probe, 3.0 engine	6033	--	6533					

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# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in RED - Updated applications in BLUE

Year	Application	KV85			Year <sup>1</sup>	Application	KV85		
		8mm	7mm	8.5mm			8mm	7mm	8.5mm
<b>FORD (continued)</b>									
<b>6 CYLINDER (continued)</b>									
1993-1989	Thunderbird, except Super Coupe	6071	--	6571	1998-1994	3.8 engine, Windstar	60139	--	65139
1993-1989	Thunderbird Super Coupe	6074	--	6574	1998-1996	3.0 engine, Aerostar	60123	--	65123
1988-1984	3.8 V6 engines, fuel injected except Taurus	6028	--	6528	1996-1990	4.0 V6 engine, Explorer, Aerostar, Ranger	6091	--	6591
1986-1982	All V6 engines with carburetor	6026	--	6526	1996-1977	300 4.9 L6 (1977; with Duraspark ignition only)	6030	--	6530
1983-1977	200 3.3, 250 4.1 L6 engines	6016	--	6516	1997-1995	3.0 V6 engine, Ranger	60123	--	65123
1979-1977	171 2.8 V6 engine (with Duraspark ignition)	6017	--	6517	1995-1991	3.0 V6, Aerostar/Ranger (except 1995 Ranger)	6090	--	6590
1976-1960	144, 170, 200, 250 L6 engines	6018	6718	6518	1992-1983	2.8 & 2.9 V6 engines, Bronco II & Ranger	6029	--	6529
1976-1974	171 2.8 V6 engine (Mustang & Pinto)	6011	6711	6511	1990-1986	3.0 V6 engine, Aerostar	6033	--	6533
1972-1952	223, 240 engines	6010	6710	6510	1986	2.8 V6 engine, Aerostar	6052	--	6552
<b>8 CYLINDER</b>									
2011-1998	4.6 V8 SOHC (2 valve/cyl) V8 engines with coil-on-spark-plug ignition, replacement spark plug boots and spring assemblies available				1983-1982	3.8 V6 engine	6026	--	6526
1999-1994	Crown Victoria with 4.6 engine	80189	--	85189	1976-1952	223, 240, 262, 300 engines	6010	6710	6510
1998-1996	Mustang GT (4.6 SOHC engine)	80220	--	85220	1974-1960	144, 170, 200, 250 engines	6018	6718	6518
1998-1996	SVT Mustang Cobra (4.6 DOHC engine)	80225	--	85225	<b>8 &amp; 10 CYLINDER</b>				
1997-1994	Thunderbird with 4.6 engine	80188	--	85188	2015-2010	6.2 V8	80295	87295	85295
1995	Mustang Cobra-R (5.8 engine)	8087	--	8587	2013-1997	6.8 V10 and 4.6 & 5.4 V8 SOHC (2 valve/cyl) with coil-on-spark-plug ignition, replacement spark plug boots and spring assemblies available			
1995-1986	Mustang with 5.0 engine	80149	--	85149	2001-1998	5.0 engine, Explorer	--	--	85270
1993-1991	Thunderbird with 5.0 engine	8086	--	8586	1999-1997	4.6 & 5.4 engines (except coil on plug ignition)	80189	--	85189
1993-1992	Crown Victoria with 4.6 engine	80164	--	85164	1998-1993	5.8 engine (except F150 Lightning)	8088	--	8588
1991-1986	Crown Victoria with 5.0 engine	8045	--	8545	1998-1989	7.5 engine	80228	--	85228
1991-1986	Crown Victoria with 5.8 engine	8036	--	8536	1998-1991	6.1, 7.0 engines with male coil tower	80228	--	85228
1988-1986	Thunderbird with 5.0 engine	8043	--	8543	1997	5.0 engine, Explorer (late 1997 models) <sup>1</sup>	--	--	85231
1985-1984	302 5.0 & 351 5.8 engines, male coil tower	8043	--	8543	1997-1996	5.0 engine, Explorer (all 1996 and early 1997) <sup>1</sup>	--	--	85230
1985-1977	255, 302 & 351W engines, female coil tower	8036	--	8536	1996-1994	5.0 engine, F-series pickups & Bronco	8086	--	8586
1979-1977	351M, 400 engines	8037	--	8537	1996-1994	5.0 engine, E-series vans	8088	--	8588
1979-1977	460 engine	8073	--	8573	1995-1977	370 6.1, 429 7.0 engs with female coil tower	8073	--	8573
1976-1962	221, 260, 289, 302, 351W engines	8007	8707	8507	1995-1993	F-150 Lightning (5.8 engine)	8087	--	8587
1976-1968	351C/M/Boss, 400, 429 (except Boss), 460 V8	8014	8714	8514	1993-1988	5.0, 5.8 engines	8088	--	8588
1971-1958	332, 352, 360, 361, 390, 406, 410, 427, 428 engines	8014	8714	8514	1988-1978	460 7.5 engines	8073	--	8573
1962-1964	239, 256, 272, 292, 312 engines (Y-block)	8000	8700	8500	1987-1984	302 5.0 & 351 5.8 engines, male coil tower	8043	--	8543
1954-1949	239, 255 flathead V8 engines	refer			1987-1977	255, 302, 351W engines, female coil tower	8036	--	8536
1948-1946	239 flathead V8 engine	refer			1982-1977	351M, 400 engines with Duraspark ignition	8037	--	8537
<b>FORD TRUCKS, SUVs and VANS</b>									
<b>4 CYLINDER</b>									
2011-2001	Ranger, 2.3 engine	40413	47413	45413	<b>GEO, for 1998 onwards see CHEVROLET</b>				
2008-2004	EcoSport (Mexico), 2.0 engine	40453	47453	45453	1997-1989	Metro, 3 cylinder engine	3007	3707	3507
2007-2001	EcoSport (Mexico), 1.6 engine	40518	47518	45518	1997-1992	Metro, 4 cylinder engine	40129	47129	45129
2004-2001	Escape, 2.0 engine	40382	47382	45382	1997-1993	Prizm	40251	47251	45251
2000-1995	Ranger, 2.3, 2.5 engines	40310	--	45310	1997-1994	Tracker with 1.6 liter 16 valve engine	40139	47139	45139
1994-1992	Ranger	40202	--	45202	1995-1989	Tracker, except 16 valve engine	4007	4707	4507
1991-1989	Ranger (except with distributor ignition)	40201	--	45201	1993-1989	Storm (except GSi), Spectrum Turbo	4095	4795	4595
1988-1985	Aerostar, Bronco II, Ranger, 2.3 fuel injected	4041	--	4541	1993-1990	Storm GSi (16 valve DOHC engine)	40215	47215	45215
1988-1982	Bronco II, Ranger with 2.0, 2.3 carburetor	4013	--	4513	1992-1990	Prizm GSi	40249	47249	45249
1982-1977	Courier with 2.3 engine	4069	4769	4569	1989	Spectrum, except Turbo	4056	4756	4556
1982-1972	Courier with 1.8 & 2.0 engines	4003	4703	4503	<b>GMC (see CHEVROLET TRUCKS and GMC TRUCKS)</b>				
<b>6 CYLINDER</b>									
2011-2002	4.0 engine, Ranger	60257	--	65257	<b>HARLEY DAVIDSON</b>				
2010-2006	Explorer Sport Trac	60258	--	65258	<b>Street 500 &amp; Street 750 (XG500 &amp; XG750) models</b>				
2010-2002	Explorer (except Sport Trac & 2002-03 Sport)	60258	--	65258	2015-2014	All			refer
2008-2001	4.2 engine, E/F series trucks	60256	--	65256	<b>Dyna &amp; Softail with Twin Cam engines</b>				
2008-2001	3.0 engine, Ranger	60254	--	65254	2015-1999	Twin cam engines (except FXCW & FXS)	2045	2745	2545
2007-2004	3.9, 4.2 engines, Freestar	60297	--	65297	2015-2008	FXCW/FXCWC "Rocker", FXS & FXSB	2074	2774	2574
2005-2002	Explorer Sport (2002-03 only) & Sport Trac	60257	--	65257	<b>Touring &amp; Trike models with Twin Cam engines</b>				
2003-2001	Windstar, 3.8 engine	60253	--	65253	2015-2009	All	2075	2775	2575
2002-1994	Windstar, 3.0 engine	6079	--	6579	2008-1999	All	2046	2746	2546
2001	4.0 SOHC V6 engine, Explorer & Ranger				<b>Evolution &amp; Shovelhead (except Sportster)</b>				
	-- ignition coils on right (passenger) side	60197	--	65197	All with ignition coil mounted at rear/leftside	2001	2701	2501	
	-- ignition coils on left (driver) side of engine	60257	--	65257	Evolution engines, 1984 only, with front mount coil	2013	2713	2513	
2001-1997	4.0 OHV V6 engine	60196	--	65196	Evolution engines, 1985 on, front mounted ignition coil	2011	2711	2511	
2001-1997	4.0 SOHC V6 (export Explorer w/RHD)	60198	--	65198	Shovelhead with front mounted ignition coil	2003	2703	2503	
2000-1997	4.0 SOHC V6 engine (except export Explorer)	60197	--	65197	FXR models, ignition coil mounted between cylinders	2002	2702	2502	
2000-1998	3.0 engine, Ranger	60231	--	65231	<b>Sportster, XL &amp; XR (Evolution &amp; Ironhead engines)</b>				
2000-1999	3.8 engine, Windstar	60222	--	65222	2015-2007	XL models	2071	2771	2571
2000-1997	4.2 engine	60195	--	65195	2012-2008	XR1200, XR1200X	2090	2790	2590
					2006-2004	XL models	2040	2740	2540
					2003-1986	XL models, except 1998-2003 XL1200S	2011	2711	2511
					2003-1998	XL1200S (Sportster Sport)	2044	2744	2544

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<sup>1</sup> For 1997: For "early" engines, wires for cylinders 7 & 8 (driver side, rear) are routed around the front of the engine. For "late" engines, around the back of the engine

# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Year	Application	KV85								
		8mm	7mm	8.5mm			8mm	7mm	8.5mm						
<b>HARLEY-DAVIDSON Sportster, XL &amp; XR (continued)</b>															
1985-1965	Ironhead, ignition coils mounted under gas tank	2016	2716	2516	2002-2001	XG300, XG350	60307	67307	65307						
1985-1965	Ironhead with ignition coils mounted under seat	2012	2712	2512	1998-1990	Sonata, 3.0 V6 engine	6081	6781	6581						
1969-1957	Ironhead engines with magneto ignition	2008	2708	2508	1998-1992	Sonata, 4 cylinder 16 valve engine <sup>1</sup>	40169	47169	45169						
<b>HOLDEN - see extra listing at the end of this catalogue</b>															
<b>HONDA</b>															
<b>Accord</b>															
2002-1998	2.3 liter 4 cylinder	40216	47216	45216	1995-1992	Elantra <sup>1</sup>	40169	47169	45169						
1999-1998	3.0 litre V6 VTEC engine	60178	67178	65178	1995-1993	Scoupe <sup>1</sup>	40200	47200	45200						
1997-1994	2.2 litre 4 cylinder SOHC VTEC engines <sup>1</sup>	40216	47216	45216	1994-1990	Excel	4005	4705	4505						
1997-1992	2.2 litre 4 cylinder non-VTEC engines <sup>1</sup>	40171	47171	45171	1992-1983	Scoupe, Sonata (4 cyl., exc. 1992), Pony, Stellar	4005	4705	4505						
1997-1995	2.7 litre V6 engine	60146	67146	65146	1989-1986	Excel	4020	4720	4520						
1991-1990	All <sup>1</sup>	40163	47163	45163	<b>INDIAN MOTORCYCLES</b>										
1989-1985	All (except 1985 fuel injected models)	40159	47159	45159	2016-2014	Chief, Chieftan (Thunder Stroke 111 engine)	refer								
1985-1984	All (except 1985 with carburetor)	40160	47160	45160	2013-2008	Chief (Powerplus 105 engine)	2067	2767	2567						
1983-1976	All	4030	4730	4530	2003-2002	Chief (Powerplus 100 engine)	2066	2766	2566						
<b>Civic and CRX (see below for del Sol)</b>															
2000-1999	Civic Si, Si-R (DOHC VTEC engine)	40232	47232	45232	2003-2001	Scout & Spirit	2002	2702	2502						
2000-1996	All, except 1999-2000 Civic Si/Si-R <sup>1</sup>	40216	47216	45216	2001-1999	Chief	2001	2701	2501						
1995-1992	Civic EX, Si, VX (SOHC VTEC engs) <sup>1</sup>	40216	47216	45216	<b>INFINITI</b>										
1995-1992	Civic CX, DX, LX (non-VTEC engs) <sup>1</sup>	40164	47164	45164	2002-1991	G20	40196	47196	45196						
1992-1986	D16A8/A9 DOHC engines (not sold in USA)	40125	47125	45125	2000-1997	QX4	60155	67155	65155						
1991-1988	Civic & CRX (D15B1/2/6, D16A6 engines) <sup>1</sup>	40164	47164	45164	1992-1990	M30	6060	--	6560						
1987-1985	Civic Si & CRX Si (fuel injected engines) <sup>1</sup>	4062	4762	4562	<b>INNOCENTI</b>										
1987-1985	Civic & CRX with carburetor (see note 2) <sup>2</sup>	40161	47161	45161	1988-1983	Mini (3 cylinder Daihatsu engine)	3004	3704	3504						
1986-1984	Civic & CRX with carburetor (see note 2) <sup>2</sup>	4060	4760	4560	<b>INTERNATIONAL HARVESTER (IHC)</b>										
1983-1975	Civic 1300, Civic 1500	4030	4730	4530	<b>4 &amp; 6 CYLINDER</b>										
1979-1973	Civic 1200	40117	47117	45117	1980-1978	4 cyl, male distributor cap towers	4066	4766	4566						
<b>del Sol (see above for Civic &amp; CRX)</b>															
1997-1993	del Sol VTEC (DOHC VTEC engine) <sup>1</sup>	40232	47232	45232	1980-1961	4 cyl, female distributor cap towers	4067	4767	4567						
1997-1992	del Sol Si (SOHC VTEC engs) <sup>1</sup>	40216	47216	45216	1976-1950	372, 406, 450, 501 L6 engines	6010	6710	6510						
1997-1996	del Sol S <sup>1</sup>	40216	47216	45216	1975-1969	232, 258 L6 engines	6008	6708	6508						
1995-1992	del Sol S <sup>1</sup>	40164	47164	45164	<b>8 CYLINDER</b>										
<b>Prelude</b>															
2001-1993	Prelude VTEC/SR/Type SH (2.2 DOHC eng.) <sup>1</sup>	40188	47188	45188	1984-1964	266, 304, 345, 392, female distributor cap towers	8064	8764	8564						
1996-1992	Prelude S (2.2 SOHC engine) <sup>1</sup>	40171	47171	45171	1984-1977	304, 345, 392 V8, male distributor cap towers	8055	8755	8555						
1996-1992	Prelude Si, SE & SR (2.3 DOHC engine) <sup>1</sup>	40172	47172	45172	1982-1977	404, 446, female distributor cap towers	8054	8754	8554						
1991-1988	Prelude Si, SE, SR	40162	47162	45162	1982-1975	404, 446 female distributor cap towers	8016	8716	8516						
1990-1988	Prelude S	40131	47131	45131	1976-1972	400 (AMC/Jeep) engine	8024	8724	8524						
1987-1983	All	40159	47159	45159	<b>ISUZU, OPEL ISUZU, ASUNA (CANADA)</b>										
1982-1979	All	4030	4730	4530	<b>I-Mark, Opel Isuzu</b>										
<b>CR-V, Odyssey, Passport</b>															
2001-1997	CR-V	40170	47170	45170	1989-1986	I-Mark (except all Turbo and 1989 RS)	4056	4756	4556						
1998	Odyssey	40216	47216	45216	1989	I-Mark RS (DOHC engine)	40215	47215	45215						
1997-1995	Odyssey <sup>1</sup>	40171	47171	45171	1989-1987	I-Mark Turbo	4095	4795	4595						
1996-1994	Passport V6 eng. (exc. 1996 with direct ignition)	60180	67180	65180	1985	I-Mark, 1.5 eng. (front wheel drive)	4027	4727	4527						
1996-1994	Passport with 4 cylinder engine	4098	4798	4598	1985-1975	I-Mark, 1.8 eng. (rear wheel drive), Opel Isuzu	4025	4725	4525						
<b>HUDSON</b>															
1956-1955	352 V8		80321	87321	85321	<b>Isuzu Impulse, Isuzu Stylus, Asuna Sunfire</b>									
1956-1948	202, 232, 262, 308 6 cylinder		60343	67343	65343	1993-1991	Stylus, SOHC (12 valve) engine	4095	4795	4595					
<b>HUMMER</b>															
2010-2009	H2 & H3	80229	87229	85229	1993-1990	Impulse, Stylus, Sunfire, DOHC (except Turbo)	40215	47215	45215						
2008	H2 & H3	80283	87283	85283	1993-1991	Impulse Turbo, DOHC turbocharged engine	40212	47212	45212						
2007-2002	H2 (6.0 engine)	80241	87241	85241	1989-1985	Impulse (2.3 engine and 2.0 turbo engine)	4044	4744	4544						
1996-1995	H1 (5.7 engine)	8060	8760	8560	1987-1985	Impulse (2.0 non-turbo engine)	40154	47154	45154						
<b>HYUNDAI</b>															
2012-1996	Elantra, Tiburon, Tucson (2.0 4 cylinder)	40275	47275	45275	<b>Trucks, SUVs, Amigo, Oasis, Hombre, Pickup, Rodeo, Trooper</b>										
2008-1999	Sonata, Tiburon, Tucson, Santa Fe, 2.5 & 2.7 V6	60238	67238	65238	2007-2003	Trucks, 5.3, 6.0 V8 (except 2005-06 Ascender)	80241	87241	85241						
2006-2003	XG350, Santa Fe, 3.5 V6 engine	60308	67308	65308	2006-2005	Ascender, 5.3 engine	80283	87283	85283						
2006-1996	Accent (1.5, 1.6 liter 16 valve engines)				2003-1996	Trucks, 5.7 V8	80223	87223	85223						
	-- 4 spark plug wire system	40331	47331	45331	2003-1998	2.2 liter 4 cylinder (Rodeo, Amigo)	40363	47363	45363						
	-- 2 spark plug wire system (in USA - to 12/96)	40346	47346	45346	2002-1996	4.3 V6 engine (Hombre)	60152	67152	65152						
2006-1999	Sonata, Santa Fe, 2.4 liter 4 cylinder engine	40448	47448	45448	2001-1998	2.2 liter 4 cylinder (Hombre)	40378	47378	45378						
2002-1995	Accent (1.5 liter 12 valve engine) <sup>1</sup>	40240	47240	45240	1999-1998	2.3 liter 4 cylinder (Oasis)	40216	47216	45216						
					1997-1996	2.2 liter 4 cylinder (Hombre)	40322	47322	45322						
					1997-1996	2.2 liter 4 cylinder (Oasis)	40171	47171	45171						
					1997-1986	2.3 & 2.6 liter 4 cylinder engines	4098	4798	4598						
					1996-1992	Trooper with 3.2 DOHC V6 engine	60181	67181	65181						
					1996-1993	Rodeo with 3.2 DOHC V6 engine	60180	67180	65180						
					1996-1992	Rodeo, Trooper with 3.2 SOHC V6 engine									
						-- Ignition coils mounted at rear of engine	60183	67183	65183						
						-- Ignition coils mounted at front of engine	60249	67249	65249						
					1996-1993	NPR & W series trucks, 5.7 V8 engine	8060	--	8560						
					1993-1989	2.8 & 3.1 V6 engines	6062	6762	6562						
					1988-1981	1.8 & 1.9 liter 4 cylinder engines	4025	4725	4525						

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<sup>1</sup> For 10mm wire sets see "R-100 10mm IGNITION CABLE SETS", page 19  
<sup>2</sup> 1985-86 carbureted Honda Civic/CRX have distributor caps with either vertical or horizontal distributor cap towers. We refer to "vertical" and "horizontal" as the direction of the towers **when cap is fitted to the engine**. Vertical towers (point upwards): order as for 1987. Horizontal towers (point to the side): order as for 1984.

# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Year <sup>r</sup>	Application	KV85		
		8mm	7mm	8.5mm			8mm	7mm	8.5mm
<b>JAGUAR</b>									
1997-1994	XJ12 with Nippondenso distributorless ignition	1010	--	1510					
1995-1989	XJ12, XJS V12 with Marelli ignition	1008	--	1508					
1994-1988	XJ6, XJS, XJR (3.2, 3.6, 4.0 engines)	60170	--	65170					
1994-1992	XJ220	960323	967323	965323					
1992-1981	XJS, XJ12 V12 with HE engine & Lucas ignition	1007	--	1507					
1990-1984	XJ6 with 2.9 SOHC engine (non-USA engine)	60327	67327	65327					
1987-1970	XJ6 etc., 2.8, 3.4, 4.2 6 cylinder engines	6000	6700	6500					
1982-1975	XJ12, XJC & XJS V12 (except HE)	1001	1701	1501					
1974-1971	XJ12, E-type, XKE, V12 with carburetor	1002	1702	1502					
1971-1961	E-Type, XKE, 3.8 & 4.2, Push-in type *	--	967334	--					
1968-1948	All Screw-in (Acorn) type *	refer							
* "Push-in" & "Screw-in" refer to the style of distributor cap and ignition coil, if you are unsure what these terms mean, or both are not the same on your engine, please inquire. Not supplied with wire conduit, but can be fitted into your original. These are not reproduction "restoration" sets.									
<b>JEEP</b>									
<b>4 CYLINDER</b>									
2006-2002	2.4 engine, Liberty, TJ & Wrangler	40400	47400	45400					
2002-1991	2.5 engine	40155	47155	45155					
1990-1984	2.5 engine (AMC engine)	4038	4738	4538					
1983-1980	2.5 engine (GM engine)	4048	--	4548					
1971-1949	"Hurricane" engine	40493	47493	45493					
1955-1944	flat head engine	refer							
<b>6 CYLINDER</b>									
2012-2009	3.7 V6 engine	60315	67315	65315					
2011-2007	Wrangler with 3.8 V6	60294	67294	65294					
1999-1991	4.0 engine (does not fit 1999 Grand Cherokee)	6095	6795	6595					
1990-1987	4.0 engine	6044	6744	6544					
1990-1975	232 3.8 & 258 4.2 L6 engines	60220	67220	65220					
1986-1984	173 2.8 V6 engine	6038	--	6538					
1974-1965	232 & 258 L6 engines	6008	6708	6508					
1971-1965	225 V6 engine	6005	6705	6505					
<b>8 CYLINDER</b>									
2009-2008	Commander & Grand Cherokee, 4.7 engine	80291	87291	85291					
2005	Grand Cherokee, 5.7 engine	80290	87290	85290					
2001-1992	All	80219	87219	85219					
1991-1986	All	80260	87260	85260					
1985-1971	304, 360, 401 engines	8024	8724	8524					
1971-1968	350 engine	8009	8709	8509					
<b>JENSEN, JENSEN-HEALEY</b>									
1976-1975	Jensen GT	40513	47513	45513					
1976-1972	Jensen-Healey	4080	4780	4580					
1976-1971	Interceptor Mk III, with 440 V8	refer							
1971-1967	Interceptor FF (383 V8)	refer							
1970-1966	Interceptor Mk I & II, with 383 V8	refer							
<b>KIA</b>									
2012-2004	Soul, Spectra & Sportage with 2.0 engine	40275	47275	45275					
2008-2001	Optima, Magentis, Sportage with 2.5 & 2.7 V6	60238	67238	65238					
2006-2001	Optima & Magentis, 2.4 liter 4 cylinder	40448	47448	45448					
2006-2004	Amanti, 3.5 V6 engine	60308	67308	65308					
2006-2003	Sorento, 3.5 V6 engine	60309	67309	65309					
2005-2002	Sedona, 3.5 V6	60307	67307	65307					
2005-2001	Rio, Spectra, 1.5, 1.6 DOHC engines	40446	47446	45446					
2004-1998	Sephia & Spectra with 1.8 DOHC engine	40383	47383	45383					
2002-1995	Sportage, 2.0 DOHC engine	40433	47433	45433					
1997-1994	Sephia with SOHC engine	40166	47166	45166					
1997-1995	Sephia with DOHC engine	40238	47238	45238					
1997-1995	Sportage with 2.0 SOHC engine	40347	47347	45347					
<b>LAMBORGHINI</b>									
1999-1996	Diablo (5.7 engine with distributorless ignition)	refer							
1995-1994	Diablo (5.7 engine with distributor)	refer							
1978-1968	V12 with 2 distributors	--	1735	--					
1977-1972	Urraco P111/P200/P250 (2.0 & 2.5 V8)	80282	87282	85282					
<b>LANCIA</b>									
1995-1983	Delta HF Turbo/Integrale/4WD/Evo (8v & 16v)	refer							
1982-1980	Beta, Coupe, Zagato, 2.0 fuel injected engine *	40134	47134	45134					
1979	Beta, Coupe, Zagato, 2.0 carbureted engine *	4092	4792	4592					
1978-1976	Beta, Scorpion with 1.8 engine *	4010	4710	4510					
1976-1970	Fulvia 1600HF S2 (side entry distributor cap)	940523	947523	945523					
1976-1970	Fulvia 1600HF S2 (top entry distributor cap)	940522	947522	945522					
* may only fit USA-specification cars									
<b>LAND ROVER, see ROVER</b>									
<b>LAVERDA</b>									
2000-1997	750		2015	2715	2515				
1999-1994	650 & 668		2004	2704	2504				
<b>LEXUS</b>									
2005-1998	GS300, SC300 (from 1999 only), IS300	60282	67282	65282					
2000-1996	ES300	60212	67212	65212					
1998-1991	GS300 (to 1997 only), SC300	60157	67157	65157					
1998-1990	LS400, SC400	80207	87207	85207					
1997-1996	LX450	60234	67234	65234					
1995-1992	ES300	60156	67156	65156					
1991-1990	ES250	60116	67116	65116					
<b>LINCOLN</b>									
2011-1998	Town Car & Navigator with coil-on-spark-plug ignition, replacement spark plug boots and spring assemblies available								
1998-1994	Town Car (exc. 1998 with coil-on-plug ignition)	80189	--	85189					
1997-1993	Mark VIII	80221	--	85221					
1997-1995	Continental with 4.6 engine	80222	--	85222					
1993-1991	Town Car with 4.6 engine	80164	--	85164					
1994-1988	Continental (V6 engine)	6073	--	6573					
1992-1986	Continental (V8 engine) & Mark VII	8043	--	8543					
1990-1986	Town Car with 5.0 engine	8045	--	8545					
1985-1984	302 (5.0) with male coil tower	8043	--	8543					
1985-1977	302 (5.0), 351 (5.8) with female coil tower	8036	--	8536					
1982	Continental (V6 engine)	6026	--	6526					
1979-1977	400 engine	8037	--	8537					
1978-1977	460 engine	8073	--	8573					
1976-1958	All	8014	8714	8514					
1957-1952	All	8000	8700	8500					
1951-1949	337 flathead V8	8090	8790	8590					
<b>LOTUS</b>									
2005-2001	Elise Series 2 (Rover engine), except 111S	40469	47469	45469					
2005-2001	Elise 111S & Sport 111 Series 2 (Rover VVC)	40494	47494	45494					
2004-1996	Esprit V8	--	--	985284					
<b>2004-1996 Esprit GT3</b>	refer								
2003-2000	340R, Exige Series 1 -- distributorless ignition	40409	47409	45409					
	-- with distributor ignition	40326	47326	45326					
2001-1996	Elise Series 1, except 111S	40326	47326	45326					
2000-1999	Elise 111S Series 1	40327	47327	45327					
1995-1989	Esprit, Esprit Turbo (late S3S4)	40292	47292	45292					
1992-1989	Elan M100 (except non-Turbo with distributor)	40286	47286	45286					
1992-1989	Elan M100 non-Turbo with distributor ignition	40215	47215	45215					
1988-1982	Esprit Turbo (S3)	40293	47293	45293					
1981-1974	Eclat, Elite, Esprit S1/S2	40294	47294	45294					
1975-1962	1.6 twin cam, push-in type distributor cap <sup>1</sup> - supplied with 17" coil wire								
	-- wires routed over cam cover (top-entry cap)	40204	47204	45204					
	-- wires routed over cam cover (side-entry cap)	refer							
	-- wires routed around back of engine (top-entry cap)	40114	47114	45114					
	-- wires routed around back of engine (side-entry cap)	40552	47552	45552					
For all above sets you may need a custom coil wire - please inquire at time of ordering									
1975-1962	1.6 Lotus twin cam engines, screw-in type distributor cap <sup>2</sup>								
	-- wires routed over top of cam cover	--	4790	--					
	-- wires routed around back of engine	--	4791	--					
1971-1967	Europa, except Twin Cam	4011	4711	4511					
1965-1956	Elite with screw-in type distributor cap <sup>2</sup>	--	4787	--					
<b>MASERATI</b>									
1996-1989	Shamal (V8)	refer							
1993-1989	2.24v, 4.24v (24 valve V6 engine)	refer							
1992-1982	Biturbo, Karif, 222, 228, 430 (18 valve engine)	6048	6748	6548					
1983-1976	Merak with 1 ignition coil	60265	67265	65265					
1983-1972	Merak with 2 ignition coils	6049	6749	6549					
1987-1967	V8 engines	refer							

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<sup>1</sup> Push-in type distributor cap (standard distributor termination, terminal on spark plug wire pushes into distributor cap tower)  
<sup>2</sup> Screw-in type distributor cap (spark plug wire with no boot or terminal is pushed into a hole in distributor cap, the wire is then locked into place by a pointed screw)

9

# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Year <sup>r</sup>	Application	KV85			
		8mm	7mm	8.5mm			8mm	7mm	8.5mm	
<b>MAZDA</b>										
<b>ROTARY</b>										
2011-2003	RX8 <sup>1</sup>	40435	47435	45435	1993-1980	190E (except 16 valve engine), 200, 230	40103	47103	45103	
2002-1996	RX7 (FD, Series 7 & 8) - non-USA engine <sup>1</sup>	40405	47405	45405	1979-1954	180, 190, 219, 200, 220, 230 series	4085	4785	4585	
1996-1990	Cosmo with 20B (3 rotor) engine - non-USA	60284	67284	65284	<b>6 CYLINDER</b>					
1995-1993	RX7 <sup>1</sup>	40287	47287	45287	2007-1998	2.6, 2.8, 3.2, 3.7 (M112) V6 engines	60211	67211	65211	
1992-1986	RX7 <sup>1</sup>	40109	47109	45109	2004-1997	2.8 (M104.900) V6 engine (V280 Vito models)	refer			
1988-1986	RX7 (FC) with distributor ignition and power steering - non-USA engine	40517	47517	45517	1999-1993	2.8, 3.2, 3.6 (M104) L6, distributorless ignition	60226	67226	65226	
1985-1979	RX7 <sup>1</sup>	4002	4702	4502	1993-1990	3.0, 3.2, 3.4 (M104) engine, with distributor	60161	67161	65161	
1979-1968	RX2, RX3, RX4, RX5 (with single distributor)	4035	4735	4535	1993-1986	190E-2.6, 260, 300 series (except 24 valve)	6084	6784	6584	
1976-1968	R100, RX2, RX3, RX4 (with twin distributors)	refer			1985-1971	280 series, M110 (DOHC) engine	6047	6747	6547	
<b>4 CYLINDER</b>										
2010-2001	B2300, 2.3 engine	40413	47413	45413	1975-1967	280 series, M130 (SOHC) carburetor engine	6001	6701	6501	
2005-2001	MX-5 Miata (1.8 engine)	40399	47399	45399	1975-1967	280 series, M130 (SOHC) fuel injected engine	6002	6702	6502	
2005-2001	MX-5 Miata (1.6 engine) - non-USA engine	40168	47168	45168	1975-1954	220, 230 & 250 series with fuel injection	6002	6702	6502	
2004-2001	Tribute, 2.0 engine	40382	47382	45382	1975-1954	200, 220, 230 & 250 series with carburetor	6001	6701	6501	
2004-2002	Mazda 6	40453	47453	45453	<b>8 CYLINDER</b>					
2004-2001	Mazda 3, Protegé (2.0 engine)	40403	47403	45403	2011-2003	SLR McLaren (supercharged M155 engine)	80302	87302	85302	
2003-1999	Protegé, 1.6 engine	40519	47519	45519	2011-1997	4.3, 5.0, 5.4 (M113) V8	80240	87240	85240	
2002-1998	MX-6 & 626	40300	47300	45300	1995-1992	4.2, 5.0 (M119) V8 (except direct ignition)	80211	87211	85211	
2001-1995	B2300, B2500 Pickup (except 2001 B2300)	40310	--	45310	1991-1986	420, 500, 560 series	80147	87147	85147	
2000-1999	Protegé, 1.8 engine	40245	47245	45245	1991-1986	5.6, 6.0 V8 with AMG 32 valve head	refer			
2000-1990	MX-5 Miata	40168	47168	45168	1985-1980	5.0, 5.4 V8 with AMG 32 valve head	refer			
1998-1995	Protegé with 1.8 engine	40238	47238	45238	1985-1976	350, 380, 450, 500, post type distributor cap <sup>2</sup>	8068	8768	8568	
1998-1995	Protegé with 1.5 engine	40244	47244	45244	1979-1975	6.9 V8 - post type distributor cap <sup>2</sup>	80265	87265	85265	
1997-1993	MX-6, 626 <sup>1</sup>	40245	47245	45245	1975-1969	3.5 & 4.5 V8 with post type distributor cap <sup>2</sup>	8068	8768	8568	
1996-1994	MX-3 (DOHC engine)	40238	47238	45238	1975-1969	3.5 & 4.5 V8 with push-in type distributor cap <sup>2</sup>	8051	8751	8551	
1994-1990	Protegé, MX-3 & 323 with SOHC engine	40166	47166	45166	<b>12 CYLINDER</b>					
1994-1990	Protegé with DOHC engine	40167	47167	45167	1995-1991	6.0 (M120) V12	refer			
1994	B2300 Pickup	40202	--	45202	<b>MERCURY</b>					
1994-1989	MPV	40102	47102	45102	<b>4 CYLINDER</b>					
1993-1972	Pickup, all except 1987-88 carbureted B2600	4003	4703	4503	2002-1999	Cougar, Mystique				
1992-1988	626 & MX-6 (except Turbo)	40105	47105	45105		-- wires attached to ignition coils with plastic clip	40227	47227	45227	
1992-1988	626 Turbo & MX-6 Turbo	4027	4727	4527		-- wires not attached to coils with plastic clip	40382	47382	45382	
1989-1981	323 (exc. Turbo), GLC Sedan, GLC Hatchback	4077	4777	4577	1998-1995	Mystique	40227	47227	45227	
1989-1988	323 Turbo (DOHC engine)	40165	47165	45165	1999-1997	Tracer	40302	--	45302	
1988-1987	B2600 pickup with carburetor	4005	4705	4505	1996-1991	Tracer LTS, 1.8 engine	40167	47167	45167	
1987-1971	626, 616, 808 (except 1975-80 808)	4003	4703	4503	1996-1991	Tracer with 1.9 engine	40181	--	45181	
1985-1981	GLC Station Wagon (rear wheel drive)	4034	4734	4534	1994-1984	Topaz & Sable	4042	--	4542	
1980-1967	All; except Pickup, 626 and 1974-71 808	4034	4734	4534	1994-1991	Capri	40165	47165	45165	
<b>6 CYLINDER</b>										
2010-2001	B4000	60257	--	65257	1990-1987	Tracer	4077	4777	4577	
2007-2001	B3000	60254	--	65254	1988-1981	Lynx & LN7	4018	--	4518	
2002-1998	626, MX-6 with 2.5 V6 engine	60241	67241	65241	1986-1983	2.3 engine, Capri Turbo & Cougar Turbo <sup>1</sup>	--	--	45190	
2001-2000	MPV (wires attached to coils with boot only)	60247	--	65247	1986-1983	2.3 eng, except Turbo (male ignition coil tower)	4041	--	4541	
2001-2000	MPV (wires attached to coils with a plastic clip)	60153	67153	65153	1984-1977	2.3 engine (female ignition coil tower)	4013	--	4513	
2000	B4000 pickup (with SOHC engine)	60197	--	65197	1976-1974	Bobcat & Capri with 2.3 engine	4069	4769	4569	
2000-1997	B4000 pickup (with OHV engine)	60196	--	65196	1976-1972	Capri with 2.0 engine	4004	4704	4504	
2000-1995	Millenia with 2.5 V6 engine	60129	67129	65129	1972-1970	Capri with 1.6 engine	4084	4784	4584	
2000-1995	B3000 pickup, distributorless ignition	60123	--	65123	<b>6 CYLINDER</b>					
1999-1996	MPV	60276	67276	65276	2010-2002	Mountaineer, 4.0 engine	60258	--	65258	
1997-1993	626, MX-6 with 2.5 V6 engine	60129	67129	65129	2007-2004	Monterey	60297	--	65297	
1996-1991	B4000 pickup & Navajo	6091	--	6591	2005-2001	Sable, 3.0 12 valve engine	60252	--	65252	
1995-1994	B3000 pickup, with distributor ignition	6090	--	6590	2005-2001	Sable, 3.0 24 valve engine	60270	--	65270	
1995-1987	MPV, 929 (except 24 valve engine)	6003	6703	6503	2002-1998	Villager (3.3 engine)	60225	67225	65225	
1994-1992	929 with 24 valve engine	--	67162	--	2002-2001	Cougar	60247	--	65247	
1994-1992	MX-3 (1.8 liter V6 engine)	60130	67130	65130	2001-1998	Mountaineer	60197	--	65197	
1991-1990	929 with 24 valve engine	60143	67143	65143	2000-1995	Cougar & Mystique, 2.5 engine	60153	--	65153	
<b>MERCEDES BENZ</b>										
<b>4 CYLINDER</b>										
2012-2006	A & B 150/160/170/200/200T (M266 engine)	940515	947515	945515	2000-1996	Sable, 3.0 12 valve (except Flex-Fuel vehicle)	60193	--	65193	
2001-1996	C230 (to 2001), SLK230 (to 1999)	40388	47388	45388	2000-1993	Sable, 3.0 Methanol/Gasoline Flex Fuel Vehicle	60137	--	65137	
1996-1994	C220	40256	47256	45256	2000-1996	Sable, 3.0 24 valve V6	60194	--	65194	
1993-1985	190E 2.3-16, 190E 2.5-16 (16 valve engine)	40230	47230	45230	1998-1993	Villager (3.0 engine)	60160	67160	65160	
					1997-1994	Cougar (distributorless ignition)	60120	--	65120	
					1995-1989	Cougar (with distributor)	6071	--	6571	
					1995-1988	Sable, 3.8 engine	6073	--	6573	
					1995-1986	Sable, 3.0 V6 except 1993-95 Flex Fuel Vehicle	6033	--	6533	
					1994-1992	Topaz, 3.0 V6	6033	--	6533	

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<sup>1</sup> For 10mm wire sets see "R-100 10mm IGNITION CABLE SETS", page 19  
<sup>2</sup> For "post type" distributor caps, the distributor connection on each spark plug wire must be pushed over a terminal at the distributor cap. For "push-in type" distributor caps the distributor connection on each spark plug wire is pushed into the distributor cap tower



# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Yearr	Application	KV85		
		8mm	7mm	8.5mm			8mm	7mm	8.5mm
<b>NISSAN and DATSUN</b>									
<b>4 CYLINDER (USA &amp; Canada, see below for some non-US models)</b>									
2004-1998	Frontier, Xterra	40301	47301	45301					
2001-1993	Altima	40221	47221	45221					
2001-1991	Sentra, 200SX, NX2000 with 2.0 engine	40196	47196	45196					
2000-1991	Sentra, 200SX, NX1600 with 1.6 engine	40222	47222	45222					
1998-1991	240SX	40220	47220	45220					
1998-1990	Pickup & Stanza	4099	4799	4599					
1991-1984	Micra	40528	47528	45528					
1990-1989	Sentra & Pulsar (except 16 valve Pulsar)	40191	47191	45191					
1990-1989	240SX	40118	47118	45118					
1990-1989	Axxess	4099	4799	4599					
1989-1987	Pickup, Pathfinder & Van (except Axxess)	8066	--	8566					
1989-1986	Stanza Sedan & Hatchback	8061	8761	8561					
1989-1986	Stanza Wagon, Multi	8023	8723	8523					
1988-1984	200SX	8062	8762	8562					
1988-1982	310, Sentra, Pulsar (except 16 valve engine)	40528	47528	45528					
1986	D21 series Pickup (newer body style)	8066	--	8566					
1986-1980	Pickup (except 1986 D21 series)	8083	8783	8583					
1985-1982	Stanza	8023	8723	8523					
1983-1980	200SX & 510 (two spark plugs per cylinder)	8083	8783	8583					
1982-1970	210, B210, B110 & 1200	4011	4711	4511					
1981-1976	310 & F10	4010	4710	4510					
1980	Pickup, 200SX, 510 (one spark plug per cylinder)	4009	4709	4509					
1979-1968	510, 610, 710, Pickup (except 1300 engine)	4009	4709	4509					
1971-1968	2000cc engine (SRL-311)	refer							
1970-1958	1200, 1300, 1600cc (except 510), except below	4011	4711	4511					
1968-1958	All with screw-in type distributor cap	--	4790	--					
<b>6 CYLINDER (USA &amp; Canada, see below for some non-US models)</b>									
2004-1996	3.3 engine, except Quest and supercharged	60155	67155	65155					
2004-2001	3.3 supercharged engine (Xterra, Frontier)	60299	67299	65299					
2003-1998	Quest (3.3 engine)	60225	67225	65225					
1998-1993	Quest (3.0 engine)	60160	67160	65160					
1995-1990	Pickup & Pathfinder (3.0 engine)	60126	67126	65126					
1994-1989	Maxima (except 1992-94 24 valve engine)	60125	67125	65125					
1989-1984	300ZX	6060	6760	6560					
1989-1986	Pickup & Pathfinder	6060	--	6560					
1988-1987	200SX	60127	67127	65127					
1988-1985	Maxima	6061	6761	6561					
1984-1970	Maxima, 240Z, 260Z, 280Z, 280ZX, 810	6024	6724	6524					
<b>Various non-USA/Canada models</b>									
FJ20E, FJ20ET, FJ24 engines. Supplied with new spark plug hole cover but not with coil wire (that must be ordered separately). Also can be supplied without hole cover if you want to re-use your old one.									
--	Top-entry distributor cap, straight distributor connection	940545	947545	945545					
--	Top-entry distributor cap, 90° distributor connection	940546	947546	945546					
--	Side-entry distributor cap, straight distributor connection	940547	947547	945547					
1999-1988	Patrol 4.2 & 4.5 engine	60187	67187	65187					
1997-1990	Patrol, 3.0 RB30S engine	60266	67266	65266					
2002-1993	Silvia/200SX (S14/S15) & 180SX (S13), SR20DE RWD	40530	47530	45530					
2002-1993	March/Micra (K11), 1.0 & 1.3 engines	40334	47334	45334					
2000-1997	SR16VE and SR20VE engines	refer							
1994-1991	Silvia/200SX (S13), with SR20DE RWD	40461	47461	45461					
1994-1990	Pulsar/Sunny/GTI-R, (N14), SR20DET AWD	40544	47544	45544					
1987-1961	Patrol, 4.0 engine	6077	6777	6577					
1987-1980	Patrol, 2.8 engine	60188	67188	65188					
<b>NORTON MOTORCYCLES</b>									
2014-2009	Commando 961	20102	27102	25102					
2004-1968	Commando, VR880	2006	2706	2506					
1970-1958	88, 99, 650, Atlas, Mercury with coil ignition	2007	2707	2507					
<b>OLDSMOBILE</b>									
<b>4 CYLINDER</b>									
1997-1993	2.2 liter engines	4051	4751	4551					
1992-1988	Calais & Ciera (except Quad 4 engine)	4050	4750	4550					
1988-1987	Firenza with 2.0 "K" OHV engine <sup>1</sup>	4047	4747	4547					
1988-1987	Firenza with 2.0 "1" OHC engine <sup>1</sup>	4051	4751	4551					
1987-1984	Calais, Ciera, Omega	4048	4748	4548					
1986-1982	Firenza, 1.8 carburetor engine & all 2.0 engines	4047	4747	4547					
1986-1982	Firenza with 1.8 fuel injected engine	4049	--	4549					
1983-1979	Ciera, Omega, Starfire (with crossflow head)	4048	--	4548					
1979-1978	Starfire except crossflow head (VIN "1") <sup>1</sup>	4015	--	4515					
1977-1976	Starfire	4045	--	4545					
<b>6 CYLINDER</b>									
2004-1996	3.4 engine, Alero & Silhouette	6032	6732	6532					
2001-1995	4.3 V6 engine, Bravada								
--	vertical distributor cap towers (some 1995)	6043	6743	6543					
--	horizontal distributor cap towers (1995-2001)	60152	67152	65152					
1999-1998	3.8 engine, Intrigue	60189	67189	65189					
1999-1995	3.8 engine, 88 & 98 except supercharged	60150	67150	65150					
1999-1996	3.8 engine, 88 & 98 with supercharger	60207	67207	65207					
1999-1997	3.1 engine	6032	6732	6532					
1996	3.4 engine, Cutlass	60202	67202	65202					
1995-1990	3.1 engine, Silhouette	6062	6762	6562					
1995-1992	3.8 engine, Silhouette	6009	--	6509					
1995	3.8 engine, 88 & 98 with supercharger	6009	--	6509					
1996-1994	3.1 engine, Acheiva	6032	6732	6532					
1996-1994	3.1 engine, Ciera & Cutlass	60114	67114	65114					
1995	3.4 engine, Cutlass <sup>2</sup>	60167	67167	65167					
1994-1991	3.4 engine, Cutlass	60166	67166	65166					
1994-1993	3.8 engine, 88 & 98	6009	--	6509					
1994-1991	4.3 engine, Bravada	6043	6743	6543					
1993-1988	2.8 & 3.1 engines, Ciera & Cutlass <sup>3</sup>	6040	6740	6540					
1993-1992	3.3 engine	60119	--	65119					
1992-1989	3.8 V6, 88 & 98 (except supercharged)	6041	--	6541					
1992-1991	3.8 V6, 98 (supercharged), Toronado, Troféo	6009	--	6509					
1991-1989	3.3 engine	6009	--	6509					
1990-1988	3.8 engine, Toronado & Troféo	6041	--	6541					
1988-1985	3.0 engine, Calais	6034	--	6534					
1988-1986	3.8 engine, Ciera	6034	--	6534					
1988	Delta 88, 98 & Toronado with 3.8 "C" engine <sup>1</sup>	6041	--	6541					
1988	Delta 88 & 98 with 3.8 "3" engine <sup>1</sup>	6034	--	6534					
1987	2.8 engine, Firenza	6039	6739	6539					
1987-1986	3.8 engine with distributorless ignition	6034	--	6534					
1986-1977	3.8 engine with distributor ignition	6023	--	6523					
1986-1985	2.8 engine, Ciera, Firenza	6038	6738	6538					
1986-1982	3.0 engine, Ciera, 98	6023	--	6523					
1984-1980	Omega	6038	--	6538					
1980-1975	Starfire & Omega, V6 (except 1980 Omega)	6023	--	6523					
1976-1975	All L6 engines	6015	--	6515					
1974-1966	All L6 engines	60111	67111	65111					
1965-1964	225 V6 engine	6005	6705	6505					
<b>8 CYLINDER</b>									
1999-1995	Aurora	80215	87215	85215					
1993-1991	Custom Cruiser	8058	8758	8558					
1990-1988	Custom Cruiser, Cutlass Supreme	8028	--	8528					
1987-1977	260, 307, 350 "R", 403 engines <sup>1</sup>	8028	--	8528					
1987-1980	267, 305 engines	8041	--	8541					
1979-1977	301 engine	8034	--	8534					
1979-1978	305 engine -- Cutlass	8041	--	8541					
--	Omega	8029	--	8529					
--	Starfire	8093	--	8593					
1979-1978	350 "L" engine, Omega <sup>1</sup>	8029	--	8529					
1979	350 "L" engine, Cutlass <sup>1</sup>	8041	--	8541					
1978	350 "L" engine, Cutlass <sup>1</sup>	8042	--	8542					
1977	305, 350 "L" engines <sup>1</sup>	8029	--	8529					
1976-1974	260, 350, 455 with HEI, except 350 Omega	8028	--	8528					
1976-1975	Omega, 350 engine with HEI	8031	--	8531					
1974	Omega, 350 engine with HEI	8028	--	8528					
1974-1949	All without HEI (except 215 engine)	8012	8712	8512					
1964-1961	215 engine	8015	8715	8515					

