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.

Weather tight 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.

Weathertight connectors are used on all MSD marine ignition parts.

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.

### 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

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**MSD Blaster SS E-Core Style Coil**

Don’t let 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

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**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

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**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

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**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

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**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.

Weather tight 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.

Weather tight connectors are used on all MSD marine ignition parts.

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.

### 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

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**MSD Blaster SS E-Core Style Coil**

Don’t let 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

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**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

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**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

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**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
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** - PN 31223
**Universal Set 90 Deg Red** - PN 31189
**Universal Set Straight/Multi Angle Black** - PN 31189
**Universal Set Straight/Multi Angle Red** - PN 31189

**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** - PN 35051

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

**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.

**Duetsch Connector Kits:**
- 6 Pin 16 Gauge - PN 8180
- 4 Pin 16 Gauge - PN 8181
- 3 Pin 16 Gauge - PN 8182
- 2 Pin 16 Gauge - PN 8183
- 8 Pin 16 Gauge - PN 8184
- 12 Pin 16 Gauge - PN 8185
- 4 Pin 12-14 Gauge - PN 8187

**Connector Kits:**
- 6 Pin - PN 8170
- 4 Pin - PN 8171
- 3 Pin - PN 8172
- 2 Pin - PN 8173
- 1 Pin - PN 8174

**Pin Kits:**
- Male Pins w/Seals - PN 8190
- Female Pins w/Seals - PN 8191
- Pin Extactor - PN 8193

**Pin Kits:**
- Male Pins w/Seals - PN 8190
- Female Pins w/Seals - PN 8191
- Pin Extactor - PN 8193

**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** - PN 31223
**Universal Set 90 Deg Red** - PN 31189
**Universal Set Straight/Multi Angle Black** - PN 31189
**Universal Set Straight/Multi Angle Red** - PN 31189
**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 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.

Ready-to-Run Marine Distributors

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

**MSD Style:**
- Distributor Cap - for PN 83606 - PN 8565
- Distributor Rotor - PN 320M
- 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

**Mallory Style:**
- Distributor Cap- Marine 8 Cyl - PN 209D
- Distributor Cap- Marine 6 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 360
- Point Set - PN 25042
- Condenser - PN 400
- Module, Unilite for YLU Series Distributors - PN 605
- Module, Magnetic for YLM Series Distributors - PN 609

**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.

- 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
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.

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!

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).

High Performance Coil

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

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 Stock Coil - PN 4294

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

Enhancer Ignition for Personal Watercraft

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

Enhancer Ignition for 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

Enhancer Ignition for 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
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

Spark Plug Retainer

There's no excuse for losing a race due to a plug 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

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

PN 3340
PN 3341