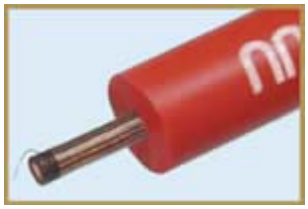

10mm

R-100 RACING CABLE

Designed for racing engines using racing ignitions,supercharging and exotic fuels.Extra large 10mm jacket made from aerospace extreme heat-resistant silicone rubber to provide additional heat protection and insulation.Exclusive Magnecor 2.5mm Metallic Inductance Suppressed Conductor will suppress EMI indefinitely.Can be used on street vehicles if space allows.

—

8.5mm

KV85 COMPETITION CABLE

Primarily designed for racing engines using racing ignitions,turbocharging and supercharging.Entire jacket made from aerospace extreme heat-resistant silicone rubber.Exclusive Magnecor 2.5mm Metallic Inductance Suppressed Conductor will suppress EMI indefinitely,allowing this cable to be used on road vehicles with any ignition and LPG gas conversions.Can be fitted into most original lead holders.

—

8mm

ELECTROSPORTS 80 CABLE

Original equipment replacement.Designed to improve original ignition system performance on road vehicles using either electronic engine management systems or carburetors.Ideal for LPG gas conversion engines. Excellent RFI and EMI suppression.Flexible high-strength all silicone construction will allow cable to fit into original 7mm lead holders.

—

7mm

ELECTROSPORTS 70 CABLE

Direct replacement for 7mm original equipment carbon conductor leads with excellent RFI and EMI suppression.Overcomes problems associated with limited-life carbon conductors and poorly suppressed aftermarket spiral conductor leads on modern engines.Extra strong EVA outer jacket for better terminal retention, EPDM insulation.

—

7mm

TIN PLATED COPPER CORE CABLE

For applications including classic and vintage vehicles wishing to retain originality (unprinted).Silicone rubber outer jacket,EPDM insulation.Also industrial applications.Unsuppressed.

Magnecor 7mm Copper Conductor Ignition Cable Specifications

OVERALL LEAD ASSEMBLY

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

CABLE

Construction Type.....	High dielectric insulator, re-inforcing braiding, heat resistant outer jacket. Meets SAE-J2031 type 1 class "E" requirements.
Insulator Material.....	EPDM.
Outer Jacket Material.....	Silicone rubber.
Heat Resistance.....	180° C (356° F) service temperature.
Dielectric Strength.....	35,000 volts.

CONDUCTOR

Conductor Size.....	AWG 16 (19 strands of 29 gauge wire).
Conductor Type.....	Tin plated copper strands.

THIS CABLE PROVIDES NO RFI OR EMI SUPPRESSION.

TERMINALS *(used on auto and boat engines)*

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 *(used on auto and boat engines)*

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

NO MINIMUM ORDER REQUIRED

Available in sets to fit domestic and import car, truck, motorcycle, marine and industrial uses. Also, universal sets, individual leads, and tailored sets to suit purchaser's requirements.

MAGNECOR®

COPPER CONDUCTOR IGNITION CABLE

SILICONE RUBBER OUTER JACKET OVER RE-INFORCING BRAIDING PROVIDES EXCELLENT TERMINAL RETENTION

CONDUCTOR CONSISTS OF 19 STRANDS 29 GAUGE COPPER WIRE (TINNED)

HIGH DIELECTRIC STRENGTH INTERNAL EPDM INSULATOR

RECOMMENDED USES

AUTOMOBILE APPLICATIONS

Suitable for classic automobile engines which don't require RFI or EMI suppression.

Also, this superior quality cable can be used with European screw-on suppressor/connectors to replace deteriorated and poor heat-resistant plastic and other assorted material copper conductor cables used mostly on German vehicles.

INDUSTRIAL APPLICATIONS

This cable provides good heat resistance combined with excellent dielectric strength. Jacket easily strips off tin-plated copper strand conductor for easy soldering or crimping.

MARINE APPLICATIONS

Ideal ignition cable for use on marine engines not requiring suppression. Cable's silicone rubber jacket used with silicone rubber boots will allow complete waterproofing when sealed with RTV silicone adhesives.