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<sup>1</sup> For GM cars, the engine code is identified in 1995-81 by the 8th character and in 1980-72 by the 5th character of the VIN number, located on the dash of the vehicle  
<sup>2</sup> Some 1995 engines may have ignition coil mounted on left side of engine, for these order as for 1994 models. Please inquire if unsure  
<sup>3</sup> 1993 Cutlass with 3.1M engine (for VIN code information see note 1, above) should be ordered as for 1994

# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Yearr	Application	KV85			
		8mm	7mm	8.5mm			8mm	7mm	8.5mm	
<b>OPEL (US specification, please inquire for other models)</b>										
1979-1976	Opel by Isuzu, Buick Opel (1.8 engine)	4025	4725	4525						
1975-1967	GT, Kadett, Manta with 1.5 & 1.9 engines	4086	4786	4586						
1970-1962	GT & Kadett with 1.1 engine	4004	4704	4504						
<b>PACKARD</b>										
1957-1955	320, 352, 374 V8 engines	80321	87321	85321						
1954-1946	8 cylinder flat head engines	80119	87119	85119						
1949-1946	6 cylinder flat head engines	60112	67112	65112						
<b>PANTERA</b>										
1987-1971	351C engine	8014	8714	8514						
<b>PASSPORT (CANADA)</b>										
1991-1989	Optima	4049	4749	4549						
<b>PEUGEOT (please inquire for models not listed)</b>										
<b>US and Canadian specification models</b>										
1992-1989	405 (except Mi16), XU9 series 8 valve engine	40100	47100	45100						
1992-1989	405 Mi16, XU9 series 16 valve engine	40203	47203	45203						
1991-1985	505 (except Turbo), 2.2 liter ZDJ series engine	40110	47110	45110						
1991-1985	505 Turbo, 2.2 liter N9T series Turbo engine	40137	47137	45137						
1989-1987	505 with V6 engine	refer								
1988-1979	505 with 2.0 (XN series) engine	40151	47151	45151						
1979-1961	504 & 404	40186	47186	45186						
1981-1979	604 with one ignition coil	6006	6706	6506						
1978-1976	604 with dual ignition coils	6078	6778	6578						
<b>Other models (please inquire for models not mentioned)</b>										
1998-1991	306 XSi, 406, 605, 806 (2.0 litre XU10J engine)	40269	47269	45269						
1996-1987	205GTi/CTi, 309GTi, 1.6 & 1.9 litre 8 valve engines									
	-- with distributor (female distributor cap towers)	40263	47263	45263						
	-- with distributor (male distributor cap towers)	40264	47264	45264						
	-- distributorless ignition	40265	47265	45265						
1996-1988	106,205,206,309,405 with TU series 1.0, 1.1, 1.3, 1.4, 1.6 litre engines									
	-- with distributor	40270	47270	45270						
	-- with distributorless ignition	40271	47271	45271						
1992-1988	309, 405 with 1.9 litre 16 valve engine	40203	47203	45203						
<b>PLYMOUTH</b>										
<b>4 CYLINDER</b>										
2004-2001	Voyager <sup>1</sup>	40428	--	45428						
2000-1999	Neon & Breeze with 2.0 SOHC engine <sup>1</sup>	40381	--	45381						
2000-1995	Neon, Breeze, Voyager 2.0, 2.4 DOHC eng. <sup>1, 2</sup>	40231	--	45231						
1998-1994	Neon & Breeze with 2.0 SOHC engine <sup>1, 2</sup>	40223	--	45223						
1995-1991	Acclaim, Sundance, Voyager	40153	47153	45153						
1994-1990	Laser with 1.8 SOHC engine	4005	4705	4505						
1994-1990	Laser RS, Laser RS Turbo (2.0 DOHC engine)	40169	47169	45169						
1994-1991	Colt, 1.5 eng. (except 1991 Canada with carb.)	4056	4756	4556						
1994-1992	Colt & Colt Vista (except 1992 with 2.4 engine)	40195	47195	45195						
1992-1984	Colt Vista, except 1.8 engine in 1992	4005	4705	4505						
1990-1984	Colt, Colt Turbo (except 1989-1990 Turbo)	4005	4705	4505						
1990-1989	Colt Turbo	40169	47169	45169						
1990-1981	2.2 & 2.5 engines	4039	4739	4539						
1989-1978	Conquest, Sapporo, Arrow	4005	4705	4505						
1987-1981	2.6 engine	4005	4705	4505						
1986-1983	1.6 engine (except Colt)	4040	4740	4540						
1984-1979	Colt (except Turbo & Vista), Champ	4020	4720	4520						
1983-1980	1.7 engine	4031	4731	4531						
1979-1978	Horizon & TC3	4032	4732	4532						
1977-1976	Arrow with 1.6 silent shaft engine & 2.0 eng.	4005	4705	4505						
1977-1973	Arrow, Cricket 1.6 (except silent shaft engine)	4009	4709	4509						
1973-1971	Cricket with 1.5 engine	4011	4711	4511						
<b>6 CYLINDER</b>										
2003-2001	Voyager, 3.3, 3.8 engines	60237	67237	65237						
2000-1990	Voyager, 3.3, 3.8 engines	6085	6785	6585						
2000-1990	3.0 V6 engine	6014	6714	6514						
1998-1997	Prowler	60122	67122	65122						
1989-1987	3.0 V6 engine	6086	6786	6586						
1983-1979	225 L6 engine <sup>3</sup>	6022	6722	6522						
1978-1975	All	6008	6708	6508						
1974-1960	All	refer								
<b>8 CYLINDER</b>										
1989-1979	318, 360 engines <sup>3</sup>	8039	8739	8539						
1978-1964	273, 318 (LA-series), 340, 360 engines	8022	8722	8522						
1978-1973	400, 440 engines	8026	8726	8526						
1972-1958	350, 361, 383, 400, 413, 426 (except Hemi), 440	8013	8713	8513						
1971-1966	426 Hemi <sup>4</sup>	80101	87101	85101						
1967-1957	277, 301, 303, 313 (A-series), 318, 326 engines	80296	87296	85296						
<b>PONTIAC</b>										
<b>3 CYLINDER</b>										
2011-1998	Matiz/Matiz G2, see Daewoo									
1999-1989	Firefly	3007	3707	3507						
1988-1987	Firefly Turbo	3003	3703	3503						
1988-1985	Firefly, except Turbo	3001	3701	3501						
<b>4 CYLINDER</b>										
2009-2005	G3, Wave	40332	47332	45332						
2002-1998	Sunfire	40108	47108	45108						
1999	Firefly	40333	47333	45333						
1998	Firefly	40296	47296	45296						
1997-1992	Firefly	40129	47129	45129						
1997-1995	Sunfire	4051	4751	4551						
1994-1992	Sunbird	40179	47179	45179						
1993-1987	Le Mans	4049	4749	4549						
1991-1987	Tempest (except Quad 4 engine)	4051	4751	4551						
1991-1987	Sunbird, Sunbird Turbo, Grand Am Turbo	4047	4747	4547						
1991-1987	6000, Fiero & Grand Am (except Turbo)	4050	4750	4550						
1989-1986	Sunburst, except Turbo	4056	4756	4556						
1989-1987	Sunburst Turbo	4095	4795	4595						
1987-1981	1000, T1000, Acadian	4014	--	4514						
1986-1979	2.5 (exc 1979 models without crossflow head)	4048	--	4548						
1986-1982	Sunbird & 2000 (except 1.8 fuel injected eng.)	4047	4747	4547						
1986-1982	Sunbird, Sunbird Turbo, 2000, 1.8 fuel inj. engine	4049	--	4549						
1979-1977	2.5 engine (non-crossflow head)	4015	--	4515						
1977-1975	All with 140 2.3 engine	4045	--	4545						
1963-1961	195 engine	refer								
<b>6 CYLINDER</b>										
2009-2006	3.4 engine, Torrent	60295	67295	65295						
2009-2005	3.5 & 3.9 engines	60273	67273	65273						
2008-1997	3.8 engine, Grand Prix	60189	67189	65189						
2005-1996	3.4 engine (except 1996 Grand Prix)	6032	6732	6532						
2005-1995	3.1 engine, Grand Am & Grand Prix	6032	6732	6532						
2005-2001	3.8 engine, Bonneville, except supercharged	60189	67189	65189						
2003-1996	3.8 engine, Bonneville, with supercharger	60207	67207	65207						
2002-2000	3.8 engine, Firebird	60242	67242	65242						
2000-1995	3.8 engine, Bonneville, except supercharged	60150	67150	65150						
1999-1995	3.8 engine, Firebird	60149	67149	65149						
1995	3.8 engine, Bonneville with supercharger	6009	--	6509						
1996	3.4 engine, Grand Prix	60202	67202	65202						
1995-1993	3.4 engine, Firebird	6083	6783	6583						
1995-1990	3.1 engine, Trans Sport	6062	6762	6562						
1995-1992	3.8 engine, Trans Sport	6009	--	6509						
1995	3.4 engine, Grand Prix <sup>5</sup>	60167	67167	65167						
1994-1991	3.4 engine, Grand Prix	60166	67166	65166						

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<sup>1</sup> if you are using Denso ITV22 or equivalent spark plugs order 47454 (7mm), 40454 (8mm) or 45454 (KV85 8.5mm) since the stock set will not fit!

<sup>2</sup> For 10mm wire sets see "R-100 10mm IGNITION CABLE SETS", page 19

<sup>3</sup> For 1979 engines: Most engines have the late style Chrysler Corp. ignition coil with an internal spark plug type connection for the coil wire. However, some engines have the earlier type coil. For these engines order as for 1978. Please inquire if unsure.

<sup>4</sup> This set is for engines fitted with commonly used spark plugs, such as Champion C63YC or similar with a 50mm height from gasket seal to top of spark plug. For engines fitted with factory spark plugs with a 59mm height, a different set has to be supplied. Please inquire if unsure

<sup>5</sup> Some 1995 engines may have ignition coil mounted on left side of engine, for these order as for 1994 models. Please inquire if u nsure



# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Yearr	Application	KV85		
		8mm	7mm	8.5mm			8mm	7mm	8.5mm
<b>PONTIAC (continued)</b>									
<b>6 CYLINDER (continued)</b>									
1994	3.1 engine, Grand Prix	60114	67114	65114					
1994	3.1 engine, Grand Am	6032	6732	6532					
1994-1993	3.8 engine, Bonneville	6009	--	6509					
1994-1991	3.1 engine, Sunbird	6040	6740	6540					
1993-1992	3.3 engine, Grand Am	60119	--	65119					
1993-1987	2.8 & 3.1 engines, Grand Prix & 6000	6040	6740	6540					
1992-1985	Firebird (except 1989 Turbocharged engine)	6038	6738	6538					
1992-1989	Bonneville (except 1992 supercharged engine)	6041	--	6541					
1992	Bonneville SSEi, supercharged engine	6009	--	6509					
1989	Firebird Turbo <sup>1</sup>	6054	--	6554					
1989	Firebird Turbo (fitted with ATR 3" down pipe) <sup>2</sup>	--	--	65217					
1988-1987	Bonneville, except 1988 SE & SSE models	6034	--	6534					
1988	Bonneville SE & Bonneville SSE	6041	--	6541					
1988-1987	Fiero	6038	6738	6538					
1987-1985	Grand Am	6034	--	6534					
1987-1985	Bonneville, Grand Prix, Parisienne, 3.8 engine	6023	--	6523					
1987-1986	Bonneville, Grand Prix, Parisienne, 4.3 engine	6036	6736	6536					
1985	Parisienne with 4.3 engine	60142	67142	65142					
1986-1980	173 2.8 V6 engine	6038	--	6538					
1984-1976	231 & 252 V6 engines	6023	--	6523					
1984-1980	229 V6 engine	6021	--	6521					
1979-1978	250 L6 engine (Canada only)	6020	--	6520					
1977-1975	250 L6 engine	6015	--	6515					
1974-1963	All (Canada, with Chevrolet engine)	60111	67111	65111					
<b>8 CYLINDER</b>									
2009	G8 <sup>2</sup>	80229	87229	85229					
2008-2005	G8, Grand Prix & GTO (except 5.7 engine) <sup>2</sup>	80283	87283	85283					
2005-2004	GTO (5.7 engine) <sup>2</sup>	80229	87229	85229					
2002-1998	Firebird <sup>2</sup>	80229	87229	85229					
1997-1993	Firebird	80143	87143	85143					
1992-1989	Firebird	8058	8758	8558					
1988-1987	Firebird (except 1987 Canadian with carburetor)	8038	8738	8538					
	Firebird with carburetor, Canada 1987	8091	8791	8591					
	Grand Prix, USA	8052	8752	8552					
	Grand Prix, Canada	8092	8792	8592					
	Safari Wagon, Parisienne	8028	--	8528					
1986-1982	V8 with carburetor, except 307	8041	--	8541					
	Firebird with TPI	8046	--	8546					
	Parisienne, Safari Wagon, 307 5.0 "Y" engine <sup>3</sup>	8028	--	8528					
1981-1980	265, 301 engines, except 301 Turbo	8034	--	8534					
	301 engine, Firebird Turbo	8053	--	8553					
	267, 305, 350L engines (except 305 Firebird) <sup>3</sup>	8041	--	8541					
	305 eng., Firebird (except 1980 non-California)	8093	--	8593					
	305 eng., Firebird (1980 non-California models)	8029	--	8529					
	307, 350R engines <sup>3</sup>	8028	--	8528					
	350X engine <sup>3</sup>	8031	--	8531					
1979-1978	301, 400 engines	8034	--	8534					
	350X engine <sup>3</sup>	8031	--	8531					
	350R, 403 engines <sup>3</sup>	8028	--	8528					
	305, 350L (except models as listed below <sup>4</sup> )	8029	--	8529					
	305, 350L engines, Grand Le Mans <sup>3</sup>	8041	--	8541					
	305, 350L engines, Grand Prix (1979) <sup>3</sup>	8041	--	8541					
	305, 350L engines, Grand Prix (1978) <sup>3</sup>	8029	--	8529					
	305 engine, Le Mans	8041	--	8541					
	350L engine, Le Mans (1979) <sup>3</sup>	8041	--	8541					
	350L engine, Le Mans (1978) <sup>3</sup>	8042	--	8542					
	305 engine, Sunbird	8093	--	8593					
1977	301, 350P, 400 engines	8034	--	8534					
	350R, 403 engines	8028	--	8528					
	305, 350L engines	8029	--	8529					
1976-1975	260 engine	8028	--	8528					
	350, 400, 455 V8, except Phoenix & Ventura <sup>4</sup>	8034	--	8534					
	350 engine, Phoenix & Ventura	8031	--	8531					
1974-1955	307 engine, Ventura (1971-74)	8059	8759	8559					
	350, 400, 455 engines with HEI <sup>4</sup>	8034	--	8534					
	V8 engines (except 307) without HEI <sup>4</sup>	8015	8715	8515					
<b>PORSCHE</b>									
<b>4 CYLINDER</b>									
1995-1992	968		40236	47236	45236				
1991-1987	944S, 944S2 (16 valve engine)		40235	47235	45235				
1989-1982	944 (except 944S & 944S2), 944 Turbo (951)		40192	47192	45192				
1988-1985	924S, 2.5 engine		40192	47192	45192				
1985-1976	924 (except Turbo & Carrera), 2.0 engine		4008	4708	4508				
1983-1978	924 Turbo (931,932), 924 Carrera GT, 2.0 eng.	4082	4782	4582					
1976	912E		40442	47442	45442				
1976-1973	914 (2.0)		40442	47442	45442				
1976-1970	914 (1.7, 1.8 engines)		4023	4723	4523				
1969-1949	912, 356 (except Carrera)		4026	4726	4526				
1963-1957	356 Carrera								
	-- crankshaft-driven distributor & 60° v-drive	--	47438	--	--				
	-- crankshaft-driven distributor & 90° v-drive	--	47439	--	--				
	-- camshaft-driven distributor	--	47441	--	--				
<b>6 CYLINDER</b>									
1998-1997	911 (993) Turbo S		refer						
1998-1993	911 (993) Turbo (except Turbo S)	60301	67301	65301					
1998-1993	911 (993) Carrera, Targa	60275	67275	65275					
1993	911 (964) Turbo (3.6 engine) <sup>1</sup>	60240	67240	65240					
1993-1988	911 (964) Carrera 2, Carrera 4 <sup>5</sup>		refer						
1992-1991	911 (964) Turbo (3.3 engine) <sup>1</sup>	60108	67108	65108					
1989-1984	911 (930) Turbo <sup>1</sup>	6094	6794	6594					
1989-1985	911 Carrera (3.2 engine) <sup>1</sup>	60108	67108	65108					
1984	911 Carrera (3.2 engine) <sup>1</sup>	60121	67121	65121					
1983-1965	911, 914-6, 930 (single spark plug engines) <sup>1</sup>								
	-- ignition coil mounted on fan shroud	6094	6794	6594					
	-- up to 1969 with ignition coil at left side	60336	67336	65336					
1974-1973	911 Carrera RSR, 2.8, 3.0 factory twin plug eng	60322	67322	65322					
1968-1967	911R, 2.0 fuel injected factory twin plug engine	60335	67335	65335					
<b>8 CYLINDER</b>									
1995-1989	928 (32 valve engine)		80218	87218	85218				
1988-1985	928 (32 valve engine)		80217	87217	85217				
1985-1982	928 (with two distributors, except 32 valve)		80202	87202	85202				
1984-1980	928 (with one distributor)		80162	87162	85162				
<b>RAM TRUCKS , see DODGE TRUCKS</b>									
<b>RANGE ROVER, see ROVER</b>									
<b>RENAULT</b>									
<b>US and Canadian specification models</b>									
1990-1983	Fuego, R18i, Medallion, Sportwagon, 2.2 engine	40123	47123	45123					
1987-1985	Alliance & Encore with 1.7 & 2.0 engines	4043	4743	4543					
1987-1985	Alliance & Encore with 1.4 engine	40107	47107	45107					
1985-1980	Fuego, Fuego Turbo & R18i with 1.6 engine	4093	4793	4593					
1984-1983	Alliance & Encore with 1.4 engine	4037	4737	4537					
1984-1977	Le Car, R5 (for Turbo see "other models" below)	40106	47106	45106					
1980-1972	R15TS, R17 Gordini, R17TS (hemi head eng.)	4093	4793	4593					
1977-1969	R12, R15TL, R16, R17TL	4037	4737	4537					
1972-1956	R8, R10, Caravelle, Dauphine, Floride	40106	47106	45106					
<b>Other models (non-USA models)</b>									
2006-2005	Twingo (1.2 16 valve D4F engine - Mexico)	40559	47559	45559					
2006-2002	Logan, Symbol (Mexico), 1.4, 1.6 engines	40551	47551	45551					
2007-2004	Clio Sport (2.0 F4R engine), 182HP engine	--	--	45492					
2004-1999	Clio Sport (2.0 F4R engine), 172HP engine	--	--	45460					
1992-1983	Alpine V6 Turbo, R25 V6 Turbo (Z7U engine)	60203	67203	65203					
1992-1985	R5 GT Turbo (1.4 engine, <b>not</b> Hemi-head eng.)	40150	47150	45150					
1985-1982	R5 Turbo 2 (hemi-head engine)	40282	47282	45282					


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<sup>1</sup> For 10mm wire sets see "R-100 10mm IGNITION CABLE SETS", page 19  
<sup>2</sup> For engines with aftermarket headers order part number 87259 (7mm cable), 80259 (8mm cable) or 85259 (KV85 8.5mm cable) - set has 45° angle spark plug boots  
<sup>3</sup> For GM cars, the engine code is identified in 1995-81 by the 8th character and in 1980-72 by the 5th character of the VIN number, located on the dash of the vehicle  
<sup>4</sup> With Pontiac engines. For Canadian models with Chevrolet engines, please inquire  
<sup>5</sup> Note: this set currently only works for engines without the lower heat shields installed

# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Year <sup>r</sup>	Application	KV85		
		8mm	7mm	8.5mm			8mm	7mm	8.5mm
<b>ROLLS-ROYCE and BENTLEY</b>									
2012-2001	Bentley with 6 1/4 litre V8 twin turbo engine	refer							
2002-1994	6 1/4 litre V8, normally aspirated & single turbo, with distributorless ignition								
	-- with chassis numbers 50001-57000	80374	87374	85374					
	-- with chassis numbers 57001 and above	80275	87275	85275					
2002-1998	Rolls-Royce Silver Seraph (5.4 liter V12)	refer							
1994-1989	Engines with twin distributors	80250	87250	85250					
1989-1965	Engines with single distributor, except with "acorn" type distributor cap								
	-- fuel injected engines, 1987-1989	80172	87172	85172					
	-- fuel injected engines, 1981-1986	80175	87175	85175					
	-- carbureted engines, up to 1986	80174	87174	85174					
1976-1965	All with "acorn"-type distrib. cap & coil termination	refer							
1965-1962	Silver Cloud III & S3	--	refer						
1963-1959	Silver Cloud II & S2, side-entry distributor cap	--	87257	--					
1963-1959	Silver Cloud II & S2, top-entry (not "acorn") distrib cap	87258	--						
1960-1950	6 cylinder engines	--	67281	--					
<b>ROVER, RANGE ROVER, LAND ROVER</b>									
<b>4 CYLINDER (most of these are not USA/Canada vehicles)</b>									
2005-2000	MG F/TF/ZR/ZS/ZT, except VVC (2 wire set)	40469	47469	45469					
2002-2000	MG TF/ZR, VVC engine (2 wire set)	40494	47494	45494					
2001-1995	MGF VVC (4 wire set, distributorless ignition)	40327	47327	45327					
2000-1995	MGF, except VVC (with distributor ignition)	40326	47326	45326					
1997-1993	Rover 220 Turbo, 220 Coupe	40325	47325	45325					
2000-1980	Mini, Metro (A-series engine)	4000	4700	4500					
1985-1958	Land Rover 2,25/2.5, push-in type distrib. cap	40133	47133	45133					
1972-1966	Rover 2000TC	40241	47241	45241					
1958-1948	Land Rover 1.6/2.0, push in type distrib. cap	40553	47553	45553					
1958-1948	Land Rover 1.6/2.0, screw-in type distrib. cap	--	4790	--					
<b>6 CYLINDER</b>									
2008-2005	LR3, Discovery 3, 4.0 V6 engine	60298	67298	65298					
2005-2002	Freelander, 2.5 V6 engine	60264	67264	65264					
1980-1967	2.6 litre 6 cylinder engines	60136	67136	65136					
<b>8 CYLINDER (Land Rover &amp; Range Rover except where noted)</b>									
2004-1999	4.0, 4.6 V8 (except Discovery series I)	80242	87242	85242					
1999-1995	4.0, 4.6 V8 (except Discovery Series II)	80142	87142	85142					
1996-1989	3.9, 4.2 V8	80196	87196	85196					
1995-1993	MG RV8	80316	87316	85316					
1989-1980	3.5 V8 fuel injected engines	80190	87190	85190					
1982-1976	3.5 V8 carbureted engines	80192	87192	85192					
1975-1968	All V8	80190	87190	85190					
<b>ROYAL ENFIELD</b>									
2010-1991	350c 500 "cast iron" engines - 21" wire	1021	1721	1521					
<b>SAAB</b>									
2009-2005	9-7X (5.3, 6.0 V8 engines)	80283	87283	85283					
2006-2005	9-2X (2.5 engine, except Turbo)	40456	47456	45456					
2003-1994	900, 9-3 (4 cylinder, except with Direct Ignition)	40237	47237	45237					
1997-1994	V6 engine	60272	67272	65272					
1993-1985	900, 9000, 16 valve eng (except Direct Ignition)	40194	47194	45194					
1989-1981	900, 90 with 8 valve engine (H engine)	40127	47127	45127					
1981-1975	99 (except Turbo)	40521	47521	45521					
1981-1978	99 Turbo	40520	47520	45520					
1980-1978	900 (including Turbo)	40520	47520	45520					
1974-1969	99	4068	4768	4568					
1974-1965	95, 96, Sonnett with V4 engine	4070	4770	4570					
1968-1965	95, 96, Sport, 3 cylinder (long nose)	3022	3722	3522					
1965-1962	Sport, GT 850, Monte Carlo 850 (bull nose)	3021	3721	3521					
1965-1955	93, 95, 96, GT 750 (bull nose)	3023	3723	3523					
<b>SATURN</b>									
2009-2005	Aura, Vue, Relay with 3.5 & 3.9 engines	60273	67273	65273					
2002-1991	SC, SC1, SL, SL1, SW1 (8 valve engine)	40136	47136	45136					
2002-1997	SC2, SL2, SW2 (16 valve engine)	40207	47207	45207					
1996-1994	16 valve engine, with non-metallic valve cover <sup>1</sup>	40207	47207	45207					
1996-1994	16 valve engine, with aluminum valve cover <sup>1</sup>	40226	47226	45226					
1993-1991	SC2, SL2, SW2 (16 valve engine)	40226	47226	45226					
<b>SMART</b>									
2007-1998	599 & 698cc. Does not fit USA market cars	3016	3716	3516					
<b>SSANGYONG (see DAEWOO)</b>									
<b>STERLING</b>									
1991-1987	825, 827					6089	6789	6589	
<b>STUDEBAKER</b>									
1964-1962	Avanti					80243	87243	85243	
1966-1965	All 6 cylinder					6018	6718	6518	
1964-1961	All 6 cylinder					6008	6708	6508	
1956-1955	352 V8					80321	87321	85321	
<b>SUBARU</b>									
<b>USA/Canada models</b>									
2011-2005	Forester & Impreza (2.5 engine, except Turbo)	--	--	45456					
2009-2005	Legacy & Outback (except Turbo & 2005 "low emissions" engine)	--	--	45456					
2006-2005	Baja (2.5 engine)	--	--	45350					
2005-2004	Legacy & Outback, 2.5 EJ259 low emissions "PZEV" engine	45487							
2004-2000	2.2, 2.5 engines (except 2004 "low emissions" engine)	--	--	45350					
1999	2.2, 2.5 engines (except Legacy with 2.5 engine)	--	--	45350					
1999-1997	2.5 litre DOHC engine, Legacy (engine has solid lifters, see below)								
	-- with female ignition coil towers	--	--	45339					
	-- with male ignition coil towers	--	--	45340					
1998	2.5 litre DOHC engine, Impreza RS & Forester	--	--	45339					
1997-1996	2.5 litre DOHC engine, Legacy (engine has hydraulic lifters, see below)	--	--	45337					
1998-1995	1.8 and 2.2 litre SOHC engines								
	-- with male ignition coil towers	--	--	45277					
	-- with female ignition coil towers	--	--	45180					
1994-1990	Impreza & Legacy, 1.8, 2.2 engines	40180	47180	45180					
1993-1985	Leone/Loyale/L-Series/Omega with 1.8 SOHC (EA-82) engines								
	-- All (except Turbo & XT)	4075	4775	4575					
	-- Turbocharged engines (except XT)	4053	4753	4553					
	-- XT & XT Turbo (except XT6)	4054	4754	4554					
1993-1987	Justy	3002	3702	3502					
1993-1984	Leone (3rd generation) with 1.6 EA-71 engine								
	<b>not a USA/Canada model</b>	40504	47504	45504					
1991-1988	XT6 (6 cylinder engine)	6066	6766	6566					
1987-1985	Brat, Hatchback (except RX) - OHV engines	4052	4752	4552					
1984-1967	All 4 cylinder	4052	4752	4552					
<b>Other models</b>									
2001-1996	2.0, 2.5 litre DOHC engines <i>sold outside North America</i>								
	-- boot in cam cover <b>oval</b> shaped								
	-- female ignition coil towers	--	--	45337					
	-- male ignition coil towers	--	--	45338					
	-- boot in cam cover <b>teardrop</b> shaped, ignition coils mounted centrally								
	-- female ignition coil towers	--	--	45339					
	-- male ignition coil towers	--	--	45340					
	-- boot in cam cover <b>teardrop</b> shaped, ignition coils offset from center								
	-- male ignition coil towers (coils offset to right *)	--	--	45415					
	-- male ignition coil towers (coils offset to left *)	--	--	45529					
<b>* when facing the engine</b>									
									
