

# MSD MARINE



MARINE CATALOG

# MSD MARINE



**MARINE**



The 6M-2L is thoroughly tested by Underwriter's Laboratory and certified to meet or exceed safety standards for marine ignitions as set out by the U.S. Coast Guard.

**BUILT-IN  
ADJUSTABLE  
REV  
LIMITER**

## MSD 6M-2L™ Marine Ignition with Rev Limiter

The MSD 6M-2L Ignition Control is designed for performance marine applications where a high energy and reliable ignition is a necessity. The capacitive discharge (CD) design of the MSD produces full power sparks throughout your boat's entire rpm range. Below 3,000 rpm, a series of multiple sparks burn in the cylinder for 20° of crankshaft rotation ensuring complete combustion. Together, these sparks produce easier starting, great throttle response, more power and reduced plug fouling during idling.

Weathertight connectors securely lock together to provide reliable connections that are unaffected by water, oil, gasoline and most other chemicals associated with boats. To protect the 6M-2L's electrical circuitry from marine conditions, the entire unit is potted with a polyurethane compound. This material prevents the electrical components from coming into contact with water or other chemicals.

The 6M-2L also features a built-in Soft Touch Rev Control that will save your engine from overrev damage. The rpm limit is set with sealed rpm modules (see below).

The 6M-2L can be triggered by either a magnetic pickup (distributor or crank trigger), amplifier or by a breaker point distributor. The cable harness has the proper connector so you can plug the 6M-2L into one of the Pro-Billet MSD Marine distributors.

# IGNITIONS

### OPERATING SPECIFICATIONS

SPARK ENERGY:	105-115 mJ Per Spark
PRIMARY VOLTAGE:	460-480 Volts
SECONDARY VOLTAGE:	45,000 Volts
SPARK SERIES DURATION:	20° Crankshaft Rotation
RPM RANGE:	15,000 RPM with 14.4 Volts
VOLTAGE REQUIRED:	12-18 Volts, Negative Ground
CURRENT DRAW:	1 Amp per 1,000 RPM
WEIGHT & SIZE:	3.5 lbs., 8"L x 3.5"W x 2.25"H

Tested with Blaster Coil



Weathertight connectors are used on all MSD marine ignition parts.

6M-2L Marine Ignition w/Rev Limiter - .....PN 6560

# COILS



## MSD Blaster HV Can Coil



The sturdy metal housing of the High Vibration Coil is completely potted with a premium grade epoxy to completely encase the coil's primary and secondary windings. This protects the coil's internal components from high and low frequency vibrations that are commonly experienced in racing.

High Vibration Blaster - .....PN 8222

## MSD Blaster SS E-Core Style Coil



Don't let the compact size of the Blaster SS Coil fool you, because it is packed with performance! The efficient E-core windings are designed to produce high amounts of current without sacrificing the voltage output.

The secondary windings are wound on a segmented bobbin which reduces the chance of voltage breakdown between the primary and secondary windings. For more protection, these windings are encased in a polyurethane compound for complete protection against vibration.

The Blaster SS features brass terminals and a sturdy Rynite housing. It is supplied with a 90° boot, terminal and vibration mounts. A great addition to CD Ignitions and some stock applications.

Blaster SS Coil - .....PN 8207

## MSD GM Dual Connector Coil



Top off your GM Ignition system with this great replacement coil.

Each coil has a unique turns ratio plus there is lower primary resistance than the stock coil. This all amounts to a bolt-in replacement coil that produces more output voltage.

Blaster GM Dual Connector Coil - PN 8226

## Street Fire GM Dual Connector coil



Street Fire coils mount directly in place of factory style versions and accept the OEM connectors as well. Performance output is improved thanks to a careful selection of better materials and efficient winding ratios.

ST GM Dual Connector Coil - .....PN 5526

# CONNECTORS

## Connector Kits



Connector Kits:	
6 Pin - .....	<b>PN 8170</b>
4 Pin - .....	<b>PN 8171</b>
3 Pin - .....	<b>PN 8172</b>
2 Pin - .....	<b>PN 8173</b>
1 Pin - .....	<b>PN 8174</b>



Pin Kits:	
Male Pins w/Seals - .....	<b>PN 8190</b>
Female Pins w/Seals - .....	<b>PN 8191</b>
Pin Extactor - .....	<b>PN 8193</b>



