



I40010

PROFESSIONAL DRAG RACE II CD COIL IMPROVED HIGHER ENERGY, LONGER ENDURANCE

Re-engineered for extended use and ultra high output. This coil is capable of delivering over 1 full amp to the spark plugs. Design to work with CD racing ignition systems only. The unique patent pending core design and ultra low resistance heavy gauge windings have been designed for optimal performance with a Mallory, Crane, Holley or MSD capacitive discharge racing ignition system. Special high temperature, high density epoxy encapsulation resists severe shock and harsh vibration while providing maximum thermal conductivity. The light weight anodized extruded aluminum housing provides maximum cooling. SAE male tower with three high voltage dams provides extended protection from arcing. Can be mounted in any orientation and comes complete with a sealed weather-proof primary leads and connector. This coil is effective to over 12,000 RPM.

Specifications Tested with Mallory HyFire VII S & C ignition

Primary Resistance	.....	.09 Ohms
Secondary Resistance	.....	.048 Ohms
Turns Ratio	.....	170 : 1
Maximum Voltage	.....	.50,000 volts
Peak Current	.....	.1,200 mA
Spark Duration	.....	.170 μS

Professional Drag Race II CD coilI40010



CD ONLY CANISTER STYLE SUPER COIL

Specifically design to work with CD ignition systems only. For vehicles where a traditional canister type oil filled can coil is preferred or required. Engineered for extended use such as road and oval track racing, high RPM street engines as well as drag racing. High energy windings designed especially for optimum performance with an ACCEL, Mallory, Crane, Holley or MSD capacitive discharge ignition system. This coil is best for engines that operate above 3,000 RPM and is effective to 10,000 RPM.



I40002

Specifications Tested with ACCEL 300+ Ignition

Primary Resistance	.....	.0.9 Ohms
Secondary Resistance	.....	.7.3 k Ohms
Turns Ratio	.....	100 : 1
Maximum Voltage	.....	.45,000 volts
Peak Current	.....	.160 mA
Spark Duration	.....	.420 μS

CD only canister style Super CoilI40002

See page 79-84 for ACCEL distributor applications and pages 130-140 for additional coils.

Coil resistance specification shown are nominal +/- 10%

HEAVY DUTY CD ONLY E-CORE SUPER COIL

Professional continuous use racing coil specifically design to work with CD ignition systems only. High energy, heavy gauge windings designed especially for optimum performance with an ACCEL, Mallory, Crane, Holley or MSD capacitive discharge ignition system. E-core design minimizes inductance losses and maximizes energy output. Special high temperature epoxy resists shock and vibration and provides excellent thermal conductivity. The extruded aluminum heat sink provides maximum cooling to ensure long life. SAE male tower offers greater coil wire retention and protection from arcing. Comes complete with insulated primary wire connector and universal ACCEL 8.8mm 300+ RaceWire coil lead and mounting hardware kit. This coil is effective to over 10,000 RPM.

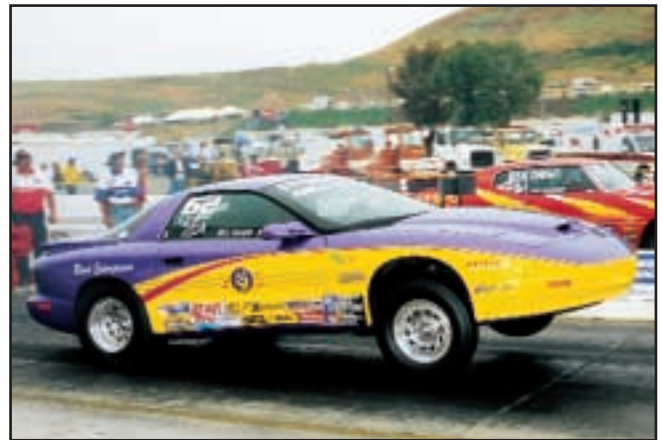
Specifications	Tested with ACCEL 300+ Ignition
Primary Resistance .....	.02 Ohms
Secondary Resistance .....	.3.6 k Ohms
Turns Ratio .....	.95 : 1
Maximum Voltage .....	.48,000 volts
Peak Current	300 mA
Spark Duration .....	.360 μS

Heavy Duty CD only E-core Super Coil140019

140019



For a complete line of large diameter racing distributors, magnetos, crank triggers, and racing ignition systems, consult your Mallory catalog.