				Oval shaped boot (hydraulic lifters)			Teardrop shaped boot (solid lifters)		
<b>SUNBEAM, HILLMAN</b>									
1976-1956	All, except Imp & Stiletto <sup>2</sup>					40112	47112	45112	
1976-1956	All, except Imp & Stiletto <sup>3</sup>					--	4790	--	
1968-1964	Tiger					8007	8707	8507	

**IMPORTANT NOTE:** We manufacture spark plug wire sets in the USA and UK, however both factories use the same part numbers for different vehicle applications. If you use these part numbers to order from the UK factory please inform them as to the source of the part number, otherwise you will get the wrong set - and if you are ordering from the US factory please let us know if you got your part number from the UK catalog

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<sup>1</sup> To identify valve covers: Aluminum valve cover is silver in color and non-metallic valve cover is black in color. These wire sets are **not** interchangeable  
<sup>2</sup> Push-in type distributor cap (standard distributor termination, terminal on spark plug wire pushes into distributor cap tower), will not fit "acorn" style distributor cap  
<sup>3</sup> Screw-in type distributor cap (spark plug wire with no boot or terminal is pushed into a hole in distributor cap, the wire is then locked into place by a pointed screw)

# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Year	Application	KV85		
		8mm	7mm	8.5mm			8mm	7mm	8.5mm
<b>SUZUKI</b>									
2010-2000	1.3,1.5,1.6,1.8 DOHC M-series (non-USA)	940548	947548	945548					
2008-2004	Swift+ (Swift Plus)	40332	47332	45332					
2007-2004	Forenza & Reno	40323	47323	45323					
2001-1999	Esteem, Swift, Vitara (1.3, 1.6 engines)	40333	47333	45333					
1998	Esteem & Swift	40296	47296	45296					
1998-1992	Sidekick, X-90, Vitara, 1.6 SOHC 16 valve	40139	47139	45139					
1997-1995	Esteem, Cultus, Baleno, 1.6 SOHC 16 valve	40228	47228	45228					
1997-1989	Swift, 1.3 liter 4 cylinder SOHC engine	40129	47129	45129					
1997-1980	Vitara, Sierra, SJ410, SJ413 (except 16 valve)	4007	4707	4507					
1995-1986	Samurai, Sidekick (except 16 valve)	4007	4707	4507					
1995-1989	Swift GT/GTi, Baleno, 1.3 DOHC engine	40229	47229	45229					
1994-1989	Swift, 3 cylinder engine	3007	3707	3507					
1988-1982	Forsa, Swift	3001	3701	3501					
1984-1977	LJ80, LJ81, SJ20, ST20/80/90 (4 cylinder)	40490	47490	45490					
1983-1975	LJ50, LJ55, SJ10, SJ30 (3 cylinder)	3017	3717	3517					
1976-1972	LJ20 (2 cylinder, water-cooled)	2073	2773	2573					
1972-1970	LJ10 (2 cylinder, air-cooled)	refer							
<b>TOYOTA (US/Canada models, except where noted)</b>									
<b>Camry, Solara and Avalon</b>									
2002-2000	3.0 V6 (1MZFE) engine (except Avalon)	60212	67212	65212					
2001-1997	4 cylinder (5SFE)	40298	47298	45298					
1999-1996	3.0 V6 (1MZFE) engine	60212	67212	65212					
1996-1992	4 cylinder (5SFE)	40255	47255	45255					
1993-1992	3.0 liter V6 (3VZFE) engine	60156	67156	65156					
1991-1989	2.5 liter V6 (2VZFE) engine	60116	67116	65116					
1986-1983	4 cylinder (2SELCL) engine	--	4783	--					
<b>Celica, Corona, plus 1967 and earlier 4 cylinder engines</b>									
1998-1994	Celica, Corona with 3SGE (ST202) - <b>non-USA!</b>	40516	47516	45516					
1999-1992	Celica, 2.2 (5SFE) engine, 1992 (see note) <sup>1</sup>	40255	47255	45255					
1998-1994	Celica, 1.8 (7AFE) engine	40251	47251	45251					
1993-1992	Celica All-Trac Turbo, 2.0 (3SGTE) engine	40253	47253	45253					
1991-1990	Celica, 2.2 (5SFE) engine	40250	47250	45250					
1991-1990	Celica All-Trac Turbo, 2.0 (3SGTE) engine	40198	47198	45198					
1989-1988	Celica All-Trac Turbo, 2.0 (3SGTE) engine	40173	47173	45173					
1989-1986	Celica GT-S (3SGELC engine)	40174	47174	45174					
1986	Celica, except Celica GT-S (2SELCL engine)	--	4783	--					
1985-1975	All (US models)	4036	4736	4536					
1974-1958	All (US models)	4011	4711	4511					
<b>Corolla, Corolla FX, Starlet, Carina - USA/Canada</b>									
1999-1998	Corolla (1ZZFE engine)	40299	47299	45299					
1997-1993	Corolla (4AFE, 7AFE engines)	40251	47251	45251					
1991-1990	Corolla GT-S (4AGE engine, AE92)	40249	47249	45249					
1989-1988	Corolla GT-S (4AGE engine, AE92)	40116	47116	45116					
1988-1987	Corolla FX16 (4AGELC, AE82, FWD models)	40115	47115	45115					
1988-1983	Corolla, Corolla FX with 4AC & 4ALC engines	4017	4717	4517					
1987-1985	Corolla GT-S (4AGEC, AE86, RWD models)	4096	4796	4596					
1984-1981	Starlet (4KC/4KE engines)	4072	4772	4572					
1982-1971	Corolla & Carina, 1.6 (2TC) & 1.8 (3TC) engines	4029	--	4529					
1979-1968	Corolla with 1.1 & 1.2 engines	4028	4728	4528					
<b>Cressida, Crown, Mark II</b>									
1992-1989	All with 3.0 (7MGE) engine	6088	6788	6588					
1988-1985	All with 2.8 (5MGE) engine	6080	6780	6580					
1984-1983	All with 2.8 (5MGE) engine	6075	6775	6575					
1982-1968	Cressida, Crown, Mark II with 6 cylinder engines	6076	--	6576					
<b>Landcruiser</b>									
2007-1998	FZJ100/105 (non USA models), 4.5 engine	60317	67317	65317					
1997-1993	FZJ80 & FZJ70 models, 4.5 litre 1FZFE engine	60234	67234	65234					
1992-1988	FJ62 and FJ80 models, 3FE engine	6035	6735	6535					
1987-1981	FJ40 and FJ60 models, 2F engine	6046	--	6546					
1980-1978	FJ40 and FJ55 models, 2F engine	60113	67113	65113					
1977-1973	FJ40 and FJ55 models, F/2F engines	6077	6777	6577					
1972-1958	FJ40 and FJ55 models	60215	67215	65215					
<b>MR2</b>									
1995-1992	MR2 non-Turbo (5SFE eng), for 1992 see note <sup>2</sup>	40255	47255	45255					
1995-1992	MR2 Turbo (3SGTE engine), for 1992 see note <sup>3</sup>	40253	47253	45253					
1992-1990	MR2 Turbo (3SGTE engine), for 1992 see note <sup>3</sup>	40175	47175	45175					
1991-1990	MR2 non-Turbo (5SFE engine) <sup>2</sup>	40250	47250	45250					
1989-1988	supercharged engine	40183	47183	45183					
1989-1985	All, except supercharged engine	40115	47115	45115					
<b>Paseo</b>									
1999-1995	Paseo (for 1995: distributorless ignition only)	40213	47213	45213					
1995-1992	Paseo (for 1995: with distributor only)	40252	47252	45252					
<b>Previa, Sienna, Van</b>									
2000-1998	Sienna	60212	67212	65212					
1997-1990	Previa	40248	47248	45248					
1990-1984	Van (3YEC, 4YEC engines)	--	4794	--					
<b>RAV4</b>									
2000-1998	RAV4	40298	47298	45298					
1997-1996	RAV4	40255	47255	45255					
<b>Supra, Celica Supra, 2000GT</b>									
2002-1998	Supra except Turbo (2JZGE, 1998 only in USA)	60282	67282	65282					
1997-1993	Supra, except Turbo (2JZ-GTE)	60157	67157	65157					
1992-1987	Supra Turbo (7MGTE engine)	6093	6793	6593					
1992-1986	All with 3.0 (7MGE) engine, except Turbo	6087	6787	6587					
1986-1982	All with 2.8 (5MGE) engine	6075	6775	6575					
1982-1979	All with 2.6 (4ME) & 2.8 (5ME) engines	6076	--	6576					
1970-1967	2000GT	refer							
<b>Tercel</b>									
1999-1995	All	40213	47213	45213					
1994-1993	All	40262	47262	45262					
1988-1987	Tercel Station Wagon (3AC engine)	4017	4717	4517					
1986-1983	Tercel (exc. Canada with breaker point ignition)	4017	4717	4517					
1982-1980	Tercel	4071	4771	4571					
<b>Trucks, Pickups (see above for Previa, Sienna and Van)</b>									
2003-1995	3.4 (5VZ-FE) V6 engine	60216	67216	65216					
2000-1994	2.4 (2RZ-FE), 2.7 (3RZ-FE) DOHC engines								
	-- 4-Runner & 4WD Tacoma (1997-on)	40297	47297	45297					
	-- T-100 & 2WD Tacoma (1998-on)	40297	47297	45297					
	-- 4-Runner & 4WD Tacoma (to-1996)	40279	47279	45279					
	-- T-100 & 2WD Tacoma (to-1997)	40279	47279	45279					
1995-1993	2.4 (22RE) 4 cylinder engine	40254	47254	45254					
1995-1992	3.0 (3VZ-E) V6 engine	60158	67158	65158					
1992-1975	2.2 & 2.4 (20R, 22R series) 4 cylinder engine	4036	4736	4536					
1991-1988	3.0 (3VZ-E) V6 engine	6070	6770	6570					
1974-1958	Pickup, Hilux (8RC, 18RC and earlier)	4011	4711	4511					
<b>Miscellaneous non-USA engines</b>									
1983-1970	2TG engines (for these sets, coil wire must be ordered separately). <b>These sets intended for use with factory type spark plugs, please inquire if using more modern ones</b>								
	-- Wires routed over valve cover	40507	47507	45507					
	-- Wires routed around front of valve cover	40508	47508	45508					
1982-1973	18RG engines	refer							
1987-1982	3T-GTE & 4T-GTE engines - supplied without coil wire, which must be ordered separately	40531	47531	45531					
1998-1992	Corolla, Tercel, Corsa, Cynos (EL43, EL44, EL54), Starlet (EP82, EP91) with 4E-FTE/FE, 5E-FTE/FE and 5mm diameter factory wires								
	-- distributor ignition	40401	47401	45401					
	-- distributorless ignition	40213	47213	45213					
1998-1994	Celica/Carina/Corona with 2.0 3SGE engine	40497	47497	45497					
1998-1991	4AGE 20 valve "black" & "silver top" engines (with 19" coil wire)								
	-- with stock distributor cap and ignition coil.	40328	47328	45328					
	-- distributor cap relocated to front of engine	40561	47561	45561					
1995-1989	4AGZE supercharged, distributorless ignition (AE92 & AE101 Corolla/Sprinter)	40283	47283	45283					
1991-1986	1G-GTE (Soarer, Supra, Chaser, Mark 2 etc.)	60292	67292	65292					

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<sup>1</sup> For 1992 Celica GT Convertible: For engines where ignition coil is mounted outside of distributor cap, order as for 1991 models  
<sup>2</sup> For 1992 models please note: For 1992 models with square shaped boot in valve cover order as for 1993. If they are round, order as for 1991  
<sup>3</sup> For 1992 models please note: For engines with 5mm diameter factory wires order as for 1993. For engines with 7mm diameter factory wires order as for 1991

# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Year	Application	KV85		
		8mm	7mm	8.5mm			8mm	7mm	8.5mm
<b>TRIUMPH</b>									
<b>4 CYLINDER</b>									
1981-1980	TR7 (ignition coil mounted on fender)	40484	47484	45484					
1981-1975	TR7 (ignition coil mounted on firewall)	4063	4763	4563					
1981-1969	Spitfire	4089	4789	4589					
1980-1973	Dolomite Sprint (with side-entry distributor cap)	--	947483	--					
1980-1972	Dolomite 1850 (with top-entry distributor cap)		refer						
1980-1972	Dolomite 1850 (with side-entry distributor cap)	--	4791	--					
1968-1958	Spitfire, Herald, Estate Wagon, 1200, 1300								
	-- push-in type distributor caps <sup>1</sup>	4089	4789	4589					
	-- screw-in type distributor cap <sup>2</sup>	--	4790	--					
1967-1952	TR2, TR3, TR4								
	-- push-in type distributor caps <sup>1</sup>	4078	4778	4578					
	-- screw-in type distributor cap <sup>2</sup>	--	4790	--					
<b>6 CYLINDER</b>									
1976-1965	carbureted engines (includes all USA models)	6057	6757	6557					
1975-1969	fuel injected engines (some non-USA models)	60221	67221	65221					
<b>8 CYLINDER</b>									
1981-1980	TR8 with carburetor	80193	87193	85193					
1981-1980	TR8 with fuel injection	80191	87191	85191					
1977-1971	Stag	80111	87111	85111					
<b>TRIUMPH MOTORCYCLES</b>									
2008-2003	2 cylinder engines (with carburetor)	2072	2772	2572					
	Unit twins from 1962 with coil ignition								
	-- coils mounted under seat	2009	2709	2509					
	-- coils mounted under gas tank	2010	2710	2510					
<b>TVR</b>									
2002-1992	Chimaera, Griffith (V8)	980300	987300	985300					
1993-1991	S3,S4 (with male distributor cap towers)	60329	67329	65329					
1993-1986	S,S1,S2,S3,S4 (female distributor cap towers)	60328	67328	65328					
1991-1984	Tasmin, 350, 450 series, V8 engines	80285	87285	85285					
1988-1980	280i, Tasmin (supplied with 13" coil wire)	60171	67171	65171					
1988-1980	280i, Tasmin (supplied with 33" coil wire)	60280	67280	65280					
1979-1972	3000 series, Taimar (with 22" coil wire)	60140	67140	65140					
1979-1972	3000 series, Taimar (with 34" coil wire)	60286	67286	65286					
1977-1971	2500 series	6057	6757	6557					
1971-1967	Vixen (1600cc Ford engine)	4084	4784	4584					
<b>VAUXHALL, ENVOY</b>									
1979-1970	Cavalier,Firenza,Victor (4 cylinder OHC engine)	4092	4792	4592					
1969-1963	Vauxhall Viva, Envoy Epic (4 cylinder)	4084	4784	4584					
1969-1968	All (except Epic & Viva) with 4 cyl. OHC engine	4092	4792	4592					
1967-1957	All (except Epic & Viva) with 4 cyl. OHV engine	4011	4711	4511					
<b>VICTORY MOTORCYCLES</b>									
2016-2008	All	2076	2776	2576					
2007-2002	All	2069	2769	2569					
2001-1999	All	refer							
<b>VOLKSWAGEN</b>									
<b>4 CYLINDER</b>									
2010-2007	Golf City & Jetta City (Canada), 2.0 engine	40463	47463	45463					
2007-2001	2.0, without distributor, (AVH,AZG,BBW, BEV) *	40463	47463	45463					
2003-1999	2.0, without distributor, (AEG) *	40356	47356	45356					
2002-1999	2.0 engine with distributor (ABA) <sup>3</sup>	4019	4719	4519					
* For engines with distributorless ignition: If you are not sure of your engine code one way to identify is to look at the design of the ignition coil. For <b>AEG</b> engines the ignition coil towers are on the 4 corners of the coil. For <b>AVH, AZG, BBW &amp; BEV</b> engines the ignition coil towers are in a single row.									
1998-1985	1.6, 1.8, 2.0 liter 8 valve engines (USA) <sup>3</sup>	4019	4719	4519					
1993-1974	Fox, Dasher, Quantum	4022	4722	4522					
1991-1983	Vanagon (water-cooled)	4021	4721	4521					
1989-1986	1.8 & 2.0 liter 16 valve engines <sup>3</sup>	40126	47126	45126					
1984-1980	Vanagon (air-cooled)	4023	4723	4523					
1984-1975	Jetta, Rabbit, Rabbit Pickup, Scirocco <sup>3</sup>	4019	4719	4519					
1979-1949	Beetle, Thing, Karmann Ghia, type 1 <sup>3</sup>	4001	4701	4501					
1979-1971	Bus, Van, 1700,1800,2000 air-cooled engines	4023	4723	4523					
1974-1961	Fastback, Squareback, Karmann Ghia, type 3	4016	4716	4516					
1974-1971	Type 4, 411, 412	4023	4723	4523					
1971-1955	Bus, Van with 1200, 1500, 1600 engines <sup>3</sup>	4001	4701	4501					
<b>5 CYLINDER</b>									
1998-1992	Eurovan	5011	5711	5511					
1989-1982	Quantum	5001	5701	5501					
<b>6 CYLINDER</b>									
2010-2009	Routan, 3.8 engine	60237	67237	65237					
2005-1998	Passat with 30 valve V6 engine	60239	67239	65239					
2003-1997	Eurovan	60300	67300	65300					
2002-1999	Golf IV & Jetta IV with 12 valve V6	refer							
1999-1998	V6 (12 valve), except Golf IV and Jetta IV *	60228	67228	65228					
1997-1993	V6 engine, distributorless ignition *	60228	67228	65228					
1995-1991	V6 with distributor (USA to early 1993 only) *	60227	67227	65227					
* <b>NOTE FOR VW 12 VALVE V6 ENGINES:</b> The factory wire looms on these engines easily accept 7mm cable. The looms can be modified to fit 8 or 8.5mm cable by filing off the tabs that hold the wires into the loom.									
<b>ALSO NOTE</b> that spark plug wires on 12 valve V6 engines MUST be fitted to, and removed from, the spark plugs using the <i>correct Volkswagen tool</i> , otherwise damage to your spark plug wires is likely. Please note that the tool supplied with new cars is plastic and only lasts a few uses before it becomes unuseable, so an aftermarket metal tool (available from Volkswagen dealers and tool/parts suppliers) should be used. <b>PLEASE ALSO NOTE</b> that even if the correct metal tool is used it is easy to damage the wires unless care is taken. Our warranty does <u>not</u> cover damage to spark plug wires resulting from this poor design by Volkswagen.									
<b>VOLVO</b>									
<b>240/260/140/120 series, and all models up to 1974</b>									
1993-1981	240 series, DL, GL, GLT, GT, 4 cylinder	4006	4706	4506					
1982-1976	260 series & GLE, 2.8 V6 engine	6006	6706	6506					
1980-1976	240 series, 242, 244, 245, DL, GL, GLT, GT	4012	4712	4512					
1975	242, 244, 245	40152	47152	45152					
1975-1969	164, 164E	60118	67118	65118					
1974-1960	All 4 cylinder	40152	47152	45152					
<b>740 series</b>									
1992-1989	740 (except 1989-1990 GLE)	40303	47303	45303					
1990-1989	740 GLE (16 valve engine)	40135	47135	45135					
1988-1985	All	40303	47303	45303					
<b>760 series, 780 series</b>									
1991-1985	760 Turbo,780 Turbo,Coupe, 4 cylinder engine	40303	47303	45303					
1990-1987	760 & 780 with V6 engine	--	67115	--					
1986-1983	760 & 780 with V6 engine	6006	6706	6506					
1984-1983	760 Turbo	4006	4706	4506					
<b>850 series, C70, S70, V70</b>									
2002-1993	850, C70, S70, V70 (20 valve engine)	5009	5709	5509					
1997-1993	850 (10 valve engine, Canada only)	refer							
<b>940 series</b>									
1995-1993	940 (camshaft driven distributor)	40303	47303	45303					
1995-1993	940 (except camshaft driven distributor)	40205	47205	45205					
1995-1993	940 Turbo	40303	47303	45303					
1992-1991	940 (except GLE)	40303	47303	45303					
1992-1991	940 GLE (16 valve engine)	40135	47135	45135					
<b>S40, V40</b>									
2004-2000	1.9 liter engine	40436	47436	45436					
<b>Marine</b> see MARINE ENGINES - INBOARD, page 18									
<b>WORKHORSE</b>									
2011-2008	4.8, 6.0 engines	80241	87241	85241					
2009-2001	8.1 engine	80276	87276	85276					
2005-2000	5.7 engine	80223	87223	85223					
2005-1999	7.4 engine	80277	87277	85277					
2003-2002	4.3 engine	60152	67152	65152					
<b>YUGO</b>									
1991-1990	All with fuel injection	40148	47148	45148					
1990-1986	All with carburetor	4011	4711	4511					