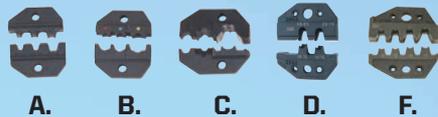
Deutsch Connector Kits:	
6 Pin 16 Gauge - .....	<b>PN 8180</b>
4 Pin 16 Gauge - .....	<b>PN 8181</b>
2 Pin 16 Gauge - .....	<b>PN 8183</b>
2 Pin 12-14 Gauge - .....	<b>PN 8184</b>
8 Pin 16 Gauge - .....	<b>PN 8185</b>
12 Pin 16 Gauge - .....	<b>PN 8186</b>
4 Pin 12-14 Gauge - .....	<b>PN 8187</b>



## Pro Crimp Tool

If you do a lot of custom wiring work the Pro-Crimp Tool is a must for your toolbox! The Pro-Crimp features interchangeable jaws allowing for a variety of different style crimps with one heavy-duty tool. The Tool is supplied with precision crimping/stripping jaws for MSD's spark plug wire terminals.

Pro Crimp Tool - .....	<b>PN 35051</b>
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Crimp Tool Jaws:	
A. AMP Pin - .....	<b>PN 3506</b>
B. AMP Lug - .....	<b>PN 3507</b>
C. Plug Wire (Included w/35051) - .....	<b>PN 3508</b>
D. Weatherpak - .....	<b>PN 3509</b>



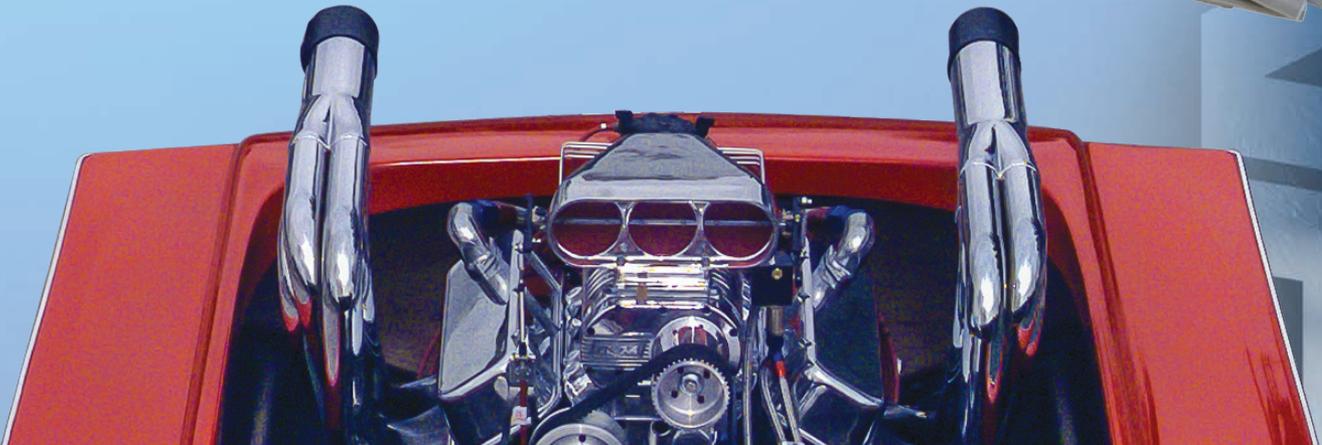
# SPARK PLUG WIRES

## MSD Spark Plug Wire Kits

Spark plug wires are one of the most important pieces of the ignition system. You can have the best ignition control and coil possible (and with MSD, you will), but if the plug wires aren't up to snuff, all the energy will just be wasted.

Not only do plug wires need to carry extremely high voltages, but they have to do it in a harsh environment. Wires must be able to handle extreme heat, abrasion, and even getting whipped around from racing speeds. Also, the crimps and connections must be secure and live up to being pulled off in the pits during tune up sessions. The 8.5mm Super Conductor wire is engineered to deliver the most spark possible and features the lowest resistance with high EMI suppression. This wire also features extreme high temp sleeving and boots plus MSD's strong Dual Crimp terminals.

Universal Set 90 Deg Black - .....	<b>PN 31223</b>
Universal Set 90 Deg Red - .....	<b>PN 31229</b>
Universal Set Straight/Multi Angle Black - .....	<b>PN 31183</b>
Universal Set Straight/Multi Angle Red - .....	<b>PN 31189</b>





# DISTRIBUTORS

## Pro-Billet™ Marine Distributors

Marine environments place rigorous demands on every component of the ignition system, especially the distributor. The combination of water spray, salt exposure, full throttle acceleration and harsh vibrations all take their toll. The MSD Pro-Billet distributor is the strongest and most accurate distributor you can put in your boat. The housing is CNC-machined from a billet of 6061-T6 aluminum creating a housing with no porosity. Internally, a QPQ coated shaft is guided by a sealed ball bearing and an extra long sintered bushing for high-speed stability. Each distributor uses MSD's race-proven magnetic pickup to trigger the ignition control. Mounted just above the pickup is a mechanical advance assembly that is easy to adjust so you can dial-in an ignition curve to match your boat's application (except PN 8366).