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Magnecor 7mm ELECTROSPORTS 70 Ignition Lead 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 to high strength, high heat resistant outer jacket.
Insulator Material..... High dielectric, heat resistant EPDM
Outer Jacket Material..... Extreme high strength, high temperature resistant EVA.
Heat Resistance..... 205° C (400° F) service temperature.
Dielectric Strength..... 45,000 volts.

CONDUCTOR

Conductor Size..... 1.32 mm in diameter.
Conductor Type..... Magnecor Metallic Inductance CN RFI and EMI Suppressed. No conductive coatings applied.
Core..... Ferrimagnetic base.
Windings..... 70 turns per cm (180 turns per inch).
Windings Material..... CN 20 chrome-nickel.
Resistance..... 164 ohm per cm, 5K ohm per ft. ± 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 and beryllium 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.

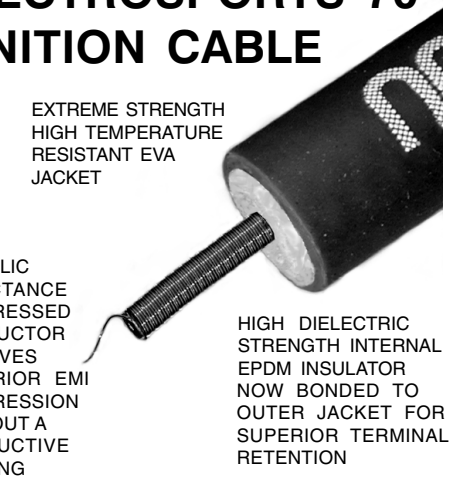
AVAILABILITY

NO MINIMUM ORDER REQUIRED

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.

MAGNECOR®

ELECTROSPORTS 70 IGNITION CABLE



7mm LEAD SETS

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

ELECTROSPORTS 70 IGNITION CABLE

Vastly superior replacement sets 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 70 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 insulating jacket provides better insulation than most 8mm aftermarket ignition leads, and new construction provides better terminal retention than ever before.

Lead sets using **ELECTROSPORTS 70 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.

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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.....	1.75 mm in diameter.
Conductor Type.....	Magnecor Metallic Inductance CN20 RFI and EMI Suppressed.
Core.....	Ferrimagnetic base over Kevlar.
Windings.....	48 turns per cm (120 turns per inch).
Windings Material.....	Chrome-nickel.
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, stainless steel and beryllium snap-lock 180° and 90° styles.

PROTECTIVE BOOTS

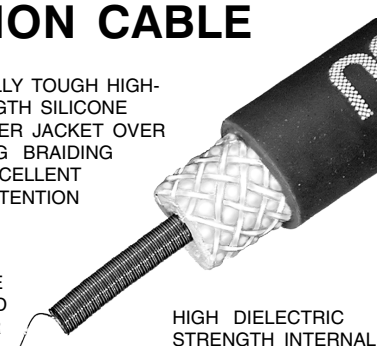
Spark Plug.....	Silicone 205° C (400° F) - selection of straight, 45° and 90° styles used where applicable - special connector assemblies for some applications.
Distributor and Coil.....	EPDM or Silicone - some sets will be fitted with OE style connectors.

AVAILABILITY

NO MINIMUM ORDER REQUIRED	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.

MAGNECOR®

ELECTROSPORTS 80 IGNITION CABLE



8mm LEAD SETS

Magnecor's 8mm Lead Sets can be fitted into original 7mm lead holders

ELECTROSPORTS 80 IGNITION LEAD SETS

Vastly superior replacement sets 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.

Lead sets 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.

www.magnecor.com

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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..... **KV85**: 600ºF (320ºC) service temp. 1,000ºF (540ºC) short burst 3 minutes, **R-100**: 700ºF (380ºC) service temp. 1,200º F (650ºC) short burst 3 minutes.
Dielectric Strength..... **KV85**: 60 kV, **R-100**: 80kV at 260°C.

Flexibility and Tear Strength..... Extremely strong and flexible, **KV85** can be fitted into OEM 7mm separators. **R-100** 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..... **R-100**: 80 kV, 2kVA. **KV85** limited by jacket thickness to 60kV unless spaced.