**IMPORTANT NOTE:** We manufacture spark plug wire sets in the USA and UK, however both factories use the same part numbers for different vehicle applications. If you use these part numbers to order from the UK factory please inform them as to the source of the part number, otherwise you will get the wrong set - and if you are ordering from the US factory please let us know if you got your part number from the UK catalog


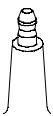
We can make custom sets to almost any specification - please inquire

<sup>1</sup> Push-in type distributor cap (standard distributor termination, terminal on spark plug wire pushes into distributor cap tower)

<sup>2</sup> Screw-in type distributor cap (spark plug wire with no boot or terminal is pushed into a hole in distributor cap, the wire is then locked into place by a pointed screw)

# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Year	Application	KV85		
		8mm	7mm	8.5mm			8mm	7mm	8.5mm
<b>SPEED SHOP SELECTIONS</b>									
Sets include the most common lengths we encounter. With modified engines there can always be variations in lengths due to different routing of wires, location of wire separators, brackets, looms, ignition coil location, header design etc. We can also supply custom tailored sets to the customer's sizes. Also see pages 25-27 of this catalog for Individual coil wires and spark plug wires. Many of these sets are sold in 7 and 8mm cable, but they may not be suitable for some high output ignition systems and/or electronic fuel or engine management systems as well as not having a high enough heat rating for some applications. If in doubt order KV85 8mm or R-100 10mm cable, or contact Magnecor or your Magnecor distributor.									
In this section, distributor cap and coil tower types are listed as follows:									
									
		conventional type (female towers)			HEI type (male towers)				
<b>CHEVROLET 265, 283, 302, 305, 307, 327, 350, 400 cu. in.</b>									
small block V8 engines with headers.									
With 90° distributor and spark plug boots. For sets supplied without coil wires (as noted below), coil wires must be ordered separately. See pages 25-27 of this application guide for individual coil wires									
<b>WIRES ROUTED OVER TOP OF VALVE COVERS</b>									
-- HEI type distributor cap (no coil wire supplied) 8074 -- 8574									
-- Conventional type distributor cap (supplied with 13" coil wire to suit conventional coils towers) 8059 8759 8559									
<b>WIRES ROUTED UNDER EXHAUST MANIFOLDS/HEADERS</b>									
-- HEI type distributor cap (no coil wire supplied) 8004 -- 8504									
-- Conventional type distributor cap (supplied with 13" coil wire to suit conventional coil towers) 8063 8763 8563									
<b>WIRES ROUTED THROUGH BRACKETS &amp; LOOMS RUNNING ALONG SIDE OF VALVE COVER</b>									
-- HEI type distributor cap (no coil wire supplied) 8075 -- 8575									
-- Conventional type distributor cap (supplied with 13" coil wire to suit conventional coil towers) 8076 8776 8576									
<b>WIRES FOR THE REAR 4 CYLINDERS ROUTED AROUND THE BACK OF THE ENGINE AND WIRES FOR THE FRONT 4 CYLINDERS ROUTED ACROSS THE TOP OF THE INTAKE MANIFOLD</b>									
-- HEI type distributor cap (no coil wire supplied) 80126 -- 85126									
-- Conventional type distributor cap (supplied with 13" coil wire to suit conventional coil towers) 80127 87127 85127									
<b>CHEVROLET 366, 396, 402, 427, 454 cu. in. big block V8 engines with headers.</b>									
With 90° distributor boots and with either straight or 45° spark plug boots. For sets supplied without coil wires (as noted below), coil wires must be ordered separately. See pages 25-27 of this application guide for individual coil wires.									
<b>WIRES ROUTED OVER TOP OF VALVE COVERS</b>									
-- HEI type distributor cap (no coil wire supplied), straight spark plug boots 8002 -- 8502									
-- HEI type distributor cap (no coil wire supplied), 45° angle spark plug boots 80112 -- 85112									
-- Conventional type distributor cap (supplied with 13" coil wire to conventional coil towers), straight spark plug boots 8008 8708 8508									
-- Conventional type distributor cap (supplied with 13" coil wire to suit conventional coil towers), 45° angle spark plug boots 80113 87113 85113									
<b>WIRES ROUTED THROUGH BRACKETS &amp; LOOMS RUNNING ALONG SIDE OF VALVE COVER</b>									
-- HEI type distributor cap (no coil wire supplied), straight spark plug boots 8056 -- 8556									
-- HEI type distributor cap (no coil wire supplied), 45° angle spark plug boots 80114 -- 85114									
-- Conventional type distributor cap (supplied with 13" coil wire to suit conventional coil towers), straight spark plug boots 8065 8765 8565									
-- Conventional type distributor cap (supplied with 13" coil wire to suit conventional coil towers), 45° angle spark plug boots 80115 87115 85115									
<b>CHRYSLER, DODGE, PLYMOUTH</b>									
273, 318, 340, 360 V8 A-series engines.									
-- with 90° distributor ends, wires routed over valve cover 80107 87107 85107									
-- with straight distrib ends, wires routed over valve cover 8022 8722 8522									
<b>CHRYSLER, DODGE, PLYMOUTH 361, 383, 400, 413, 426 (except Hemi), 440 V8 B &amp; RB-series engines.</b>									
-- Wires routed around front of valve cover. Straight distributor boots. Spark plugs 1,2,3,4,7 supplied with 90° boots, 5,6,8 with straight. 15" coil wire 80121 87121 85121									
-- Wires routed around front of valve cover. 90° distrib. and spark plug boots. 15" coil wire 80169 87169 85169									
<b>CHRYSLER, DODGE, PLYMOUTH 426 Hemi engine</b>									
-- Engine fitted with aftermarket spark plugs, such as Champion C63YC or similar with a 50mm height from gasket seal to top of spark plug. 80101 87101 85101									
-- Engine fitted with factory spark plugs with a 59mm height from gasket seal to top of spark plug. These plugs are not available as new parts 80197 87197 85197									
<b>FORD 221, 260, 289, 302, 351W V8 engines.</b>									
Standard pre-1977 engines with later type distributor cap. Supplied with two 13" coil wires to suit coils with both male and female towers (other coil wires can be ordered separately). 80150 -- 85150									
<b>FORD 332, 351C, 352, 360, 361, 406, 410, 427, 428, 429, 460 V8</b>									
pre-1977 engines with later type distributor cap. Supplied with two 13" coil wires to suit coils with both male and female towers (other coil wires can be ordered separately). 80151 -- 85151									
<b>VOLKSWAGEN Type 1 air cooled engines.</b>									
For competition applications where the air shroud is removed. Supplied with 90° spark plug and distributor boots. With standard Bosch type ignition coil, supplied with a 15" coil wire									
-- with original type distributor cap 40184 47184 45184									
-- distributor cap fitted with aftermarket HEI type towers 40187 47187 45187									
<b>CIRCLE TRACK APPLICATIONS</b>									
<b>PLEASE NOTE that there is such a large variety of coil positions and types so these sets are supplied without coil wires, coil wires must be ordered separately. See pages 25-27 of catalog for information.</b>									
<b>CHEVROLET small block V8 engines with standard under-chassis headers with wires routed over top of valve covers <sup>1</sup></b>									
-- With HEI 80136 -- 85136									
-- Without HEI 80131 -- 85131									
<b>CHEVROLET small block V8 engines with standard under-chassis headers with wires routed along side of valve covers. <sup>1</sup></b>									
-- With HEI 80139 -- 85139									
-- Without HEI 80138 -- 85138									
<b>CHEVROLET small block V8 engines with standard late style upswept headers with wires routed under the headers. <sup>1</sup></b>									
-- With HEI 80137 -- 85137									
-- Without HEI 80132 -- 85132									
<b>CHEVROLET small block V8 engines with stock Ram Horn type cast iron manifolds <sup>1</sup></b>									
-- With HEI 80134 -- 85134									
-- Without HEI 80133 -- 85133									

IMPORTANT NOTE: We manufacture spark plug wire sets in the USA and UK, however both factories use the same part numbers for different vehicle applications. If you use these part numbers to order from the UK factory please inform them as to the source of the part number, otherwise you will get the wrong set - and if you are ordering from the US factory please let us know if you got your part number from the UK catalog

We can make custom sets to almost any specification - please inquire

<sup>1</sup> Supplied without coil wire. Order coil wire separately if required, see pages 25-27

# Vehicle Applications for Magnecor Ignition Cable Sets

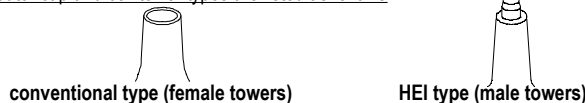
New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Year	Application	KV85		
		8mm	7mm	8.5mm			8mm	7mm	8.5mm

## MARINE ENGINES - INBOARD

These sets include the most common lengths we encounter. There can always be variations due to engine modifications, make of boat, ignition coil location, wire routing etc. There is enough length in most of these wire sets to fit engines converted for reverse rotation. These sets will fit marine engines with marine type exhaust manifolds, for engines with automotive type headers (or for engines not mentioned) please order from the Automotive section of this catalog or contact Magnecor or your Magnecor distributor.

Distributor cap and coil tower types are listed as follows:



### 4 CYLINDER

MERCUISER 224 cu. in. engine	40189	47189	45189
MERCUISER MCM 110,120,140, conventional distrib cap	40138	47138	45138
MERCUISER 3.0 engine, HEI type distributor cap	40119	--	45119
OMC 3.0 engine, 1990-92, with HEI type distributor cap	4097	4797	4597
OMC 3.0 eng., 1990-92, conventional type distributor cap	40138	47138	45138
OMC 2.3 engine, 1987-91	40128	47128	45128
OMC All 1967-89 (except 1987-89 2.3 engine)	40138	47138	45138
UNIVERSAL Atomic 4 (with 9" length coil wire)	40380	47380	45380
VOLVO PENTA 4 cylinder SOHC engines, 1975-91	40348	47348	45348

### 6 CYLINDER

MERCUISER MCM 165 and earlier Chevrolet L6 engines	60111	67111	65111
MERCUISER, O.M.C., VOLVO PENTA V6 engines 1980-91, conventional distributor cap	60103	67103	65103
MERCUISER & OMC V6 engines, HEI type distrib. cap	6072	--	6572

### 8 CYLINDER

CHEVROLET 283,307,327,350,conventional distributor cap	8099	8799	8599
CHEVROLET 305, 350 engines, HEI type distributor cap <sup>1</sup>	80100	--	85100
CHEVROLET 366,396,427,454,482 engines with conventional distributor cap			
--wires routed directly down from distributor	80117	87117	85117
-- wires routed behind engine, after first going back from distributor	80176	87176	85176
CHEVROLET 366, 396, 427, 454, 482, 502 engines with HEI type distributor cap <sup>1</sup>			
-- wires routed directly down from distributor	8096	--	8596
-- wires routed behind engine, after first going back from distributor	80177	--	85177
OMC King Cobra engines with distributorless ignition	refer		
FORD 351, 460 etc. V8 engines with conventional ignition	8099	8799	8599

## MARINE ENGINES - OUTBOARD

### Evinrude, Johnson, OMC outboard motors, 1985 onwards

-- 3 cylinder outboard engines, 1999-85	3009	3709	3509
-- 4 cylinder V4 outboard engines, 1999-85	40214	47214	45214
-- 6 cylinder V6 outboard engines, 1999-85	60131	67131	65131
-- 8 cylinder V8 outboard engines, 1999-85	80182	87182	85182

### Mercury Marine (with ignition coils as pictured at left)



2 cylinder engines	2053	2753	2553
3 cylinder engines	3018	3718	3518
4 cylinder engines	40432	47432	45432
6 cylinder (V6) engines	60218	67218	65218
6 cylinder (L6) engines	60251	67251	65251

### Mercury Marine (with ignition coils as pictured at left)



3 cylinder engine	3009	3709	3509
4 cylinder engines	40214	47214	45214
V6 engines	60131	67131	65131

## UNIVERSAL SETS

<sup>1</sup> Supplied without coil wire. Order coil wire separately if required, see pages 25-27

Sets have spark plug end terminated with boot attached, distributor & coil boots supplied loose with set. Heat shrink numbering sleeves & wire separators also included with each set. These sets include enough wire is to fit the longest applications, hence there will often be a lot of wasted wire. We can also supply custom tailored sets, which are often your best choice - please inquire.

### 2 CYLINDER

#### Boots and terminals are supplied For both straight & 90° coil ends

90° spark plug ends, supplied with two 24" wires			
-- with female coil towers	2021	2721	2521
-- with male coil towers	2028	2728	2528
Straight spark plug ends, supplied with two 24" wires			
-- with female coil towers	2018	2718	2518
-- with male coil towers	2029	2729	2529

### 4 CYLINDER

#### Spark plug wire lengths are 33,33,43,49" with a 31" coil wire

Straight spark plug boots, non-HEI type straight distrib boots	40144	47144	45144
Straight spark plug boots, non-HEI 90° distributor boots	40140	47140	45140
Straight spark plug boots, HEI type 90° distributor boots	40143	--	45143
90° spark plug boots, non-HEI type straight distributor boots	40147	47147	45147
90° spark plug boots, non-HEI 90° distributor boots	40145	47145	45145
90° spark plug boots, HEI type 90° distributor boots	40146	--	45146

### 6 CYLINDER

#### Spark plug wire lengths are 29,37,37,49,53,57" with a 31" coil wire

Straight spark plug boots, non-HEI type straight distrib boots	60098	6798	6598
Straight spark plug boots, non-HEI 90° distributor boots	6096	6796	6596
Straight spark plug boots, HEI type 90° distributor boots	6097	--	6597
90° spark plug boots, non-HEI type straight distributor boots	60101	67101	65101
90° spark plug boots, non-HEI 90° distributor boots	6099	6799	6599
90° spark plug boots, HEI type 90° distributor boots	60100	--	65100

### 8 CYLINDER

#### Spark plug wire lengths 37,37,41,49,49,53,57,57" with a 31" coil wire

Straight spark plug boots, non-HEI type straight distrib boots	8079	8779	8579
Straight spark plug boots, non-HEI 90° distributor boots	8077	8777	8577
Straight spark plug boots, HEI type 90° distributor boots	8078	--	8578
90° spark plug boots, non-HEI type straight distributor boots	8082	8782	8582
90° spark plug boots, non-HEI 90° distributor boots	8080	8780	8580
90° spark plug boots, HEI type 90° distributor boots	8081	--	8581
115° spark plug boots, non-HEI type straight distrib boots	80158	87158	85158
115° spark plug boots, non-HEI 90° distributor boots	80156	87156	85156
115° spark plug boots, HEI type 90° distributor boots	80157	--	85157

## R-100 10mm IGNITION CABLE SETS

### UNIVERSAL 10mm IGNITION CABLE SETS

The following sets are supplied with the spark plug end terminated with the boot attached, all distributor and coil boots are supplied loose with the set. Heat shrinkable numbering sleeves are included with each set. The lengths of each spark plug and coil wire are the same as for the Universal 7mm, 8mm and 8.5mm sets

4 cylinder, with straight spark plug boots. HEI distributor and coil boots	49143
4 cylinder, with straight spark plug boots. Non-HEI 90° distributor boots	49140
4 cylinder, with 90° spark plug boots. HEI distributor and coil boots	49146
4 cylinder, with 90° spark plug boots. Non-HEI 90° distributor boots	49145
6 cylinder, with straight spark plug boots. HEI distributor and coil boots	6997
6 cylinder, with straight spark plug boots. Non-HEI 90° distributor boots	6996
6 cylinder, with 90° spark plug boots. HEI distributor and coil boots	69100
6 cylinder, with 90° spark plug boots, non-HEI 90° distributor boots	6999
8 cylinder, with straight spark plug ends. HEI distributor and coil boots	8978
8 cylinder, with straight spark plug boots. Non-HEI 90° distributor boots	8977
8 cylinder, with 90° spark plug boots. HEI distributor and coil boots	8981
8 cylinder, with 90° spark plug boots. Non-HEI 90° distributor boots	8980
8 cylinder, with 115° spark plug boots. HEI type distributor boots	89157
8 cylinder, with 115° spark plug boots. Non-HEI 90° distributor boots	89156

We can make custom sets to almost any specification - please inquire

IMPORTANT NOTE: We manufacture spark plug wire sets in the USA and UK, however both factories use the same part numbers for different vehicle applications. If you use these part numbers to order from the UK factory please inform them as to the source of the part number, otherwise you will get the wrong set - and if you are ordering from the US factory please let us know if you got your part number from the UK catalog

# Vehicle Applications for Magnecor Ignition Cable Sets

New applications in **RED** - Updated applications in **BLUE**

Year	Application	KV85			Year	Application	KV85			
		8mm	7mm	8.5mm			8mm	7mm	8.5mm	
<b>FULLY TAILORED 10mm IGNITION CABLE SETS. These are only popular sets; if the set you want is not listed here please inquire - we may be able to supply something.</b>										
<b>ACURA</b>										
	-- Integra (except GS-R & Type-R), 1990-2001					49170				
	-- Integra GS-R,/Type-R 1992-2001					49232				
	-- Integra, 1988-1989					49125				
	-- Integra, 1986-1987					49124				
<b>BUICK</b>										
	-- Grand National, GNX & Regal Turbo, 1986 & 1987					6954				
	-- Grand National, 1984-1985					6931				
<b>CHEVROLET</b>										
	-- ZR-1 Corvette, 1989-1995					89161				
	-- Corvette, except ZR-1, 1985-1991					8950				
	-- Camaro V8, 1989-1992					8958				
	-- Nova, 16 valve engine, 1988					49115				
	<b>G.M.C.</b> Syclone & Typhoon, 1991-1993					6943				
<b>DODGE, EAGLE, PLYMOUTH</b>										
<b>4 CYLINDER</b>										
	-- Talon with Turbo, 1995-2000					49257				
	-- Talon & Eclipse (DOHC engine), 1989-1994					49169				
	-- Daytona IROC R/T, Spirit R/T, 16 valve 2.2 engine, 1991-1993					49177				
	-- Neon, Stratus, 2.0 SOHC engine, 1994-1998					49223				
	-- Neon, Stratus, Talon (except Turbo), 2.0, 2.4 DOHC engines, 1995-2001					49231				
<b>8 CYLINDER</b>										
	-- Trucks with 5.2 & 5.9 "Magnum" V8 engines, 1992-2000					89219				
<b>10 CYLINDER</b>										
	-- Viper RT/10 Roadster, up to 1996					1909				
	-- Viper GT-S Coupe (1996-2002), RT/10 Roadster (1997-2002)					1911				
<b>FORD, MERCURY, MERKUR</b>										
<b>4 CYLINDER</b>										
	-- Ford Escort GT, Mercury Tracer LTS, DOHC engines 1991-1996					49167				
	-- Mercury Capri (DOHC engine), 1991-1994					49165				
	-- 2.3 liter OHC 4 cylinder turbocharged engines					49190				
<b>6 CYLINDER</b>										
	-- Ford Thunderbird Super Coupe, 1989-1993					6974				
	-- Ford Thunderbird Super Coupe, 1994-1995					69138				
	-- Mercury Cougar XR7 (supercharged engine), 1989-1990					6974				
<b>8 CYLINDER</b>										
	-- 5.0 Mustang, 1986-1995					89149				
	-- 5.8 F150 Lightning truck, 1993-1995					8987				
<b>HARLEY DAVIDSON (up to 1998, inquire for 1999 and later)</b>										
	-- rear/leftside mounted ignition coil, from 1965					2901				
	-- FXR models (coil mounted between cylinders)					2902				
	-- FLH, FLT, shovelhead engines, with front mount ignition coil					2903				
	-- Evolution Sportster, Evolution FLT/FLH/Electra Glide etc.					2911				
<b>HONDA</b>										
	-- Accord, 1998-2002 (all 4 cylinder)					49216				
	-- Accord, 1992-1997 (except 1994-1997 EX)					49171				
	-- Accord EX 1994-1997 (4 cylinder VTEC engine)					49216				
	-- Accord, 1990-1991					49163				
	-- Civic Si & CRX Si, 1985-1987					4962				
	-- Civic & CRX (except VTEC engines), 1988-1995					49164				
	-- Civic EX, VX, Si, del Sol Si, (SOHC VTEC engines), 1992-1995					49216				
	-- Civic & del Sol (except DOHC engines), 1996-2000					49216				
	-- Civic del Sol VTEC (1993-1997), Civic Si (1999-2000)					49232				
	-- Prelude S, 1992-1996					49171				
	-- Prelude Si, SE & SR, 1992-1996					49172				
	-- Prelude Si & SE, 1988-1991					49162				
	-- Prelude VTEC, SH, SR-V (2.2 liter DOHC VTEC), 1993-2000					49188				
<b>HYUNDAI</b>										
	-- Accent, except GT (up to 2000)					49240				
	-- Elantra (Hyundai DOHC engine), Tiburon, 1996-2000					49275				
	-- Elantra (Mitsubishi DOHC engine), 1993-1995					49169				
	-- Scoupe, 1993-1995					49200				
	-- Sonata (Mitsubishi DOHC engine), 1992-1998					49169				
<b>ISUZU</b>										
	-- Impulse & Stylus, DOHC non-Turbo engines 1990-1993					49215				
	-- I-Mark RS (DOHC engine), 1989					49215				
<b>MAZDA</b>										
	-- 323 Turbo, 1988-1989					49165				
	-- MX5 Miata					49168				
	-- MX6 & 626 4 cylinder, 1993-1997					49245				
	-- Protege, DOHC engine, 1990-1994					49167				
	-- RX8					49435				
	-- RX7 (non-USA models), 1997-1999					49405				
	-- RX7 (FD), 1993-1995					49287				
	-- RX7 (FC), 1986-1992					49109				
	-- RX7, 1979-1985					4902				
<b>MERCURY and MERKUR see FORD</b>										
<b>MITSUBISHI (USA/Canada)</b>										
	-- Eclipse Turbo, 1995-1999					49257				
	-- Eclipse, DOHC engine 1989-1994					49169				
	-- Galant, DOHC engine 1993-1995					49257				
	-- Galant & Mirage, DOHC engine 1989-1992					49169				
<b>NISSAN/DATSUN</b>										
	-- 240Z, 260Z, 280Z/ZX, 1970-84					6924				
	-- 240SX, 1991-98					49220				
	-- 300ZX, 1984-1989					6960				
	-- Sentra, 200SX, NX2000, 2.0 DOHC engine 1991-2000					49196				
	-- Sentra, 200SX, NX1600, 1.6 DOHC engine, 1991-2000					49222				
<b>PONTIAC</b>										
	-- Firebird Turbo, 1989					6954				
	-- Firebird Turbo, 1989 (with ATR 3" down pipe)					69217				
	-- Firebird V8, 1989-1992					8958				
<b>PORSCHE</b>										
	-- 924S (2.5 engine), 1985-1988					49192				
	-- 944 (except 944S & 944S2), 944 Turbo (951), 1983-1989					49192				
	-- 911 Turbo (3.6 engine), 1993-1994					69240				
	-- 911 Turbo (3.3 engine), 1991-1992					69108				
	-- 911 Turbo (3.3 engine), 1984-1989					6994				
	-- 911 Carrera (3.2 engine), 1985-1989					69108				
	-- 911 Carrera (3.2 engine), 1984					69121				
	-- 911 series, 914-6, 930, 1965-1983					6994				
<b>TOYOTA</b>										
	-- Corolla GT-S (4AGE, US models), 1988-89					49116				
	-- Corolla FX16 (4AGELC engine, US models), 1987-88					49115				
	-- Corolla GT-S rear wheel drive (4AGEC, US models), 1985-87					4996				
	-- MR2, 1985-89 (except supercharged engine)					49115				
	-- (Supra, 1982-1986, 2.8 (5MGE) engine					6975				
	-- Supra, except Turbo, 1986-1992, 3.0 (7MGE) engine					6987				
<b>VOLKSWAGEN</b>										
	-- 8 valve engines, Golf, Rabbit etc.					4919				
	-- 16 valve engines (up to 1991)					49126				
	-- Type 1 air-cooled engines (Beetle etc.)					4901				
<b>CIRCLE TRACK APPLICATIONS in 10mm See "CIRCLE TRACK APPLICATIONS" on page 18 for full description of these sets</b>										
<b>CHEVROLET</b> small block V8 engines with standard under-chassis headers with wires routed over top of valve covers.										
	-- With HEI					89136				
	-- Without HEI					89131				
<b>CHEVROLET</b> small block V8 engines with standard under-chassis headers with wires routed along side of valve covers.										
	-- With HEI					89139				
	-- Without HEI					89138				
<b>CHEVROLET</b> small block V8 engines with standard late style upswept headers with wires routed under the headers.										
	-- With HEI					89137				
	-- Without HEI					89132				
<b>CHEVROLET</b> small block V8 engines with stock Ram Horn type cast iron manifolds.										
	-- With HEI					89134				
	-- Without HEI					89133				


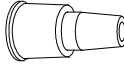
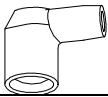
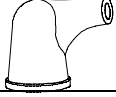
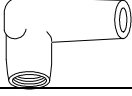

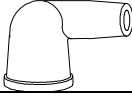

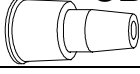
**IMPORTANT NOTE:** We manufacture spark plug wire sets in the USA and UK, however both factories use the same part numbers for different vehicle applications. If you use these part numbers to order from the UK factory please inform them as to the source of the part number, otherwise you will get the wrong set - and if you are ordering from the US factory please let us know if you got your part number from the UK catalog

**We can make custom sets to almost any specification - please inquire**

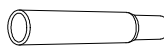

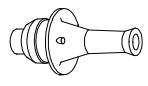
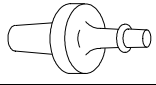
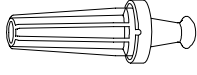
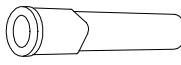


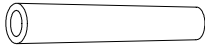
# Magnecor ignition cable, parts and accessories

Many other parts are available, these are only some popular items. Please inquire.