For marine use, the distributor cap is bolted to the aluminum base. There are two flame arrester holes with brass screens machined into the base of the distributor to prevent ignition of gas fumes that may build up in the engine compartment. A special Weathertight connector is supplied to provide a positive-lock and water resistant connection. These Pro-Billet distributors must be used with an MSD 6M-2L Ignition Control.

The Marine Pro-Billet distributors have been tested by Underwriter's Laboratory and are certified to meet or exceed safety standards for marine ignition systems as set by the U.S. Coast Guard.

Late Model GM, EFI V8 - ..... **PN 8366**  
Marine Pro-Billet, V8 Chevy - ..... **PN 8560**

MARINE



PN 8366



PN 8560



PN 83506



PN 83606

## Marine Ready-to-Run™

MSD's Ready-to-Run Marine distributors are the perfect upgrade for boats that are relying on worn-out breaker points or weak ignition systems. These new distributors feature a powerful ignition module built into the billet aluminum housing. This module produces a stout inductive spark that will improve combustion of the fuel mixture for better driveability.

Beneath the durable bolt-down, injection-molded cap, a maintenance-free magnetic pickup produces accurate trigger signals while an oversized shaft is guided by a sealed ball bearing.

An easy-to-adjust mechanical advance allows you to custom tailor a timing curve to match your application.

The Ready-to-Run distributors are a breeze to install. Simply drop it in the engine and connect three wires and you're ready-to-run across the lake! Supplied with a cap, rotor, gear and Weather-tight wiring harness.

- Only three wires to connect for a simple installation
- High output ignition module produces quick starts, smooth idle and improved mid range performance
- Accurate and maintenance-free magnetic pickup never needs adjustment
- Easily adjust the mechanical advance with the supplied springs and stop bushings to fit your boat's needs

## Ready-to-Run Marine Distributors

Chevrolet V8 - ..... **PN 83606**  
Ford 351C-460 - ..... **PN 83506**

MARINE



All of our marine distributors are equipped with flame arrester holes machined into their billet aluminum housings.

# SERVICE PARTS



PN 8565



PN 8467



PN 8431



PN 84313



PN 8565



PN 8406

## MSD Style:

- Distributor Cap - for PN 83606 - ..... **PN 8565**
- Distributor Rotor - ..... **PN 8467**
- Distributor Cap 83506 Red - ..... **PN 8431**
- Distributor Cap 83506 Black - ..... **PN 84313**
- Marine HEI Tower Cap - ..... **PN 8565**
- Cap and Rotor Kit 8366 - ..... **PN 8406**



PN 209D



PN 221B



PN 271B



PN 270B



PN 225B



PN 309



PN 310



PN 318



PN 319

## Mallory Style:

- Distributor Cap- Marine 8 Cyl - ..... **PN 209D**
- Distributor Cap- Marine 8 Cyl Flat Cap - ..... **PN 221B**
- Distributor Cap- Marine 6 Cyl - ..... **PN 270B**
- Distributor Cap- Marine 4 Cyl - ..... **PN 225B**
- Rotor - ..... **PN 309**
- Rotor - ..... **PN 310**
- Rotor - ..... **PN 318**
- Rotor - ..... **PN 319**
- Rotor - ..... **PN 320M**
- Rotor - ..... **PN 340**
- Rotor - ..... **PN 360**
- Point Set - ..... **PN 25042**
- Condenser - ..... **PN 400**
- Module, Unilite for YLU Series Distributors - ..... **PN 605**
- Module, Magnetic for YLM Series Distributors - ..... **PN 609**



PN 320M



PN 360

# GASKETS

## Multi-Layer Stainless Steel Exhaust Gaskets

Use these high performance exhaust gaskets to seal your heads exhaust ports to your headers for an air tight seal.



PN 4800G



PN 4803G



PN 4816G



PN 4801G



PN 4804G



PN 4825G



PN 4802G



PN 4815G

- SBC Square Port MLS Exhaust Gaskets - ..... **PN 4800G**
- SBC Square Port MLS Exhaust Gaskets - ..... **PN 4801G**
- SBC Round Port MLS Exhaust Gaskets - ..... **PN 4802G**
- SBC Round Port MLS Exhaust Gaskets - ..... **PN 4803G**
- SBC "D" Port MLS Exhaust Gaskets - ..... **PN 4804G**
- BBC Round Port MLS Exhaust Gaskets - ..... **PN 4815G**
- BBC Square Port MLS Exhaust Gaskets - ..... **PN 4816G**
- SBF & W Round Port MLS Exhaust Gaskets - ..... **PN 4825G**





# POWERSPORTS

## Pro-Digital Programmable Ignition

Precise ignition timing is essential to produce maximum horsepower. However, one timing setting is not ideal for an engine's entire rpm range. The dynamics of air and fuel flow into the engine as well as the speed that the piston travels through the combustion stroke all affect the ideal timing setting. Fortunately, the Programmable MSD Ignition lets you tune in a custom timing curve to match your engine's requirements!