TERMINALS

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

PROTECTIVE BOOTS

Spark Plug..... Silicone 320º C (600º F) - selection of straight, 45º and 90º 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

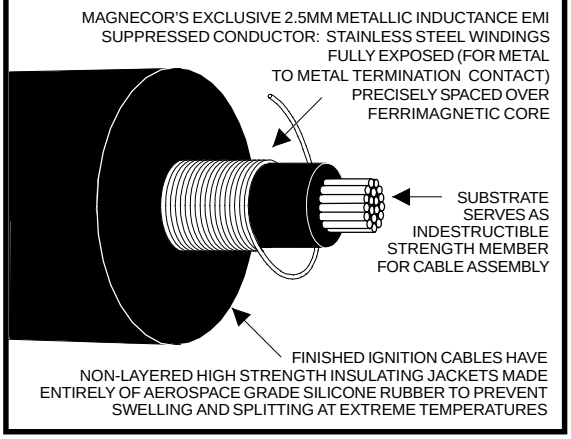
Available in sets to fit race and modified street engines in popular demand, sets made to customer specifications (at no extra cost), universal sets, individual leads for both race and street, sets for racing made to OEM engine lengths, sets for foreign vehicle race and street engines, sets for marine and motor cycle race and street engines — as well as severe service commercial engines and industrial applications requiring EMI suppressed high-temperature ignition leads.

NO MINIMUM ORDER IS REQUIRED

MAGNECOR®

RACE WIRES

METALLIC INDUCTANCE EMI SUPPRESSED CONDUCTOR



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

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Information About MAGNECOR®

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 magnetos.

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, sensitive stereo and equipment is also provided.

Since initial versions were added to Magnecor’s extensive domestic and import product line of ignition leads in 1987, all versions of Magnecor KV85 and R-100 Ignition Cables have been used extensively throughout the world on road, track and marine racing engines, as well as on commercial engines. Both cables are used extensively for many industrial applications which require high temperature ignition leads able to provide EMI suppression for switching and control equipment.

REVISED 05102001

IMPORTANT KV85 FITTING INSTRUCTIONS

Magnecor KV85 8.5mm Competition Ignition Cables (unlike conventional resistive carbon conductor ignition wires) use a 2.5mm Metallic Inductance Suppressed conductor and are specifically designed to conduct the total output of the ignition coil (which, with some racing ignition systems can be considerable) and provide RFI (radio frequency interference) and EMI (electro magnetic interference) suppression. Therefore, to get the best results, care should be taken when fitting Magnecor Cables. Magnecor KV85 Competition Ignition Cables are made entirely of a silicone rubber that is extremely strong and flexible - so it's possible to fit them into 7mm and 8mm separators and retainers - despite their 8.5mm size.

The most important thing to remember is that all sorts of problems can occur if the metal terminals inside the cables' protective boots are not fully engaged with spark plug tops and distributor and ignition coil connectors.

If you are replacing burnt out resistive carbon conductor ignition cables, it would be worthwhile to check spark plugs, rotor and distributor cap for defects such as cracks and excessively burnt metal arcing points, as well as for a badly worn or broken carbon contact (rubs on center of rotor) inside cap. Also, check coil tower for cracks and corrosion.

FITTING CABLE SPARK PLUG ENDS:

To properly fit a spark plug boot/terminal assembly (including those with plastic extensions) onto a spark plug, take care to ensure that the assembly is lined up to follow the angle at which the spark plug is fitted into the cylinder head. Push assembly over spark plug until a click is felt (or heard) as terminal engages the spark plug top.

On some engines it is almost physically impossible to comfortably get both your hand and the spark plug boot/terminal assembly near the spark plug. The best approach in this situation is to get the spark plug boot/terminal assembly onto the spark plug as best you can and to ensure the metal terminal is engaged over the spark plug top - push and gently rock on the top half of the rubber boot (or top cover on plastic connector). There will be a loose spongy feel, and boot or connector will lift off easily if terminal is not engaging, whereas there will be a more solid feel, and more effort will be needed to pull off boot or connector when terminal is engaging the spark plug top.