## DISTRIBUTOR AND COIL BOOTS

<b>DB1</b>		<b>DB1-J</b>		Straight distributor boots. Black or blue (DB1) or Black or red (DB1-J) EPDM. Use with 7 to 8.5mm cable. Use with terminals T1, T7 or T9.
<b>DB2</b>				90° distributor boot. Black, blue or red EPDM. Use with 7 to 10mm cable. Use with terminals T3, T3-L or T8.
<b>DB2-J</b>				90° distributor boot. Black or blue EPDM. Use with 7 to 8.5mm cable. Use with terminal T1.
<b>DB5</b>				90° distributor and coil boot for HEI applications. Black or red EPDM. Use with 7 to 10mm cable. Use with terminal T4
<b>CB3</b>				90° coil boot. Black EPDM. Use with 7 to 8mm cable. Use with terminals T3, T3-L (also with T4 & T8 for some European engines)
<b>CB4</b>				90° coil boot. Red silicone. Use with 7 to 10mm cable. Use with terminal T3-L
<b>CB5</b>		<b>CB6</b>		Straight coil boots. Black EPDM. Use with 7 to 8.5mm cable. Use with terminals T1 or T9

## SPARK PLUG BOOTS

<b>SP2</b>				Straight spark plug boot, 62mm long. Black or orange silicone. Use with 7 to 8.5 mm cable. Use with terminals T2-A or T115
<b>SP4</b>		<b>SP4-HT</b>		90° spark plug boot. Black silicone (SP4) or red high temp. silicone (SP4-HT). Use with 7 to 10mm cable. Use with terminal T4
<b>SP6-S</b>				Straight spark plug boot for Toyota. Black silicone. For Corolla/Starlet/Van with 3KC, 3YEC, 4KC, 4YEC engines Use with 7 to 10mm cable. Use with terminals T2-A or T115
<b>SP7</b>				Straight spark plug boot. Black EPDM. For early Volvo & Peugeot V6 (includes De Lorean Use with 7 to 8.5mm cable, Use with terminals T2-A or T115
<b>SP42</b>				Straight spark plug boot. Black silicone For late Volvo & Peugeot V6 plus Eagle Premier & Dodge Monaco. Use with 7-8.5mm cable. Use Terminal T5-Z
<b>SP8</b>		<b>VW1</b>		65mm spark plug boot combination for VW air cooled engines SP8 is black silicone boot & VW1 is black air seal. Use with 7 to 10mm cable. Use with terminals T2-A or T115
<b>SP8-L</b>				Straight spark plug boots, SP8-L is 98mm long, SP8-S is 80mm long. Black, Blue, Orange silicone (all colors not always available). Use with 7-10mm cable For SP8-L Use with terminal T5 or bendable terminal T5-Z.
<b>SP8-S</b>				For SP8-S use with terminals T2-A, T115 or bendable terminal T5-Z

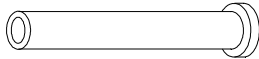


# Magnecor ignition cable, parts and accessories

Many other parts are available, these are only some popular items. Please inquire.

## SPARK PLUG BOOTS (continued)

**SP9**



Straight spark plug boot with end grip.  
SP9 is 98mm long smooth boot and SP9-E is 87mm long GM style boot.

**SP9-E**



Black silicone. Use with 7 to 10mm cable, Use with terminal T5 or T5-Z

**SP11**



Straight spark plug boot with end grip. 110mm long.  
Black silicone (SP11) or red silicone (SP11-R).  
Use with 7 to 10mm cable. Use with terminal T5 or bendable terminal T5-Z

**SP11-S**

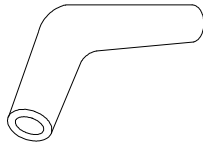
**SP11-S-HT**



Straight spark plug boot with end grip, 88mm long. Black silicone (SP11-S) or red high temperature silicone (SP11-S-HT). Use 7 to 10mm cable. Use with terminals T12, T14 or bendable terminal T5-Z

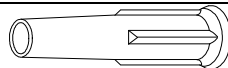
**SP115**

**SP115-HT**



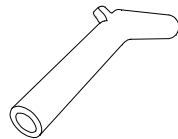
115° spark plug boot.  
Black silicone (SP115-L) or red high temperature silicone (SP115-HT).  
Use with 7 to 10mm cable. Use with terminal T115 or T5-Z

**SP16**



Straight spark plug boot with end grip. 76mm long. Black silicone.  
Use with 7-10mm cable. Use with terminal T12, T14 or bendable terminal T5-Z

**SP1716**



Angle spark plug boot,  
100mm long (65mm below angle and 35mm above angle). Black silicone.  
Use with 7 to 8.5mm cable, Use with terminals T2-A or T115

## TERMINALS (see boot section for terminal applications)

**T1**



Straight distributor and coil terminal. Brass. Use with 7 to 8.5mm cable.

**T2-A**



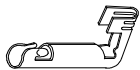
30mm straight spark plug terminal with extended 14mm crimp surface.  
Use with 7mm to 10mm cable

**T3**



90° distributor and coil terminal. Stainless steel. Use with 7 to 10mm cable.

**T3-L**



90° extra long distributor and coil terminal, 5mm longer than T3. Brass.  
Use with 7 to 10mm cable.

**T4**



90° spark plug or HEI/Duraspark distributor & coil terminal. Stainless steel.  
Use with 7 to 10mm cable,

**T5**



52mm straight spark plug terminal. Stainless steel. Use with 7 to 10mm cable.

**T5-Z**



45mm straight spark plug terminal, safely bendable inside boot. Stainless steel.  
Use with 7 to 10mm cable.

**T7**



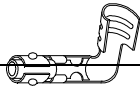
Distributor terminal for Chrysler Corp. engines requiring pronged connector.  
Stainless steel. Use with 7 to 8.5mm cable.

## TERMINALS (continued)

# Magnecor ignition cable, parts and accessories

Many other parts are available, these are only some popular items. Please inquire.

**T8**



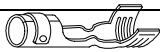
90° distributor and coil terminal. Stainless steel with brass insert. Used on Audi, BMW, Volvo, VW and other distributor caps & coils with push-over terminal posts, universal design fits earlier type connections, 7 to 10mm cable

**T9**



Straight distributor and coil terminal. Brass. Used on Audi, BMW, Volvo, VW distributor caps & coils with push-over posts, universal design will also fit earlier type connections. Use with 7 to 10mm cable

**T12**



40mm straight spark plug terminal. Stainless steel. Use with 7 to 10mm cable.

**T14**



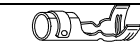
35mm straight spark plug terminal. Stainless steel. Use with 7 to 10mm cable.

**T16**



50mm straight coil terminal. Brass. Bends inside DB4-F boot. Used on Ford distributorless ignition systems and some Toyota applications. Use with 7 to 8.5mm cable.

**T115**



26mm straight spark plug terminal. Stainless steel. Use with 7 to 10mm cable.

**SPT1**



Spark plug ferrule, SAE connection. When screwed on to the top of Bosch spark plugs and some Mercedes Benz distributor caps (that both have a threaded connector), this terminal enables standard spark plug terminals to be used. 10mm in height, equivalent to Bosch 1243 345 005.

## MAGNECOR IGNITION CABLES (Bulk)

**SCS7**

### Electrosports-70 7mm Ignition Cable (see Pages 41-42 for more information)

7mm outside diameter

Metallic Inductance EMI Suppressed 1.32mm CN20 chrome-nickel conductor

Black high temperature/high strength EVA jacket bonded to EPDM insulator

Order SCS7-50 for 50 ft, SCS7-100 for 100 ft (lengths) or order any length you need

**SCS8**

### Electrosports-80 8mm Ignition Cable (see Pages 43-44 for more information)

8mm outside diameter

Metallic Inductance RFI Suppressed 1.75mm CN20 chrome-nickel conductor

Blue high temperature/high strength silicone jacket with EPDM insulator and fiberglass braiding

Order SCS8-50 for 50 ft, SCS8-100 for 100 ft (lengths) or order any length you need

**KV85** (version 5)

### 8.5mm Competition Ignition Cable (see Pages 45-46 for more information)

8.5mm outside diameter

Metallic Inductance EMI and RFI Suppressed 2.5mm FM 200T stainless steel conductor

Red high temperature, high tear strength silicone rubber (entire construction)

Order KV85-50 for 50 ft, KV85-100 for 100 ft (lengths) or order any length you need

**R-100** (version 3)

### 10mm Racing Ignition Cable (see Pages 45-46 for more information)

10mm outside diameter

Metallic Inductance EMI and RFI Suppressed 2.5mm FM 200T stainless steel conductor

Red high temperature, high tear strength silicone rubber (entire construction)

Order R100-50 for 50 ft, R100-100 for 100 ft (lengths) or order any length you need

**CCS7**

### 7mm Unsuppressed Solid Conductor Cable

7mm outside diameter

Unsuppressed stranded tin-plated copper conductor

Black silicone jacket with EPDM insulator and fiberglass braiding, jacket is unprinted

Order CCS7-50-U for 50 ft, CCS7-100-U for 100 ft or order any length you need

# Magnecor ignition cable, parts and accessories

Many other parts are available, these are only some popular items. Please inquire.

## MISCELLANEOUS ACCESSORIES

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### Wire Separators



THESE MAY NOT BE AVAILABLE, PLEASE INQUIRE BEFORE ORDERING  
Feature locking design and suit 7mm, 8mm and KV85 8.5mm.  
The separators are available in 2, 3 and 4 hole versions. Separators are made of black nylon. Order WS1-3 for 3 separators (1 of each type), WS1-75 for 75 (25 of each) or WS1-150 for 150 (50 of each) or order any amount you need.

---

### Heat Shrinkable Numbering Sleeves



Polyolefin heat shrinkable numbering and lettering sleeves.  
Can be used with 7mm, 8mm, 8.5mm or 10mm cables, but can only be fitted to cable before boots and terminals are fitted.

White in color with black printing.

Styles: 1 2 3 4 5 6 7 8  
A B C D  
A1 A2 A3 A4 A5 A6  
B1 B2 B3 B4 B5 B6                    are always available

SLV1 orders a heat shrink sleeve  
SLV2 orders a heat shrink sleeve fitted to a wire by Magnecor

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### Crimping Tool



Heavy professional duty terminal crimping tool. Tool steel jaws (not mild steel or aluminum) crimp terminals to ignition cable as professionally as a production crimping machine. 290mm long, 1.5lb weight.

CATALOG CONTINUED NEXT PAGE

# 8mm INDIVIDUAL LEADS PART NUMBERING SYSTEM

First letter refers to the individual lead style (see illustrations of styles at right).

Last two numbers refer to the length, in inches.

For 8mm individual leads the numeral "8" goes before the length and after the style, to distinguish them from 8.5mm leads.

### EXAMPLE:

**A 811** will order an 'A' style 11 inch 8mm lead

### NOTE:

'H' style coil wires suit all Chrysler V8 & L6 and 3.9 V6 engines from 1979 to 1990 and 3.0 V6 engines from 1987 to 1989 (except Dodge Raider) - with original equipment ignition coil.

'Y' style coil wires suit Chrysler 1.7, 2.2 & 2.5 liter 4 cylinder engines and 1.6 engine (except Japanese engines) from 1979 to 1990 with original equipment ignition coil.

See Price List for popular lengths.

Other individual lead styles and lengths (not listed) can be ordered. Individual leads can also be ordered in 7mm cable. Please inquire if unsure of application.

See page 26 for KV85 8.5mm leads.  
See page 27 for R-100 10mm leads.

## SPARK PLUG LEADS

STYLE	SPARK PLUG OR COIL END	DISTRIBUTOR END	DISTRIBUTOR OR COIL TOWER TYPE
A			
B			
C			
N			
J			
K			
V			

## COIL LEADS

D			
H			
Y			
E			
F			
G			
Q			
JJJ			

CHRYSLER - SEE NOTE

CHRYSLER - SEE NOTE

# KV85 8.5mm INDIVIDUAL LEADS PART NUMBERING SYSTEM

First letter refers to the individual lead style (see illustrations of styles at right).

Last two numbers refer to the length, in inches.

**EXAMPLE:**

A11 will order an 'A' style 11 inch 8.5mm lead

**NOTE:**

'H' style coil wires suit all Chrysler V8 & L6 and 3.9 V6 engines from 1979 to 1990 and 3.0 V6 engines from 1987 to 1989 (except Dodge Raider) - with original equipment ignition coil.

'Y' style coil wires suit Chrysler 1.7, 2.2 & 2.5 liter 4 cylinder engines and 1.6 engine (except Japanese engines) from 1979 to 1990 with original equipment ignition coil.

**See Price List for popular lengths.**

**Other individual lead styles and lengths (not listed) can be ordered.**

**See page 25 for 8mm leads.**

**See page 27 for R-100 10mm leads.**

## SPARK PLUG LEADS

STYLE	SPARK PLUG OR COIL END	DISTRIBUTOR END	DISTRIBUTOR OR COIL TOWER TYPE
A			
B			
C			
N			
J			
K			
V			

## COIL LEADS

D			
H		CHRYSLER - SEE NOTE	
Y		CHRYSLER - SEE NOTE	
E			
F			
G			
Q			
JJJ			

# R-100 10mm INDIVIDUAL LEADS PART NUMBERING SYSTEM

First letter and next 2 numbers refer to the individual lead style (see illustrations of styles at right).

Last two numbers refer to the length, in inches.

## EXAMPLE:

**R1009** will order an 'R10' style 9 inch 10mm lead

**R2157** will order an 'R21' style 57 inch lead

See Price List for popular lengths.

Other individual lead styles and lengths (not listed) can be ordered on request. Please inquire if unsure of application.

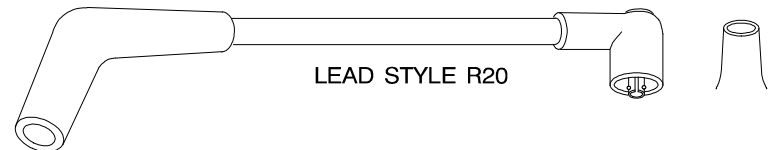
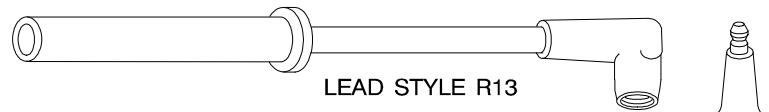
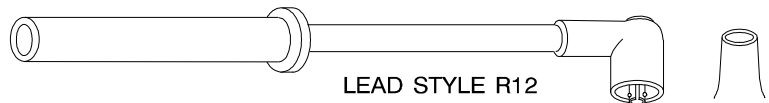
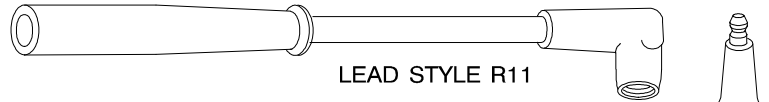
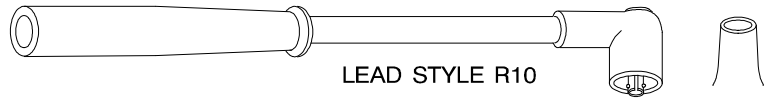
See page 25 for 8mm leads.

See page 26 for KV85 8.5mm leads.

## SPARK PLUG LEADS

SPARK PLUG END

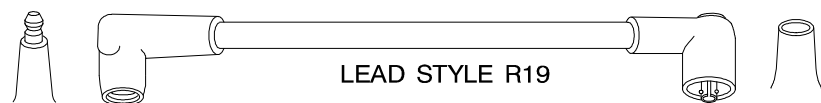
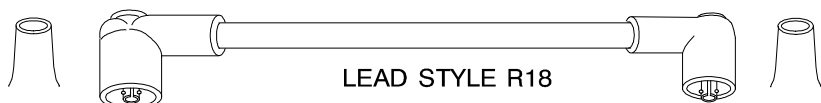
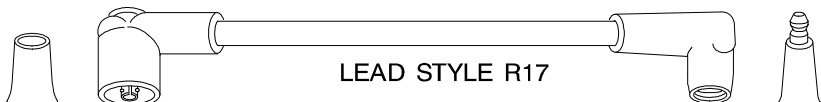
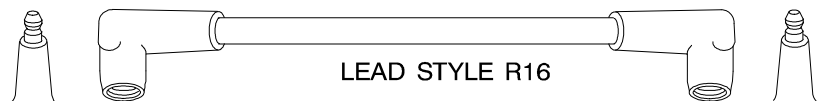
DISTRIBUTOR END



## COIL LEADS

COIL END

DISTRIBUTOR END



# Ordering Custom Magnecor Cables

## INDIVIDUAL CABLES

See diagrams pages 25, 26, and 27 for selection of spark plug and coil lead style numbers. Choose a style, length and cable type.

For more information, or to place an order, contact your local Distributor or Magnecor

## UNIVERSAL SETS

Universal sets include leads with spark plug boots and terminals already attached, as well as loose distributor boots and terminals.

R-100 10mm universal sets cannot be supplied with straight distributor boots and terminals because cable diameter is too large to fit into caps.

One coil lead is also supplied with attached distributor boot and metal terminal. For coil end - loose HEI and push-in metal terminals and coil boots are included.

Heat shrinkable numbers and wire separators are also included.

See page 19

## TAILORED SETS FOR SPECIAL APPLICATIONS

Magnecor can make sets to suit a particular engine, even to original equipment sizes if required. However, if R-100 10mm size cable is specified, care should be taken to allow for more space to accommodate its bulky size.

Also, please understand we can only rely on the information supplied by you as to the correct cable lengths, as well as the suitability of the boots and terminals you want fitted to any cables ordered.

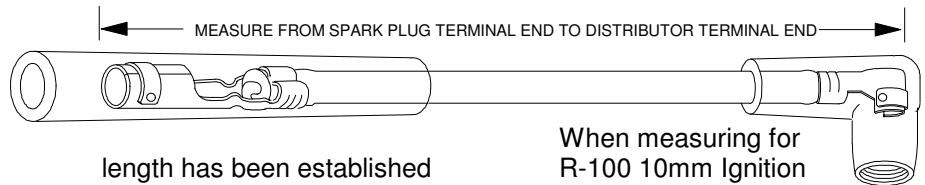
There is no minimum order for either sets or individual leads.

## How to measure to order specific length Magnecor ignition cables

When measuring existing ignition wires, measure from spark plug metal terminal end to distributor or coil metal terminal end (see diagram).

It is best to remove ignition wires from at least the spark plugs before measuring if wires are difficult to reach.

A dressmaker's tape or flexible tubing or covered wire (which can be laid against the existing ignition wire) that can be easily measured after the



length has been established is the most accurate way to arrive at the correct wire lengths.

If no ignition wires are fitted to engine - establish lengths by using tubing, covered wire or old ignition wires to make a temporary connection from the distributor to the spark plugs.

Using this method will also help ascertain the best possible wire positioning along the entire length of the proposed ignition wire routing.

When measuring for R-100 10mm Ignition Cables in particular, remember to take into account that the physical bulk of 10mm Ignition Cable might necessitate longer wire lengths in order to go around corners and accessories. Also, fitting R-100 10mm Ignition Cable into original equipment tubes and brackets might not be possible. However, due to its exceptional flexibility, R-100 10mm Ignition Cable will squeeze into many aftermarket 8mm or larger wire separators.

# Magnecor 7mm ELECTROSPORTS 70 SS Ignition Wire Specifications

## OVERALL LEAD ASSEMBLY

Outside Diameter of Cable.....	7mm.
Colour.....	Black.
Boot/Terminal Configuration.....	Various - to suit different domestic and foreign applications as well as customer special requirements.
Country of Manufacture.....	Cable: USA. Assemblies: USA, UK and Australia.

## CABLE

Construction Type.....	Two section: Insulator bonded with tape to high tear strength, high heat resistant outer jacket.
Insulator Material.....	High dielectric silicone rubber.
Outer Jacket Material.....	Extreme high tear strength, high temperature resistant silicone rubber.
Heat Resistance.....	205° C (400° F) service temperature.
Dielectric Strength.....	45,000 volts.

## CONDUCTOR

Conductor Size.....	1.90 mm in diameter.
Conductor Type.....	Magnecor Metallic Inductance RFI and EMI Suppressed. No conductive coatings applied.
Core.....	Ferrimagnetic base over Kevlar and fiberglass substrate.
Windings.....	77 turns per cm (200 turns per inch).
Windings Material.....	Stainless steel.
Resistance.....	98.4 ohm per cm, 3K ohm per ft. $\pm$ 10%.
Capacity.....	45,000 volts, 2kVA.

## TERMINALS

Spark Plug.....	Stainless steel snap-lock 180° bendable and fixed 90° styles.
Distributor and Coil.....	Brass, stainless steel snap-lock 180° and 90° styles.

## PROTECTIVE BOOTS

Spark Plug.....	Silicone 205° C (400° F) - selection of straight, 45° and 90° styles used where applicable - special connector assemblies for some applications.
Distributor and Coil.....	EPDM or Silicone - some sets will be fitted with OE style connectors.

## AVAILABILITY

<b>NO MINIMUM ORDER REQUIRED</b>	Available in sets to fit domestic and import car, truck, motorcycle and marine engines. Also, universal sets, individual wires, and tailored sets. Loose cable, boots and terminals can be purchased separately.
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**MAGNECOR**<sup>®</sup>

## ELECTROSPORTS 70 SS IGNITION CABLE

EXTREME STRENGTH  
HIGH TEMPERATURE  
RESISTANT SILICONE  
RUBBER JACKET

METALLIC  
INDUCTANCE  
SUPPRESSED  
CONDUCTOR  
ACHIEVES  
SUPERIOR EMI  
SUPPRESSION  
WITHOUT A  
CONDUCTIVE  
COATING

HIGH DIELECTRIC  
STRENGTH INTERNAL  
SILICONE INSULATOR  
BONDED BY TAPE TO  
OUTER JACKET FOR  
SUPERIOR TERMINAL  
RETENTION

## ORIGINAL EQUIPMENT APPLICATIONS

Magnecor's (Original Equipment size)  
7mm Wire Sets now use

## ELECTROSPORTS 70 SS IGNITION CABLE

Vastly superior replacement for OE and aftermarket ignition wires using carbon conductors or resistor/connectors at cable ends, all of which reduce spark energy when deterioration develops with usage.

**ELECTROSPORTS 70 SS IGNITION CABLE**, with its updated high-tech wire-wound conductor, will properly suppress both RFI and EMI on all engines without reducing spark current or deteriorating with use. The high tear strength silicone rubber insulating jacket provides better insulation than most 8mm aftermarket ignition wires, and new construction provides better terminal retention than ever before.

