**Atomic® LS Throttle Body**

When you run an LS engine, performance begins with the introduction of air into the intake manifold. MSD's new 90mm LS Throttle Body answers the need for a high quality throttle body with a cable driven throttle mechanism that bolts to most factory and aftermarket intakes.

MSD invested the time and resources to develop a cast throttle body assembly in order to achieve a unique parabolic bore. This design helps deliver excellent driveability characteristics during part throttle that typical billet straight bore throttles just can’t deliver. We incorporated factory style bearings and seals on the throttle blade to achieve a very robust design that can withstand temperature swings seen in street applications.

**Atomic LS 90mm Throttle Body, PN 2940**
**TPS/IAC Kit for LS Throttle Body PN 2940, PN 2942**

**Atomic® 103mm Throttle Body**

LS Throttle Body unit designed for high-flow, cable actuation, and bolt on option to replace OEM 4-Bolt Electronic Throttle bodies. Parabolic design for the best drivability characteristics of any LS throttle body. Un-matched tip-in due to unique parabolic throat design. Flows more air than competing 105mm throttle bodies. Best performing and best value LS throttle body on the market.

**Atomic 103mm Throttle Body, PN 2945**

**MSD DynaForce Starter**

You may have all the spark energy you need, but if your starter won’t spin the engine, you’re not going anywhere. MSD’s DynaForce Starters will crank your engine over to get it fired up every time! Our Dynaforce Starters are designed to crank the highest compression engines on a hot day in Death Valley. Not that too many cars are sitting in Death Valley, but it’s good to know that you have the oomph to make it happen.

MSD DynaForce Starters are made to crank. A 3.4 horse motor spins a reduction set of gears with a 4.4:1 ratio to deliver incredible torque. The armature is supported by ball bearings and we plate the internal contacts and disc to reduce arcing while improving continuity.

**DynaForce Starter for GM LS1-LS7, PN 5096**

*Not legal for sale or use on pollution controlled vehicles.*
6 LS Ignition Control for Carb’d Engines

The 6LS and 6LS-2 Ignition Controllers are perfect for all the enthusiasts that want to build a carburetor equipped LS engine. While it may seem blasphemous to some, putting a carburetor on a GM Gen-III V-8 is a great option for those wanting the advantages of the aluminum small block without the headaches of wiring a factory EFI system.

These controllers allow you to program much more than just a timing map. Additional features include a launch rev limiter ("2-Step") to get you off the line, max rev limiter for the top end protection, and a step retard in case you add a nitrous shot. Best of all, with the Pro-Data+ software, there is no need to hire a tuner, the average guy can do it with his own laptop! The boxes plugs in to factory coil harnesses for a painless installation. Only a handful of connections are required; the coils, crank sensor, MAP sensor and the cam sensor. You’ll have your carb’ed LS running in no time!

**LS1/LS6 (24 tooth trigger), PN 6010**
**LS2/LS7 (58 tooth trigger), PN 6012**

2-Step Launch Control

If you own an LS there is a good chance you’ll want to show it off on occasion. The best way to impress is with a good launch from the starting line (along with a win).

Getting a production engine to hold steady for a consistent, hard launch used to be a problem - MSD has a solution. The LS 2-Step connects directly to the factory wiring harness and allows a lower rpm limit to be set. With this wired in to your clutch, brake, or even a button in the cockpit, the result will be a more consistent launch to make your LS even more impressive.

**2-Step Launch Control, PN 8733**

Front Drive Distributor

MSD’s Pro-Billet Front Drive distributor is the solution for racers that want to run a traditional ignition control. The MSD Front Drive distributor is belt-driven from a pulley installed on the camshaft. For increased strength and durability a 9mm belt is used which is wider than any other drive assembly. The distributor head is CNC-machined from billet aluminum and is secured to a strong precision bracket. This system is an extremely accurate way to distribute the spark energy from your MSD Ignition!

**LS Front Drive Distributor, PN 8712**

Note: Must be used with a belt drive.

Trigger Signal Converter

MSD’s front drive distributor traditionally needs a crank trigger wheel to generate a signal, but that’s no longer necessary! The LS to MSD Trigger Converter makes it a breeze to trigger your standard MSD ignition controller on an LS engine. This device plugs into the factory crank sensor of an LS engine and converts the original trigger signal into a 4 pulse, 12-volt square wave signal to trigger an MSD Ignition Control such as a Power Grid Ignition Control. This is the best option for anyone that plans to use a front drive distributor!

**LS to MSD Signal Convertor, PN 6301**

*Not legal for sale or use on pollution controlled vehicles.*
### Identifying your coils

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

<table>
<thead>
<tr>
<th>Singles</th>
<th>8-Pack</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LS1/LS6 Engines, PN 8285</strong></td>
<td><strong>PN 82858</strong></td>
</tr>
<tr>
<td><strong>LQ Truck Series, PN 8286</strong></td>
<td><strong>PN 82868</strong></td>
</tr>
<tr>
<td><strong>LS2/LS7 Engines, PN 8287</strong></td>
<td><strong>PN 82878</strong></td>
</tr>
</tbody>
</table>

#### MSD PN 82858 replaces:
- '98-'04 GM Car w/VIN G
- '98-'03 Trucks w/VIN E and D
  - Connector and plug wire on same side.

#### MSD PN 82868 replaces:
- '99-'06 GM 4.8L, 5.3L, 6.0L
- '03-'06 Hummer 6.0L
  - VIN Z, N, T, V, U, B and P
  - Connectors on opposite ends.

#### MSD PN 82878 replaces:
- '05-'09 Cars 5.3L, 6.0L, 7.9L w/VIN M and C
- '05-'09 Trucks 5.3L, 6.0L w/VIN M, U and H

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

### LS Coil Brackets

While few would think to question the LS-series’ technical abilities, many auto enthusiasts agree its looks leave a little to be desired. MSD is helping to dress-up the top of the LS and make it look as good as it performs. These replacement coil mounts bolt into the stock location with no modification. The machined aluminum practically begs to accent the engine and lets you get rid of that ugly stamped metal from the factory.

- **LS1/LS6 OE or MSD Coils PN 8285, PN 8215**
- **LS2/LS7 OE or MSD Coils PN 8287, PN 8216**

### 8.5mm Super Conductor Spark Plug Wires

If getting the most out of your engine’s ignition system is important to you, then MSD Super Conductor Spark Plug Wires are a must. The 8.5 mm Super Conductors were designed by MSD engineers to perform as the ultimate wires for top level racing teams and now they are available for your LS.

<table>
<thead>
<tr>
<th>Color</th>
<th>Universal Sets</th>
<th>LS Cars</th>
<th>LS Trucks</th>
<th>8.1L w/Heat Guard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red</td>
<td>PN 32079</td>
<td>PN 32819</td>
<td>PN 32829</td>
<td>PN 39849</td>
</tr>
<tr>
<td>Black</td>
<td>PN 32073</td>
<td>PN 32813</td>
<td>PN 32823</td>
<td></td>
</tr>
</tbody>
</table>

Universal sets are extra long wires with two style boots - designed for coil relocation kits.

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