FITTING DISTRIBUTOR AND COIL ENDS:

Carefully fit distributor and coil boot/terminal assemblies into (or over) distributor cap and coil connectors. The metal terminals inside the boots must fully engage the metal connecting surfaces of both the distributor cap and coil tower connectors.

NOTE: In some instances, due to the 'glove like' fit of the boot, an air pocket can be created when pushing the boot onto the tower. To release the air, simply lift the bottom edge of the boot up before the boot is pushed fully home.

Some aftermarket push-in style distributor caps have brass inserts without a top taper (taper allows ease of fitment of terminal), therefore
care should be taken to ensure that terminal (particularly the 90° style) is pushed into cap insert straight and centered. If a resistance is felt (edge of terminal is hung up against un-tapered lip of insert), do not apply too much force to terminal as it could be distorted and become too loose inside the cap insert. The terminal can be bent back into shape by expanding the section that pushes into the cap insert to its original size.

A worthwhile practice is to again check cable boot/terminal assemblies for proper engagement after the vehicle has run a few miles. The vibration of the vehicle traveling will quickly loosen up any boot/terminal assembly not properly engaged.

REMOVING CABLES FROM SPARK PLUGS:

Important: Some spark plug tops expand inside the terminals when hot, and terminals will lock onto those tops, making removal difficult. If the boots or connectors appear to be locked onto the spark plugs, let engine **COOL** down to avoid damaging the wires.

Short flexible boots: With fingers placed on boot where it fits over spark plug (inside), slightly twist boot to break seal between boot and spark plug's porcelain insulator. Try to pull boot up and off spark plug at the same angle the spark plug is fitted into the engine.

Long Extension type spark plug connectors: Avoid twisting the connector. Pull connector straight up, pulling it to one side could cause the heavy duty terminal to get hooked onto some soft metal spark plug tops, and because extra force will be needed to drag connector off plug top, in extreme cases the ignition cable could be wrenched out of the terminal if enough force is applied, particularly with a multi-part (with plastic tube) connector, as the floating terminal needed for some connectors could be pulled out of position inside the plastic tube, and/or the bottom seal could be jolted off.

Although Magnecor KV85 Competition Ignition Cables are able to withstand a service heat of 600°F, and 1,000°F for short burst race conditions, their jackets and boots could lose their effectiveness if allowed to rest for prolonged periods against headers and turbocharger plumbing that reach temperatures in excess of 1200°F. We recommend that cables are routed so that a gap of at least 20mm is left between these cables and any 1,200°F plus heat source. Severe heat destruction of spark plug boots too close to headers can rarely be cured by shielding boots. Header heat wraps and coatings, etc. can be very effective.

NOTE:

It is possible that the boot/terminal assemblies fitted to the cables enclosed do not resemble the original or replacement ignition cables you are about to replace. The reason is that we have found (after 20 years experience) that the design and construction used for some original and replacement ignition cables, a well as some original engine designs, cause cable assemblies to become inherently unreliable (the reason you are replacing them), and wherever possible we try not to imitate a design that we know will inevitably fail - particularly with our name on it!

EVERY PART OF ANY MAGNECOR IGNITION CABLE ASSEMBLY IS AVAILABLE AS A SEPARATE SPARE PART.

LIMITED 10 YEAR WARRANTY

Magnecor Ignition cables 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 cable and does not include labor charges for removal or replacement. Cable should be returned together with proof of purchase to any authorized Magnecor stockist or Magnecor itself for authorization for replacement or repair.

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MAGNECOR® Ignition Leads for Road and Racing

Tel. 0870 444 86444 Fax: 0870 444 6957

Ignition Lead 'Ordering Guide'

Please complete in **block capitals**

Your Name .....

Address .....

.....

.....

..... Post Code .....

Tel. (D) .....

Tel. (H) ..... Fax No. .....

Lead Type Required

Copper Core - (Black / unprinted)		☐ 7 mm
Electrosports 70 (Black) / 80 (Blue)	☐ 7mm	☐ 8 mm
Competition KV85 (Red)		☐ 8.5 mm
R-100 Racing (Red)		☐ 10 mm

Spark Plug Boot Required

☐ Standard (Black) ☐ High Temperature (Red)*

*(only available as pictured in bottom r/hand corner)

Your Vehicle Details

Vehicle make ..... Year .....