Any wire set using **ELECTROSPORTS 70 SS IGNITION CABLE** can be used on both older and newer carburetted engines as well as the most modern fuel injected engines using any electronic engine management system. Suppression is also provided for 2-way radio and computer equipment.

[www.magnecor.com](http://www.magnecor.com)



## TECHNICAL INFORMATION

# MAGNECOR<sup>®</sup> ELECTROSPORTS 70 IGNITION CABLE

For over 20 years, Magnecor manufactured ignition wires using its 7mm **HIGH PERFORMANCE IGNITION CABLE**. Wire sets using this cable were very popular as a superior replacement for 7mm size original equipment (OE) and aftermarket ignition wires using limited-life carbon conductors and resistor/connectors at cable ends. Over the years, the wire-wound conductor was updated to provide better RFI suppression, and later versions achieved moderate EMI suppression.

A small 7mm insulating jacket makes providing a wire-wound conductor to properly suppress EMI (needed by late model engines) both difficult and expensive. To suppress EMI, most manufacturers use wires with carbon conductors and resistor/connectors at cable ends. Although these wires deteriorate with use and spark current is reduced, manufacturers are not concerned, because they all treat ignition wires as service items to be replaced regularly. Others in the aftermarket use cheap wire-wound conductors that cannot properly suppress EMI (no mention is ever made of this fact).

In the past, it has been a policy at Magnecor to recommend our 8.5mm **KV85 COMPETITION CABLE** sets (designed primarily for race engines) if we thought a possible EMI problem could arise on later model engines fitted with 7mm wires as original equipment. Of course, not all vehicle owners necessarily want to purchase more expensive larger diameter ignition wires designed for a race engine. All they want is good ignition wires with a conductor providing proper suppression that won't deteriorate with usage – more so, with so many late model “multi-valve” engines using ignition wires (fitted with complicated extended spark plug connectors) that have become very expensive and time consuming to replace.

The good news is, with the recent introduction of our **ELECTROSPORTS 70 IGNITION CABLE**, we can now offer a 7mm ignition cable with a wire-wound conductor to properly suppress both RFI and EMI.

Wire sets using **ELECTROSPORTS 70 IGNITION CABLE** can be used on both older and newer carburetted engines and the most modern fuel injected engines using any electronic engine management system. Excellent suppression is also provided for 2-way radio equipment. In addition, a new insulating jacket provides better insulation than most 8mm original equipment and aftermarket wires, and new construction provides better terminal retention than ever before.

### Remaining Limitation

When used with either the original ignition system or a better ignition system designed for street use, wire sets using our **ELECTROSPORTS 70 IGNITION CABLE** will prove to be vastly superior to all limited-life 7mm original equipment and aftermarket carbon conductor wires, resistor/connector wires and other brand wire-wound conductor wires. However, **no** 7mm or 8mm cable size wires can fully insulate the maximum output from a racing ignition system. If you intend to ever modify your vehicle for competition we recommend our wire sets using either our:

**KV85 COMPETITION CABLE (8.5mm)**

OR

**R-100 RACING CABLE (10mm)**

For more information about Magnecor products,  
visit or web site: [www.magnecor.com](http://www.magnecor.com)

# Magnecor 8mm ELECTROSPORTS 80 Ignition Lead Specifications

## OVERALL LEAD ASSEMBLY

Outside Diameter of Cable.....	8mm.
Colour.....	Blue.
Boot/Terminal Configuration.....	Various - to suit different domestic and foreign applications as well as customer special requirements.
Country of Manufacture.....	Cable: USA. Assemblies: USA, UK and Australia.

## CABLE

Construction Type.....	Silicone rubber insulator, re-inforcing braiding, high-tear strength silicone rubber outer jacket.
Insulator Material.....	High dielectric silicone rubber.
Outer Jacket Material.....	Extreme high-tear strength silicone rubber.
Heat Resistance.....	260° C (500° F) service temperature.
Dielectric Strength.....	55,000 volts.

## CONDUCTOR

Conductor Size.....	2.00 mm in diameter (+/- .05)
Conductor Type.....	Magnecor Metallic Inductance SS25 RFI and EMI Suppressed.
Core.....	Ferrimagnetic base over Kevlar and fiberglass substrate.
Windings.....	77 turns per cm (200 turns per inch).
Windings Material.....	Stainless steel.
Resistance.....	98 ohm per cm, 3K ohm per ft. +/- 10%.
Capacity.....	55,000 volts, 2kVA.

## TERMINALS

Spark Plug.....	Stainless steel snap-lock 180° bendable and fixed 90° styles.
Distributor and Coil.....	Brass and stainless steel snap-lock 180° and 90° styles.

## PROTECTIVE BOOTS

Spark Plug.....	Silicone 205° C (400° F) - selection of straight, 45° and 90° styles used where applicable - special connector assemblies for some applications.
Distributor and Coil.....	EPDM or Silicone - some sets will be fitted with OE style connectors.

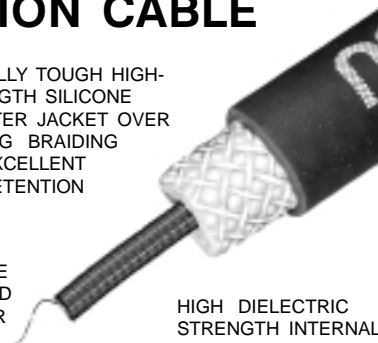
## AVAILABILITY

<b>NO MINIMUM ORDER REQUIRED</b>	Available in sets to fit domestic and import car, truck, motorcycle and marine engines. Also, universal sets, individual leads, and tailored sets. Loose cable, boots and terminals can be purchased separately.
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**MAGNECOR®**

## ELECTROSPORTS 80 IGNITION CABLE

EXCEPTIONALLY TOUGH HIGH-TEAR STRENGTH SILICONE RUBBER OUTER JACKET OVER RE-INFORCING BRAIDING PROVIDES EXCELLENT TERMINAL RETENTION



METALLIC INDUCTANCE SUPPRESSED CONDUCTOR ACHIEVES SUPERIOR EMI AND RFI SUPPRESSION

HIGH DIELECTRIC STRENGTH INTERNAL SILICONE RUBBER INSULATOR

Magnecor's 8mm leads can be fitted into original 7mm wire holders

## ELECTROSPORTS 80 IGNITION LEADS

Vastly superior replacement leads (wires in USA) for OE and aftermarket ignition leads using carbon conductors or resistor/connectors at lead ends, all of which reduce spark energy when deterioration develops with usage.

**ELECTROSPORTS 80 IGNITION CABLE**, with its updated high-tech wire-wound conductor, will properly suppress both RFI and EMI on all vehicles without reducing spark current or deteriorating with use. The new extremely flexible high-tear strength silicone insulating jacket allows leads to be fitted into original 7mm holders without damage, and provides better terminal retention than ever before.

Leads using **ELECTROSPORTS 80 IGNITION CABLE** can be used on both older and newer carburetted engines as well as the most modern fuel injected engines using any electronic engine management system. Excellent suppression is also provided for 2-way radio and computer equipment. Ideal for engines using LPG or CNG and industrial applications where heat resistance and adequate suppression is important.

[www.magnecor.com](http://www.magnecor.com)

## TECHNICAL INFORMATION

# MAGNECOR<sup>®</sup> ELECTROSPORTS 80 IGNITION CABLE

For over 20 years Magnecor manufactured ignition leads using its 8mm **HIGH PERFORMANCE IGNITION CABLE**. Lead sets (wire sets in USA) using this cable were very popular as a superior replacement for 8mm size original equipment and aftermarket ignition leads using limited-life carbon conductors and resistor/connectors at lead ends. Over the years, the wire-wound conductor was updated to provide better RFI suppression, and later versions achieved moderate EMI suppression.

To suppress EMI, most manufacturers use leads with carbon conductors and resistor/connectors at lead ends. Although these leads deteriorate with use and spark current is reduced, manufacturers are never concerned, because all treat ignition leads as service items to be replaced regularly. Others in the aftermarket use cheap wire-wound conductors that cannot properly suppress EMI (no mention is ever made of this fact) which causes interference problems with later model vehicles using electronic engine management systems.

In the past, it has been a policy at Magnecor to recommend our 8.5mm **KV85 COMPETITION CABLE** sets (designed primarily for race engines) if we thought a possible EMI problem could arise on later model engines fitted with 7mm or 8mm leads as original equipment. Of course, not all vehicle owners necessarily want to purchase more expensive larger diameter ignition leads designed for a race engine. All they want is good ignition leads with a conductor providing proper suppression that won't deteriorate with usage – more so, with so many late model “multi-valve” engines using ignition leads (fitted with complicated extended spark plug connectors) that have become very expensive and time consuming to replace.

The good news is, with the recent introduction of our **ELECTROSPORTS 80 IGNITION CABLE**, we can now offer a 8mm ignition cable with a wire-wound conductor to properly suppress both RFI and EMI.

Lead sets using **ELECTROSPORTS 80 IGNITION CABLE** can be used on both older and newer carburetted engines and the most modern fuel injected engines using any electronic engine management system. Excellent suppression is also provided for 2-way radio equipment.

### **FOR THOSE WANTING TO FIT A LARGER SIZE CABLE INTO ORIGINAL 7mm LEAD HOLDERS:**

The new extremely flexible high-tear strength all silicone construction of the cable allows leads to be fitted into original 7mm holders without damage to either the cable or the holders.

### **IF YOU PREFER TO MAKE YOUR OWN LEADS:**

The construction of **ELECTROSPORTS 80 IGNITION CABLE** allows us to satisfy the ever-increasing demand for cable sold separately. This cable's jacket is easy to strip (to expose the conductor) even without a stripping tool, yet the extremely tough jacket makes hand-terminating practical, as the strength and flexibility of the cable provides better terminal retention than ever before. The conductor is finished with a conductive bind coating to prevent the windings from unravelling during hand-termination. Of course, Magnecor can also supply all terminals, boots, and extended connectors to use with the cable. No minimum order is required.

For more information about Magnecor products,  
visit our web site: [www.magnecor.com](http://www.magnecor.com)

# Magnecor KV85 V5 and R-100 V3 Ignition Cables Specifications

## OVERALL LEAD ASSEMBLY

Outside Diameter of Cables.....	8.5mm (KV85) and 10mm (R-100).
Colour.....	Red.
Boot/Terminal Configuration.....	Various - to suit different domestic and foreign applications as well as customer special requirements.
Country of Manufacture.....	Cable: USA. Assemblies: USA, UK and Australia.

## CABLE

Construction Type.....	One piece, no cost saving layers used.
Insulator Jacket Material.....	Extreme heat resistant TC-1500-HS high strength aerospace silicone rubber formulated to dissipate heat away from section exposed to high temperatures.
Heat Resistance.....	<b>KV85:</b> 600°F (320°C) service temp. 1,000°F (540°C) short burst 3 minutes, <b>R-100:</b> 700°F (380°C) service temp. 1,200° F (650°C) short burst 3 minutes.
Dielectric Strength.....	<b>KV85:</b> 60 kV, <b>R-100:</b> 80kV at 260°C.
Flexibility and Tear Strength.....	Extremely strong and flexible, <b>KV85</b> can be fitted into OEM 7mm separators. <b>R-100</b> may need holes in separators enlarged to at least 8.5mm if large hole separators are not available.

## CONDUCTOR

Conductor Size.....	2.50 mm in diameter.
Conductor Type.....	Magnecor Metallic Inductance. RFI and EMI Suppressed.
Core.....	Ferrimagnetic base.
Windings.....	79 turns per cm (200 turns per inch).
Windings Material.....	Stainless steel.
Resistance.....	72 ohm per cm, 2.2K ohm per ft. ± 10%.
Capacity.....	<b>R-100:</b> 80 kV, 2kVA. <b>KV85</b> limited by jacket thickness to 60kV unless spaced.

## TERMINALS

Spark Plug.....	Stainless steel snap-lock 180° bendable and fixed 90° styles.
Distributor and Coil.....	Brass, stainless steel and beryllium snap-lock 180° and 90° styles.


## PROTECTIVE BOOTS

Spark Plug.....	Silicone 320° C (600° F) - selection of straight, 45° and 90° styles used where applicable - special connector assemblies for some applications.
Distributor and Coil.....	EPDM or Silicone - some sets will be fitted with OE style connectors.

## AVAILABILITY

Available in sets to fit race and modified street engines in popular demand, sets made to customer specifications (at no extra cost), universal sets, individual leads for both race and street, sets for racing made to OEM engine lengths, sets for foreign vehicle race and street engines, sets for marine and motor cycle race and street engines — as well as severe service commercial engines. Magnecor Ignition Cables can be purchased loose (wound on spools), together with OEM and specialty boots, connectors, terminals and assembly tools. A catalog is available.

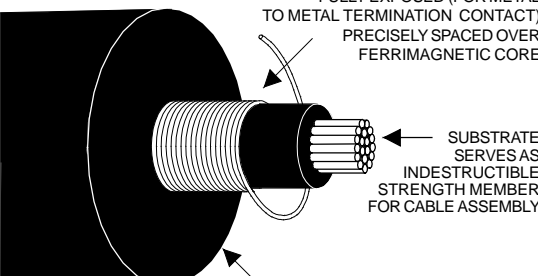
**NO MINIMUM ORDER IS REQUIRED**



## RACE WIRES

### METALLIC INDUCTANCE EMI SUPPRESSED CONDUCTOR

MAGNECOR'S EXCLUSIVE 2.5MM METALLIC INDUCTANCE EMI SUPPRESSED CONDUCTOR: STAINLESS STEEL WINDINGS FULLY EXPOSED (FOR METAL TO METAL TERMINATION CONTACT) PRECISELY SPACED OVER FERRIMAGNETIC CORE



FINISHED IGNITION CABLES HAVE NON-LAYERED HIGH STRENGTH INSULATING JACKETS MADE ENTIRELY OF AEROSPACE GRADE SILICONE RUBBER TO PREVENT SWELLING AND SPLITTING AT EXTREME TEMPERATURES

## RECOMMENDED USAGE:

Magnecor KV85 and R-100 Ignition Cables are primarily designed to eliminate both EMI and RFI suppression problems resulting from the use of solid and "mag" style conductor ignition wires on vehicles utilizing high-output ignition systems together with sensitive on board electronic devices, including fuel, ignition and engine management systems, as well as radio and TV equipment. When used with high-output ignitions, exceptional ignition performance can be expected from domestic and foreign built race and modified engines using fuel injection, turbo- charging, super-charging and/or exotic fuels.

Magnecor KV85 and R-100 Ignition Cables can also be used to advantage on engines fitted with exhaust emission controls, as well as marine engines, and severe load commercial vehicle engines - particularly those using alternative fuels such as propane and natural gas with a history of persistent ignition lead failure. These engines will benefit from the ability of Magnecor Ignition Cables to conduct a high spark current at above and below normal operating temperatures.

**Unless deliberately severed, Magnecor's Metallic Inductance Suppressed conductors will provide full conductance indefinitely**

# KV85 Version 5 (8.5mm) Competition Ignition Cables R-100 Version 3 (10mm) Racing Ignition Cables

## MAGNECOR RACE WIRES

Magnecor KV85 Version 5 (8.5mm) Competition and R-100 Version 3 (10mm) Ignition Cables are specifically designed and constructed to conduct the maximum output generated by conventional and racing ignition systems to the spark plugs, and to provide full suppression for both EMI (electro magnetic interference) and RFI (radio frequency interference).

Magnecor KV85 and R-100 Ignition Cables will enable output maximization from both conventional and specific race ignition systems on engines using turbo-charging, super-charging, and exotic fuels, particularly if electronic equipment, including computer controlled ignition, fuel and engine management systems, are also fitted to the vehicle. Improved clarity for radio and television transmission and reception can also be expected because of RFI reduction.

**EMI** suppression problems are caused by electrical energy picked up by sensors and wires connected to computerized equipment from ignition wires not designed or constructed (despite claims by manufacturers) to suppress EMI. As a result, computers and other electronic devices react to erroneous signals, often causing erratic engine running that may not immediately be associated with EMI emitted from ignition wires.

All serious EMI problems associated with cheap (to manufacture) generic "mag, spiral, heli, monel, pro, chromel, super, energy, twin core" etc. spiral conductor ignition wires (usually mass-marketed with well publicized performance component providers' name printed on them), and expensive so-called "capacitor" wires with partial grounded metal braiding over the jacket are eliminated by Magnecor KV85 and R-100 Ignition Cables. Most of these ignition wires are promoted as having little or no "resistance" if measured with an ohmmeter. However, in reality, none provide adequate, if any, EMI suppression.

Independent tests have shown that contrary to the exaggerated claims made by most ignition wires promoters, no spiral conductor ignition wires with low measurable electrical

resistance or grounded "capacitor" wires will either boost the ignition coil's output or adequately suppress EMI on race or street engines. An ignition wire's ability to conduct the full spark energy required to fire the spark plug gap and provide adequate EMI suppression is solely determined by the design and construction of conductors that are beyond the manufacturing capability of most ignition wire manufacturers. In reality, "low" electrical resistance indicates a design to cut manufacturing costs.

Magnecor KV85 and R-100 Ignition Cables feature Magnecor's exclusive 2.5mm Metallic Inductance Suppressed Conductor that consists of heavy duty stainless steel windings precisely spaced and wound at 200 turns per inch. The conductor is wound to provide an effective magnetic coupling for efficient EMI suppression and a capacitive reserve to help overcome the deficiency of high engine speed ignition coil energy regeneration. The use of a ferrimagnetic base core also provides efficient RFI suppression. The stainless steel conductor windings are exposed without a conductive bonding layer after insulating jacket is stripped away to provide a clean metal-to-metal terminal contact to prevent burnout when using high amperage racing ignition systems.

Magnecor KV85 and R-100 conductor core substrates also serve as strength members to provide terminated wire assemblies with excellent pull strength. This enables the use of a specially formulated aerospace grade one piece pure silicone rubber insulating jacket with exceptional thermal conductivity and high temperature resistance capabilities. The 10mm diameter R-100 Racing cable is recommended for use with ultra high output ignitions and magnets.

Magnecor KV85's insulating jacket can withstand up to 1,000°F (540°C) and R-100 up to 1,200°F (650°C). Since both jackets are made entirely of a one compound silicone rubber - heat will dissipate away from any area subjected to the extreme heat that would normally destroy other brand multi-layer "silicone" ignition wires, as well as wires encased in tight fitting fiberglass mesh sleeves (with or without a "silicone" coating) that usually absorb

and localize heat from the heat source to cook and destroy any multi-layer ignition wire inside the fiberglass sleeves.

Magnecor KV85 and R-100 Ignition Cable assemblies are fitted with boots and terminals designed to work in high temperatures. Sets are available for most popular domestic and imported performance engine configurations, as well as individual leads in various styles and lengths tailored sets to meet customer specifications. Magnecor does not use ridiculously large spark plug boots that cannot be positioned away from headers.

Unlike its competitors, Magnecor does not manufacture its products to suit prices and terms dictated by mass-merchandisers. The designs, construction and materials used by Magnecor are what works best for the applications in which all Magnecor products are used, regardless of the cost, difficulty of manufacturing, and the amount of research and continuous upgrading necessary to stay with developments in the automobile and marine racing industries.

Magnecor KV85 and R-100 Ignition Cables can also benefit street engines fitted with exhaust emission controls, as well as marine and severe service commercial engines. Ignition noise suppression for radio and sensitive stereo equipment is also provided.

All versions of Magnecor KV85 and R-100 Ignition Cables have been used extensively throughout the world on road, track and marine racing engines since initial versions were added to Magnecor's extensive domestic and import product line in 1987.

### NOTE:

**Version 5 KV85 and Version 3 R-100 Ignition Cables comply with the demand by race engine tuners for EMI suppressed ignition cable that can also be purchased loose on spools to enable them to prepare ignition leads at a moment's notice. All Magnecor high temperature specialty boots, terminals and terminal crimping tools are available as separate items to be used with Magnecor Ignition Cables.**

#### **MAGNECOR LIMITED WARRANTY**

Magnecor Ignition Wires will be replaced or repaired free of charge if the product should fail for any reason other than abuse, accident, negligence, improper installation, alteration or failure attributed to original engine design, engine maintenance (or lack thereof) or engine modification. Warranty applies only to the original purchaser and is limited to replacement or repair of the suspected failed wire and does not include labor charges for removal or replacement. Wire should be returned together with proof of purchase to any authorized Magnecor distributor or dealer or Magnecor itself for authorization for replacement or repair.



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**All prices and specifications in this catalog subject to change without notice.**

# THE TRUTH ABOUT IGNITION WIRE CONDUCTORS

## CARBON (SUPPRESSION) CONDUCTORS

Carbon conductors are used in original equipment ignition wires by most vehicle manufacturers, and in the majority of stock replacement wires. This style of ignition wire is cheap to manufacture and generally provides good suppression for both **RFI** (radio frequency interference) and **EMI** (electromagnetic interference). Conductor usually consists of a substrate of fiberglass and/or Kevlar over which high-resistance conductive latex or silicone is coated, and functions by reducing spark current (by resistance) to provide suppression — a job it does well while the conductor lasts. Vehicle manufacturers treat ignition wires as service items to be replaced regularly, and limited life is never an issue. This type of conductor quickly fails (burns out) if a high-powered aftermarket ignition system is used.

### **EMI (electromagnetic interference)**

EMI from spark plug wires can cause erroneous signals to be sent to engine management systems and other on-board electronic devices used on both racing and production vehicles in the same manner as RFI (radio frequency interference) can cause unwanted signals to be heard on a radio receiver. Engine running problems ranging from intermittent misses to a dramatic loss of power can result when engine management computers receive signals from sensors that have been altered by EMI emitted from spark plug wires. This problem is most noticeable on modern production vehicles used for commuting where virtually every function of the vehicle's drive train is managed by a computer. For many reasons, the effect of EMI on engine management computers is never predicable, and problems do become worse on production vehicles as sensors, connectors and wiring deteriorate and corrosion occurs. The problem is often exacerbated by replacing the original ignition system with a high-output system.

## SOLID CORE CONDUCTOR WIRES

Solid metal (copper, tin-plated copper and/or stainless steel) conductor wires are still used in racing on carbureted engines, but can cause all sorts of running problems if used on vehicles with electronic ignition, fuel injection and engine management systems, particularly if vehicle is driven on the street. Damage to some original equipment and modern aftermarket ignition and engine management systems can occur if solid core conductor ignition wires are used.

## "LOW-RESISTANCE" SPIRAL WIRES

By far the most popular conductor used in ignition wires destined for race and performance street engines are **spiral conductors** (a.k.a. mag, pro, super, spiral, monel, heli, energy, ferro, twin core etc.). Spiral conductors are constructed by winding fine wire around a core. Almost all manufacturers use constructions which reduce production costs in an endeavor to offer ignition component marketers and mass-merchandisers cheaper prices than those of their competitors.

In the USA in particular, most marketers of performance parts selling their products through mass-merchandisers and speed shops include a variety of very effective high-output ignition systems together with a branded not-so-effective ignition wire line using a spiral conductor. Most perpetually try to out-do their competitors by offering spiral conductor ignition wires with the lowest electrical resistance. Some publish results which show their wires are superior to a competitor's wires which use identical cable (on which another brand name is printed). The published "low" resistance (per foot) is measured with a test ohmmeter's 1 volt direct current (DC) passing through the entire length of the fine wire used for the spiral conductor.

**"Low-resistance" conductors** are an easy sell, as most people associate all ignition wire conductors with original equipment and replacement ignition wire carbon conductors (which progressively fail as a result of microscopic carbon granules burning away and thus reducing the spark energy to the spark plugs) and with solid wire zero-resistance conductors that were used by racers with no need for suppression. Consumers are easily led into believing that if a spiral conductor's resistance is almost zero, its performance must be similar to that of a solid metal conductor all race cars once used. **HOWEVER, NOTHING IS FURTHER FROM THE TRUTH!**

What is not generally understood (or is ignored) is that as a result of the laws of electricity, the potential 45,000 plus volts (with alternating current characteristics) from the ignition coil (a pulse type transformer) does not flow through the entire the length of fine wire used for a spiral conductor like the 1 volt DC voltage from a test ohmmeter, but flows in a magnetic field surrounding the outermost surface of the spiral windings (skin effect). The same skin effect applies equally to the same pulsating flow of current passing through carbon and solid metal conductors.