The Multi-Channel Ignition lets you set an incredibly accurate timing curve throughout the rpm range of the engine. There are three settings that you program to create a timing curve. First you set where you want the initial timing, or idle timing. Next you set the rpm point to begin the curve followed by the amount you want it to retard (up to 30°) through the high rpm limit. All of the adjustments are made with dip switches built into the ignition.



Pro-Digital Programmable Ignition (3 channel) - .....PN 42351

## Improved Stock Coil

Replace your stock Kawasaki and Yamaha Coils with this direct bolt-on. Molded-in 8.5mm Super Conductor Wires. Used with Enhancer Ignition for Yamaha 650x701 and Kawasaki 750 ONLY. Also applicable with the Yamaha Banshee (Quad).

Output Voltage: ..... 30KV  
 Primary Resistance: .....08 OHMS  
 Secondary Resistance: ..... 2K OHMS



Improved Stock Coil - .....PN 4294

## Enhancer™ for Personal Watercraft

If you're looking for bolt-in performance for your watercraft, the MSD Enhancers are just the ticket! Each Enhancer is a direct plug in unit and is designed to fit in the stock location. The Enhancer ignition gives the racer an edge due to the powerful spark energy and adjustable rev-limiter.

The Enhancer Ignitions produce a much more powerful spark, as much as four times more spark energy, to ensure complete combustion of the fuel mixture. This complete combustion results in improved performance including quick throttle response, improved pulling power and top end, plus it will reduce spark plug fouling.

Whether your watercraft is stock or if you've added other modifications such as a better flowing intake or exhaust modifications, the Enhancer Ignitions will improve the performance!



PN 4253



PN 4255

Yamaha 650/701 Enhancer Ignition - .....PN 4253  
 Sea Doo Enhancer Ignition, 800 XP & GSX - .....PN 4255



## High Performance Coil

A high voltage spark that is capable of full output through high racing rpm.

Single Tower  
 High Performance Coil - .....PN 42921



PN 43032



PN 4316



PN 4309

## Pro-Billet Flywheels

Yamaha 650/701/760 - .....PN 43032  
 Wand Trigger Pickup for Yamaha 650/701/760 - .....PN 4316  
 Wand Trigger Pickup for Yamaha 800/110/1200 - .....PN 43161  
 Two Magnets, .375" x .125" - .....PN 4309



- Improved Top End Power
- Program a timing curve, Over-Rev Limiter and Holeshoot RPM
- Individual High Output Coil per Cylinder
- Separate Trigger Pickup for each Cylinder for Cylinder-to-Cylinder Timing

## Watercraft Multi-Channel Racing Ignition

For all-out racing performance, you can't beat MSD's Multi-Channel Ignition systems. These digital ignition controls deliver incredible power and offer versatile programming features.

Precise ignition timing is essential to produce maximum horsepower. However, one timing setting is not ideal for an engine's entire rpm range. The dynamics of air and fuel flow into the engine as well as the speed that the piston travels through the combustion stroke all affect the ideal timing setting. Fortunately, the Programmable MSD Ignition lets you tune in a custom timing curve to match your engine's requirements!

There are three settings that you program to create a timing curve. First you set where you want the initial timing, or idle timing. Next you set the rpm point to begin the curve followed by the amount you want it to retard (up to 30°) through the high rpm limit. All of the adjustments are made with dip switches built into the ignition.

This Ignition delivers a powerful capacitive discharge spark from idle to top end. This improved output results in complete combustion for performance through the entire rpm range of your engine.

The Multi-Channel Racing Ignition Kits are supplied with all the parts needed for your application, CD Coils, Trigger Pickups, Spark Plug Wires, Flywheel and Trigger Plate.



Yamaha 650/701/760 - ..... **PN 42380**



PN 3340



PN 3341

## Spark Plug Retainer

There's no excuse for losing a race due to a spark wire popping off when you run MSD's boot retainers. These handy clamps are molded from heat resistant nylon material and will lock the boot to the spark plug.

### Spark Plug Boot Retainer

2 Cylinder - ..... **PN 3340**  
3 Cylinder - ..... **PN 3341**



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