Model .....

Distributor Cap Type

Make .....

Boot type..... ☐ Straight ☐ 90°

Fitting type ... please circle type below

Conventional/DIN Pin/M4 SAE/Post/Male Other/COIL PACK

Measuring your leads to ensure correct lengths

When measuring existing ignition leads, measure from the spark plug metal terminal end to the distributor or coil metal terminal end (diagram 1). For leads with deep boots (eg 16 valve engines), measure from the centre (see diagram 2). It is best to remove ignition leads from the spark plugs before measuring if the leads are difficult to reach.

Use a dressmaker's tape or alternatively lay a flexible tube / covered wire against the existing ignition lead. These can then be easily measured after the length has been established. This is the most accurate way to arrive at the correct lead lengths.

If no ignition leads are fittied to the engine, establish length by using tubing, covered wire or old ignition leads to make a temporary connection from the distributor to the spark plugs. Using this method will also help ascertain the best possible lead position along the entire length of the proposed ignition lead routing.

When measuring for R-100 10mm leads in particular, remember to take into account that the physical bulk of the 10mm ignition lead might necessitate longer cable lengths in order to go around corners and accessories. Also, fitting R-100 10mm ignition leads into original equipment tubes and bracket may not be possible. However, due to it's exceptional flexibility, the lead will squeeze into many aftermarket 8mm or larger lead separators.

Diagram 1 ☐ Tick if used

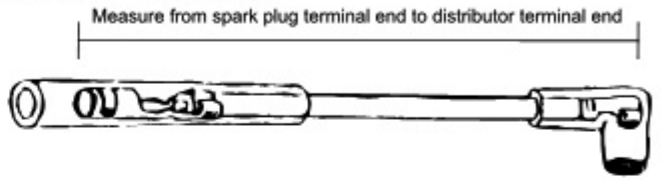
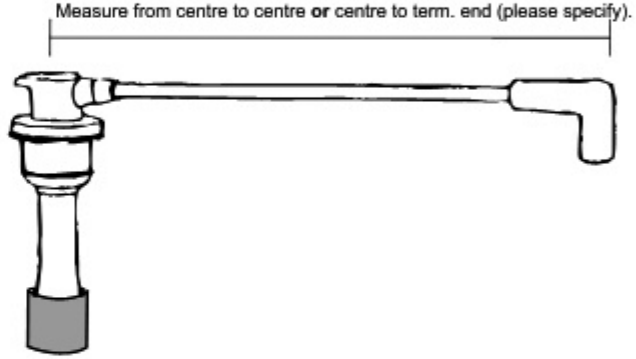


Diagram 2 ☐ Tick if used



Capacity ..... No. of cylinders .....

SOHC / DOHC? ..... No. of valves .....

Turbo / Supercharged ? .....Carb/Inj.....

Coil Type

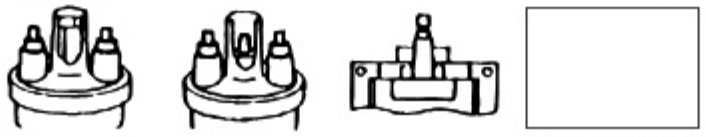
Make ..... Model .....

Coil lead length .....cm/ins

Boot type..... **(Coil End)** ☐ 90° ☐ Straight

(Dist End) ☐ 90° ☐ Straight

Fitting type ... please circle type below



Conventional/DIN Pin/M4 SAE/Post Other/COIL PACK

Engine code (not engine number) .....

Other information (eg. conversion company) .....

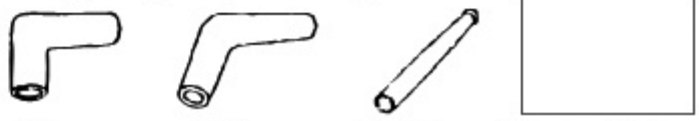
.....

Spark Plug Lead Lengths ... cm / ins

(Cyl. No's.)

1	2	3	4 .....
5	6	7	8 .....
9	10	11	12 .....

Spark Plug Boot Type ... please circle type below



90° 115° Straight Other/Specific shape