A spiral conductor with a low electrical resistance measured by an ohmmeter indicates, in reality, nothing other than less of the expensive fine wire is used for the conductor windings — a construction which cannot achieve a clean and efficient current flow through the magnetic field surrounding the windings, resulting in poor suppression for RFI and EMI.



Of course, ignition wire manufacturers save a considerable amount in manufacturing costs by using less fine wire, less exotic winding machinery and less expertise to make low-resistance spiral conductors. As an incentive, they find a lucrative market amongst performance parts marketers who advertise their branded ignition wires as having "low-resistance" conductors, despite the fact that such "low-resistance" contributes nothing to make spiral ignition wires perform better, and RFI and EMI suppression is compromised.

In recent years, most ignition wire manufacturers, to temporarily improve their spiral conductor's suppression, have resorted to coating excessively spaced spiral windings, most of which are crudely wound around strands of fiberglass or Kevlar, with a heavy layer of high-resistance carbon impregnated conductive latex or silicone compound. This type of construction hides the conductive coating's high resistance when the overall conductor is measured with a test ohmmeter, which only measures the lower resistance of the sparse spirally wound wire (the path of least resistance) under the conductive coating and ignores the high resistance of the outermost conductive coating in which the spark energy actually travels. **The conductive coating is rarely shown or mentioned in advertisement illustrations.**

The suppression achieved by this practice of coating the windings is only temporary, as the spark current is forced to travel through the outermost high-resistance conductive coating in the same manner the spark current travels through the outermost high-resistance conductive coating of a carbon conductor used in most original equipment and stock replacement wires.

**In effect, (when new) a coated "low-resistance" spiral conductor's true performance is identical to that of a high-resistance carbon conductor.**

Unfortunately, and particularly with the use of high-output ignitions, the outermost high-resistance conductive coating over spiral windings acting as the conductor will fail from burn out in the same manner as carbon conductors, and although in most cases, the spiral conductor will not cease to conduct like a high-resistance carbon conductor, any RFI or EMI suppression will be lost as a consequence of the coating burning out. The worst interference will come from the so-called "super conductors" that are wound with copper (alloy) wire.

However, despite the shortcomings of "low-resistance" spiral conductor ignition wires, these wires work satisfactorily on older production vehicles and race vehicles that do not rely on electronic engine management systems, or use on-board electronics effected by EMI — although with the lowest-resistance conductor wires, don't expect much RFI suppression on the AM band in poor reception areas.

Some European and Japanese original equipment and replacement ignition wires including Bougicord and NGK do have spiral conductors that provide good suppression — usually none of these wires are promoted as having low-resistance conductors — however, none are ideal for competition use, as their conductors and pin-type terminations are fragile and are known to rarely last as long as good carbon conductor ignition wires.

To be effective in carrying the full output from the ignition system and suppressing RFI and EMI in particular, spiral conductors need windings that are microscopically close to one another and precisely spaced and free from conductive coatings. To be more effective, the windings need to be wound over a core of magnetic material — a method too costly for wires sold through mass-merchandisers and most speed shops who purchase only the cheapest (to them) and most heavily promoted products.

### **Claims of Horsepower Gain**

Every brand of spiral conductor ignition wires will perform the function of conducting coil output to the spark plugs, but **NONE**, despite the claims made in advertisements and other promotional literature, will increase horsepower. Independent tests, including a test performed by **Circle Track Magazine** (see May, 1996 issue) in the USA, show that **NO** "low-resistance" ignition wires for which a horsepower increase is claimed do in fact increase horsepower — the test also included comparisons with solid metal and carbon conductor ignition wires.

### **"CAPACITOR" EFFECT WIRES with grounded metal braiding over jacket**

The most notable of exaggerated claims for ignition wires are made by Nology, a recent manufacturer of ignition wires promoted as "the only spark plug wires with built-in capacitor." Nology's "HotWires" (called "Plasma Leads" in the UK) consist of unsuppressed solid metal or spiral conductor ignition wires over which braided metal sleeves are partially fitted. The braided metal sleeves are grounded via straps formed from part of the braiding. Insulating covers are fitted over the braided metal sleeves. These wire are well constructed. For whatever reason, Nology specifies that non-resistor spark plugs need to be used with their "HotWires."

Ignition wires with grounded braided metal sleeves over the cable have come and gone all over the world for (at least) the last 30 years, and similar wires were used over 20 years ago by a few car makers to solve cross-firing problems on early fuel injected engines and RFI problems on fiberglass bodied cars — only to find other problems were created. The recent **Circle Track Magazine** (USA, May, 1996 issue) test showed Nology "HotWires" produced **no** additional horsepower (the test actually showed a 10 horsepower decrease when compared to stock carbon conductor wires).

The perceived effect a brighter spark, conducted by an ignition wire, encased or partially encased in a braided metal sleeve (shield) grounded to the engine, jumping across a huge free-air gap (which bears no relationship to the spark needed to fire the variable air/fuel mixture under pressure in a combustion chamber) is continually being re-discovered and cleverly demonstrated by marketers who convince themselves there's monetary value in such a bright spark, and all sorts of wild, completely un-provable claims are made for this phenomena.

Like many in the past, Nology cleverly demonstrates a brighter free-air spark containing useless flash-over created by the crude "capacitor" (effect) of this style of wire. In reality, the bright spark has no more useful energy to fire a variable compressed air/fuel mixture than the clean spark you would see in a similar demonstration using any good carbon conductor wire. What is happening in such a demonstration is the coil output is being unnecessarily boosted to additionally supply spark energy that is induced (and wasted) into the grounded braided metal sleeve around the ignition wire's jacket. To test the validity of this statement, **ask the demonstrator to disconnect the ground strap and observe just how much energy is sparking to ground.**

Claims by Nology of their "HotWires" creating sparks that are **"300 times more powerful,"** reaching temperatures of **"100,000 to 150,000 degrees F"** (more than enough to melt spark plug electrodes), spark durations of **"4 billionths of a second"** (spark duration is controlled by the ignition system itself) and currents of **"1,000 amperes"** magically evolving in "capacitors" allegedly "built-in" to the ignition wires are as ridiculous as the data and the depiction of sparks in photographs used in advertising material and the price asked for these wires! Most stock ignition primaries are regulated to 6 amperes and the most powerful race ignition to no more than 40 amperes at 12,000 RPM.

It is common knowledge amongst automotive electrical engineers that it is unwise to use ignition wires fitted with grounded braided metal sleeves fitted over ignition cable jackets on an automobile engine. This type of ignition wires forces its cable jackets to become an unsuitable dielectric for a crude capacitor (effect) between the conductor and the braided metal sleeves. While the wires function normally when first fitted, the cable jackets soon break down as a dielectric, and progressively more spark energy is induced from the conductors (though the cable jackets) into the grounded metal sleeves, causing the ignition coil to unnecessarily output more energy to fire both the spark plug gaps and the additional energy lost via the braided metal sleeves. Often this situation leads to ignition coil and control unit overload failures. It should be noted that it is **dangerous to use these wires** if not grounded to the engine, as the grounding straps will be alive with thousands of volts wanting to ground-out to anything (or body) nearby.

Unless you are prepared to accept **unsuppressed** ignition wires that fail sooner than any other type of ignition wires and stretch your ignition system to the limit, and have an engine with no electronic management system and/or exhaust emission controls, it's best not to be influenced by the exaggerated claims, and some vested-interest journalists', resellers' and installers' perception an engine has more power after Nology wires are fitted. Often, after replacing deteriorated wires, any new ignition wires make an engine run better.

### **OTHER DEVICES CLAIMING TO " INCREASE" SPARKS**

**Never be fooled** by any device that is fitted between the ignition coil and the distributor, and/or distributor and the spark plugs (including in place of ignition wires) for which claims of increased power, multiple sparks, and better fuel economy are made. These devices have come and gone over the last 50 years, and usually consists of a sealed container in which the spark is forced to jump an additional gap or is partially induced to ground out on its way to the spark plug gap. These devices can also be cleverly demonstrated to produce sparks the human eye perceives as being "more powerful." The only "increase" a gullible consumer can expect from these devices is an undesirable increase in load on their vehicle's ignition system.

### **SUMMING UP**

All internal combustion engines rely on an ignition system — and an engine that is required to produce more horsepower and needs to operate at higher-than-production engine RPM needs a more powerful ignition system to achieve the extra horsepower and higher RPM.

**Original (stock) equipment inductive ignition systems** with distributors, and direct ignition systems that eliminate the distributor by controlling the ignition system with a computer, are designed to output spark energy moderately in excess of what is needed to fire spark plug gaps under normal operating conditions, and to control timing and spark duration to improve the engine's ability to control exhaust emissions, as well as ensuring the engine is not overstressed during the vehicle's warranty period.

**Capacitor discharge ignitions (CDI)** such as those from Accel, Crane, Holley, Jacobs, Mallory, MSD and others create sparks that are compressed (and intensified) into shorter duration and are designed to additionally produce the extra spark energy needed by race and modified street engines that will reach higher RPM than stock engines and use fuels more difficult to fire than pump gasoline (petrol). Most CDI ignitions incorporate multi-spark circuits to enable the engine to run smoother under 3,000 RPM.

**A High-output inductive ignition system** is probably more appropriate than a CDI ignition system for most late model

production engines (modified or not) because this type of ignition provides the longer duration spark needed by these engines. Basic high-output inductive ignition systems are currently available in the aftermarket from at least Accel, Crane, Holley, MSD, and a menu driven direct ignition system is available from Electromotive.

Often, on production vehicles used on the street, replacing a tired ignition coil with a higher-output ignition coil from Accel, Crane, Jacobs, Mallory, Moroso, MSD, Nology, Torque Master etc, can improve ignition performance, particularly under load and at higher RPM.

Electrical devices, including **SPARK PLUGS**, use only the electrical energy necessary to perform the function for which such devices are designed. **IGNITION WIRES are nothing other than conductors**, and whereas an ignition wire's inefficient or failing conductor or insulating jacket (particularly a jacket inside grounded metal sheilding) can reduce the flow of electricity to the spark plug, an ignition wire that allegedly generates an "increase" in spark energy will have no effect on the spark jumping across the spark plug gap, as the energy consumed at the spark plug gap won't be any more than what is needed to jump the gap (e.g. a 25 watt light bulb won't use any more energy or produce any more light if it's screwed into a socket wired to supply current to a 100,000 watt light bulb).

Although most new ignition wires will perform the function of conducting coil output to the spark plug, what is important to sophisticated race engine preparers and owners of production vehicles with exhaust emission controls is **EMI suppression**. All electronic devices can be effected by EMI emitted from ignition wires, and the problem is often exacerbated by installing a high-output ignition system. As late model production vehicles age, engine management sensors and wiring deteriorate and become more susceptible to EMI radiating from improperly suppressed ignition wires. To be truly effective, ignition wires need to be EMI suppressed for a reasonable time, while having the ability to maintain good conductance without overloading other ignition system components.

Engine tuners should also take into account that most stock engines and some hi-tech aftermarket engine management systems use resistance in ignition wires to sense additional information needed by the computer.

### **MAGNECOR RACE WIRES PROVIDE EFFECTIVE AND PERMANENT EMI SUPPRESSION**

Since 1987, Magnecor has recognized that ignition wires capable of conducting the extreme energy output from ignitions available from Accel, Crane, Electromotive, Jacobs, Mallory, MSD and others, all of which are used on engines controlled by electronic engine management systems, need effective and **permanent EMI suppression** to avoid interference to vehicle electronics.

Magnecor Race Wires completely eliminate the need to resort to short-lived carbon conductor ignition wires to overcome the problems caused by EMI on race and performance vehicle electronics from improperly suppressed "low-resistance" spiral conductor ignition wires (with or without conductive coatings over conductor windings). Magnecor Race Wires are also extensively used on both stock and modified production vehicles which need to maintain exhaust emissions within the legal limit.

Unlike its competitors, some of whom have chosen to market cheaper (to manufacture) "low-resistance" imitations of Magnecor Race Wires, Magnecor does not make any claim that their current **KV85 Competition (8.5mm) and R-100 Racing (10mm) Race Wires** have "low-resistance" conductors, nor do the conductors need "low-resistance" for any practical reason. Magnecor does not claim its Race Wires increase horsepower, and any horsepower gained by the use of Magnecor Race Wires results entirely from the ability of the wires to maintain full conductance and suppress EMI that previously stole engine horsepower.

Magnecor Race Wires' **2.5mm Metallic Inductive Suppressed Conductors** are designed to carry the full output from all race ignitions, and are exclusively manufactured in Magnecor's specialized facilities with precision machinery and equipment, and include microscopically close spiral windings wound over ferrimagnetic cores. No conductive coatings are used over the spiral windings. Magnecor Race Wires' conductors are jacketed entirely with the highest temperature aerospace grade silicone rubber to resist the extreme temperatures generated by race engines.

Since first introduced, progressive versions of Magnecor Race Wires have been consistently used by leading contenders all over the world, including those competing in SCCA, NASCAR, IMSA, NHRA and club events in the USA. To date, Magnecor USA has not sponsored any particular racer to promote the use of its ignition wires in competition events. All racers using Magnecor Race Wires do so to ensure their engines perform efficiently and without the risk of EMI from ignition wires ruining the huge effort and expense to prepare and tune engines for competition.

For 21 years, Magnecor has also offered progressive versions of its 7mm and 8mm HIGH PERFORMANCE IGNITION CABLES for carburetor, mechanical and early electronic fuel injected engines. These wires provide RFI suppression similar to the very best offered by Magnecor's competitors in the performance aftermarket, feature a far superior heat resistant jacket, and prices comparable to products sold through speed shops and mass-merchandisers.

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Magnecor, 2550 Oakley Park Road 200, Walled Lake, MI 48390 USA  
Telephone: (248) 669-6688, Facsimile (248) 669-2994, Web Site [www.magnecor.com](http://www.magnecor.com)

## Magnecor Spark Plug Wire Sets for *AUSTRALIAN FORD* vehicles.

Replace the "\_" with "7" for 7mm, "0" for 8mm, "5" for KV85 and "9" for R-100.

*NOTE:* Not all sizes available for all sets - please inquire.

<i>Model</i>	<i>Engine</i>	<i>Year</i>	<i>Part No</i>	<i>Notes</i>
CAPRI,SA,SB	1.6 SOHC EFI	1989-92	AU4_018	
CAPRI,SA,SB,SC	1.6 DOHC TURBO	ALL	AU4_099	
CAPRI,SB,SC	EFI 12 VALVE	1990 ON	AU4_103	
CLEVELAND V8 AROUND	302,351,4.9,5.8	ALL EXCEPT EFI	AU8_008	
CLEVELAND V8 AROUND	302,351,4.9,5.8 HEI CAP	ALL EXCEPT EFI	AU8_078	
CLEVELAND V8 OVER	302,351,4.9,5.8	ALL EXCEPT EFI	AU8_001	
CORSAIR	2.0 EFI CA20E	1989-92	AU4_143	1
CORSAIR	2.4 EFI KA24	1989-92	AU4_142	
CORTINA	2.0 LITRE	1971-81	AU4_015	
CORTINA, TC,TD	6 CYL PRE X-FLOW	1972-75	AU6_016	
CORTINA, TD,TE,TF	6 CYL X-FLOW	1976-82	AU6_012	
COURIER	2.0 4 CYL	1979-85	AU4_045	
COURIER	2.6 12 VALVE EFI	1991-98	AU4_289	
ECONOVAN	2.0 litre FE	1990-98	AU4_166	
ESCORT	1600	1975-81	AU4_024	
ESCORT	2.0 LITRE	1975-81	AU4_014	
ESCORT	TWIN CAM	1969-72	AU4_016	
FAIRLANE,NA,NB,NC	6 CYL OHC 3.2,3.9,4.0	1988-94	AU6_006	
FAIRLANE,ZJ,ZK	4.1 X-FLOW CARBY	1979-84	AU6_012	
FAIRLANE,ZK	4.1 EFI	1983-84	AU6_013	
FAIRLANE,ZL	4.1 CARBY	1984-86	AU6_014	
FAIRLANE,ZL	4.1 EFI	1984-88	AU6_015	
FALCON,AU	4.0 6 CYL	1998 ON	AU6_113	
FALCON,AU	5.0 LITRE V8	1998	AU8_083	4
FALCON,AU 2	4.0 LITRE 6 CYL	2000	AU6_139	
FALCON,EA,EB,ED,XG	6 CYL OHC 3.2,3.9,4.0	1988-94	AU6_006	
FALCON,EB,ED,EF,XH	V8 5.0	1991 ON	AU8_044	
FALCON,EF,EL	4.0 LITRE	1994 - 9/96	AU6_046	3
FALCON,EL, XH UTE	4.0 LITRE	9/96 on	AU6_092	5
FALCON,XC TO XE	3.3,4.1 X-FLOW CARBY	1976-84	AU6_012	
FALCON,XE	4.1 EFI	1982-84	AU6_013	

<i>Model</i>	<i>Engine</i>	<i>Year</i>	<i>Part No</i>	<i>Notes</i>
FALCON,XF	4.1 CARBY	1984-88	AU6_014	
FALCON,XF	4.1 EFI	1984-88	AU6_015	
FALCON,XK TO XB	250 ETC 6 CYL	1960-76	AU6_016	
FESTIVA	1.3 (EXCEPT 16 VALVE)	1991 ON	AU4_118	
FESTIVA	1.5 SOHC EFI	1999	AU4_313	
KA	1.3 OHV	1998	AU4_334	
LASER,KA,KB	1.3, 1.5	1981-85	AU4_020	
LASER,KC	1.6	1985-87	AU4_021	
LASER,KE	1.6 EFI EXCEPT DOHC	1987-89	AU4_018	
LASER,KE	1.6 CARBY	1987-90	AU4_021	
LASER,KE	1.6 DOHC	1987-89	AU4_099	
LASER,KF	1.8 EFI DOHC	1990-91	AU4_128	
LASER,KF	1.8 EFI EXCEPT DOHC	1990-91	AU4_019	
LASER,KJ111	1.6 1.8 DOHC	10/94 ON	AU4_297-1	
LASER,KJ111	1.6 1.8 DOHC	1998	AU4_322	3
LASER.KJ	1.6 &1.8 DOHC	10/94 ON	AU4_297	10
MAVERICK	4.2	1988-94	AU6_018	
MONDEO	2.0 DOHC	1995 on	AU4_242	
RAIDER	2.6 12 VALVE EFI	1991-96	AU4_289	
SPECTRON	1.8	1984 ON	AU4_167	
TELSTAR	2.0 LITRE	1983-89	AU4_025	
TELSTAR	2.0 LITRE DOHC	1992 ON	AU4_201	
TELSTAR	2.2 12 VALVE	1987-92	AU4_119	
TELSTAR	2.2 12 VALVE TURBO	1987-92	AU4_223	
TELSTAR	2.5 V6 DOHC	1992 ON	AU6_041	
WINDSOR V8 AROUND	289-351	ALL EXCEPT EFI	AU8_015	
WINDSOR V8 OVER	289,302,351 EXTRACTORS	ALL EXCEPT EFI	AU8_003	

NOTES:

1. Bosch Ignition
3. Distributorlessignition
4. DistributorlessIgnition.Differentdesign.than.O.E
5. With Distributor
6. Right-angle plug boots
7. 115 degree plug boots
8. 1\_Piece Silicone Plug Boots
10. No Coil lead

## Magnecor Spark Plug Wire sets for *HOLDEN* vehicles.

Replace the "\_" with "7" for 7mm, "0" for 8mm, "5" for KV85 and "9" for R-100.

*NOTE:* Not all sizes available for all sets - please inquire if you do not see what you want

<i>Model</i>	<i>Engine</i>	<i>Year</i>	<i>Part No</i>	<i>Notes</i>
6 CYL	GREY MOTOR	ALL	AU6_074	
6 CYL HEI	VC-VK,WB	1980-85	AU6_004	
6 CYL RED MOTOR	EH-VB	1964-80	AU6_005	
6 CYL RED MOTOR	R/ANGLE BOTH ENDS	ALL	AU6_089	
APOLLO,JK,JL	3SF CARBY	1989-93	AU4_200	
APOLLO. JM,JP	3VZFE 3.0 LITRE V6	1993-97	AU6_112	2
APOLLO. JM,JP	5SFE	1993-97	AU4_286	2
ASTRA	1.6,1.8 EFI HEI	1987-89	AU4_032	
ASTRA	E SERIES 1.5,1.6	1984-87	AU4_122	
BARINA	1.2 1.4 SOHC	1994-98	AU4_131	
BARINA GSI	1.6 DOHC C16XE	1994-95	AU4_270	
BARINA GSI	1.6 DOHC X16XE	1995-98	AU4_343	
BARINA MF, MH, ML.	1.3 G13a,b	1986-93	AU4_217	
CALIBRA	2.0 DOHC C20XE	1991-97	AU4_337	3
CALIBRA	2.0 DOHC X20XEV	1991-97	AU4_265	4
CALIBRA, YE	2.0 SOHC	1992 ON	AU4_235	
CAMIRA,JB, JD LEADED	1.6, 1.8	1982-85	AU4_034	
CAMIRA,JD UNLEADED	1.8 EFI	1986-87	AU4_033	
CAMIRA,JE	2.0	1987-89	AU4_032	
COMMODORE,VC - VL	4.2,4.9,5.0 CARBY	1980-88	AU8_016	
COMMODORE,VC - VL	4.2,4.9,5.0 CARBY	SUIT BRACKETS	AU8_060	
COMMODORE,VC,VH	1.9 STARFIRE	1980-83	AU4_029	
COMMODORE,VL	3.0 6 CYL	1986-88	AU6_003	
COMMODORE,VN	3.8 V6 SINGLE COIL PACK	1988-90	AU6_001	
COMMODORE,VN,VP,VR	3.8 V6 TRIPLE COIL PACK	1990 ON	AU6_002	
COMMODORE,VN,VP,VR	5.0 V8 EXCEPT GROUP A	1989 ON	AU8_017	
COMMODORE,VN,VP,VR	5.0 V8 EXCEPT GROUP A	SUIT BRACKETS	AU8_051	
COMMODORE,VS,VT	3.8 V6 except Supercharged	1995	AU6_086	
COMMODORE,VS,VT	3.8 V6 SUPERCHARGED	1996 ON	AU6_119	
COMMODORE,VT	5.0 V8 (HOLDEN ENGINE)	1997 ON	AU8_073	
COMMODORE,VT SER II	GEN III 5.7 (CHEVROLET)	1999	AU8_079	

<i>Model</i>	<i>Engine</i>	<i>Year</i>	<i>Part No</i>	<i>Notes</i>
FRONTERA	2.2 16 VALVE UE S30	2000	AU4_340	5
GEMINI	FWD	1985-87	AU4_027	
GEMINI	RWD	1975-85	AU4_028	
GROUP A,VL	5.0 V8	1988	AU8_018	
GROUP A,VN	5.0 V8	1990	AU8_019	
HT TO VB	V8 253,308	1969-80	AU8_014	
HT TO VB	V8 253,308	R/A AT DISY	AU8_077	
HT TO VB	V8 253,308	SUIT BRACKETS	AU8_081	
JACKEROO	2.4	1983	AU4_302	
JACKEROO	2.6 EFI	1988-92	AU4_198	
JACKEROO	3.2 V6 6VD1	1992-97	AU6_078	5
NOVA, LE,LF	1.6 CARBY 4AF	1989-94	AU4_175	
NOVA, LF,LG	1.8 7AFE	1991-96	AU4_329	2
PIAZZA	TURBO	ALL	AU4_231	
RODEO	2.2 EFI	6/98 ON	AU4_330	
RODEO	2.6 EFI	1988-98	AU4_198	
SHUTTLE	1.8	1982-87	AU4_026	
STATESMAN	3.8 V6 (NON SUPERCHARGED)	VS 3/95 ON	AU6_086	
STATESMAN	3.8 V6 SUPERCHARGED	VS 2, - WH	AU6_119	
STATESMAN	5.7 LITRE GEN 3	WH 6/99 ON	AU8_079	
STATESMAN,HQ	350 V8 FACT. P/STEER	1971-74	AU8_020	
SUNBIRD	1.9 STARFIRE	1978-80	AU4_029	
WB	4.2,4.9,5.0 CARBY	1980-85	AU8_016	

NOTES:

2. original leads are 5mm
3. distributor cap faces guard
4. distributor cap faces bonnet
5. with distributorlessignition

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