SHOCK / VIBRATION MOUNT KIT

- Recommended for racing applications with severe shock and vibration conditions
- Four 1/4-20 studs impregnated in high absorption rubber cushions provide effective vibration isolation to protect valuable racing electronics
- Complete with hex nuts and lockwashers

Universal-Fit49012



49012

See page 79-84 for ACCEL distributor applications and pages 130-140 for additional coils.

Coil resistance specification shown are nominal +/- 10%

HEAVY DUTY ELECTRONIC CD TYPE E-CORE SUPER COIL



140009

High energy heavy gauge windings deliver unmatched performance. Designed to work with both breakerless electronic ignition systems or ACCEL, Mallory, Crane, Holley or MSD capacitive discharge ignition systems. E-core design minimizes inductance losses and maximizes energy output. Special high temperature epoxy resists shock and vibration and provides excellent thermal conductivity. The extruded aluminum heat sink provides maximum cooling to ensure long life. SAE male tower offers greater coil wire retention and protection from arcing. Comes complete with insulated primary wire connector and universal ACCEL 8.8mm Spiral coil lead and mounting hardware kit.

Specifications

Tested with ACCEL 300+ Ignition

Primary Resistance	.....1.3 Ohms
Secondary Resistance	.....7.3 k Ohms
Turns Ratio	.....100 : 1
Maximum Voltage	.....48,000 volts
Peak Current	......220 mA
Spark Duration	......300 μ S

Heavy Duty Electronic

CD type E-core Super Coil140009

See page 79-84 for ACCEL distributor applications and pages 130-140 for additional coils.

Coil resistance specification shown are nominal +/- 10%



TACH ADAPTER

If your tachometer fails to operate after installing either of the ACCEL 275+ or 300+ CD ignition controls, you may need a tach adapter. The green lead in the wire harness from the ACCEL 275+ or 300+ ignition control produces a 12 volt square wave signal. This can be used with most tachometers. If the tachometer still does not function properly you will need a tach adapter.

If your tachometer was triggered from the coil negative terminal (voltage trigger) and you are using the white lead via either points, electronic ignition amplifier output or OE module to trigger the ACCEL 275+ or 300+ CD ignition control, then you need the ACCEL tach adapter p/n 49365.

ACCEL Tach Adapter for coil negative

(white lead wire) trigger49365

Note: If you are using the output signal directly from the magnetic pickup inside the distributor to trigger the ACCEL 275+ or 300+ CD ignition control, and your tachometer is not functioning properly, then you will need a different tach adapter, such as Mallory p/n 29078.

49365





DIGITAL DONE RIGHT SINCE 1994, AND STILL THE BEST!

The ACCEL 300+ Ignition has the lowest current draw, most spark duration, highest energy output, highest energy into the coil, and is the smallest and lightest system around. Each 300+ System comes with weatherpack plug-in connectors for easy, trouble-free installation. Kits are available for a variety of factory fit applications with custom fit direct plug-in harnesses and coils.

IGNITION BOX SHOOT OUT

Check out the Article on page 88 of the May 2002 issue of Car Craft magazine. Five ignition boxes were tested and **ACCEL's 300+** made the most horsepower and torque! Straight from the article, here are the numbers:

BRAND, P/N	PEAK TORQUE LB-FT@3,900	PEAK HORSEPOWER HP@5,300
ACCEL 300+	534.8	497.8
MSD 6-AL	532.9	496.0
Mallory VI-AL	529.5	493.4
Crane HI-6	531.5	491.8
Holley 800-50	531.1	487.4

Engine dyno testing from May 2002 issue of Car Craft magazine.
See: www.carcraft.com



49329



MANUFACTURER	ACCEL 300+	BRAND "MS"	BRAND "H"	BRAND "C"
OPERATING VOLTAGE	8-18	11-18	10-24	6-18
OPERATING CURRENT PER 1000 RPM	0.6 AMP	1.0 AMP	1.0 AMP	0.7 AMP
<i>ACCEL HAS THE LOWEST CURRENT DRAW! LESS ENERGY REQUIRED!</i>				
MAX RPM	12,000	15,000	16,000	10,000
SPARK DURATION	22.5°	20°	22.5°	20°
<i>ACCEL HAS THE HIGHEST SPARK DURATION FOR COMPLETE COMBUSTION!</i>				
INITIAL SPARK ENERGY OUTPUT	143 mj	105 mj	135 mj	135mj
<i>ACCEL HAS THE HIGHEST SINGLE SPARK ENERGY OUTPUT! A MORE INTENSE INITIAL BURN RESULTS IN MORE COMPLETE COMBUSTION!</i>				
MULTIPLE SPARK ENERGY OUTPUT	1500 mj	600 mj	675 mj	1200 mj
<i>ACCEL HAS THE HIGHEST MULTIPLE SPARK ENERGY OUTPUT! THE RESULT IS MORE COMPLETE COMBUSTION, WHICH MEANS MORE POWER!</i>				
VOLTAGE INTO COIL	535	460 - 480	525	450
<i>ACCEL HAS THE HIGHEST VOLTAGE INTO THE COIL!</i>				
DIMENSIONS	4.25" x 3" x 2"	8" x 3.5" x 2.25"	6.2" x 4.2" x 2.55"	8" x 3.5" x 2"
<i>ACCEL IS THE SMALLEST!</i>				
WEIGHT	1.3 LBS	3.0 LBS	4.55 LBS	3.0 LBS
<i>ACCEL IS THE LIGHTEST!</i>				

C.A.R.B. approval pending.



49328

300+ DIGITAL MULTI-STRIKE CD IGNITION WITH REV CONTROL

Engineered to be the most compact, lightest, most powerful and most reliable street/strip ignition system available. Utilizing the latest generation of RISC micro-controller, this unit provides high speed processing, maximum energy output, unparalleled efficiency and total coil saturation. ACCEL's 300+ Digital Multi-Strike CD Ignition Control unit has the lowest operating current draw and supplies the highest energy to the coil compared to antiquated analog style systems. ACCEL's 300+ CD Ignition Control unit provides several multi-strike spark events of 525 volts and 135 mJ up to 3000 RPM for easier starting and greater burn efficiency, which in turn provides increased performance. Added to these features is an easy-to-adjust single stage intelligent sequential rev limiting control for added engine over rev protection without the need to buy extra chips. The added energy output of the 300+ CD Ignition Control unit is critical to unlocking the hidden potential of engines modified with all types of performance modifications including super/turbocharger systems. Additionally, the 300+ Digital Multi-Strike CD Ignition Control unit has built-in upgradability to allow the use of the ACCEL 375+ Digital Ignition Control Module. This combination provides addition stages of RPM rev control as well as ignition timing retard functions needed when using large amounts of nitrous oxide or high boost super/turbocharger systems. The compact design makes easy mounting in limited spaces. Required that you upgrade to a high performance or CD-type coil.



49329

300+ Ignition Control Unit, Universal Kit for Distributor-Equipped Engines49300

See page 7 for custom fit direct plug-in application kits.

LISTEN TO WHAT THE WINNERS HAVE TO SAY:

JOHN LINGENFELTER:

"The ACCEL 300+ system is a reliable ignition system which is not only smaller and lighter, but more importantly, it produces tremendous spark energy, 25% more than the nearest competitor. We installed a ACCEL 300+ system on the 1997 Hurst Firebird, put several thousand miles on it and even drove it on the Hot Rod Powertour with no failures. The ACCEL 300+ is an extremely reliable piece."

ABRAHAM BERGIAN ASSOCIATE EDITOR OF HIGH TECH PERFORMANCE MAGAZINE:

"With the ACCEL 300+ system installed on our 1996 Pontiac Firebird Formula project car, we picked up 30 more miles per tankful. The ACCEL 300+ system made the Formula more efficient all the way around."

EVAN SMITH TECHNICAL EDITOR FOR MUSCLE MUSTANGS & FAST FORDS:

"As a whole, ACCEL's 300+ system gets a thumbs up. We like the modular design, the ease of installation, and the fact that it works. We were more than impressed with a gain of 14 horsepower (when combined with ACCEL 300+ Race Wires and a 6020 IM BilleTech distributor) at the rear wheels. We expected only a 5-8 HP improvement."



49310



UNIVERSAL KIT

- Without coil49300
- With matched ACCEL Super Coil P/N 14001949320

FORD

- 1998-84 with EEC-IV ignition, Except EDIS coil packs49326
- applications include:
 - 1995-86 Mustang 5.0L / Cobra R 5.8L
 - 1998-84 Cars 4 / 6 / 8 cyl engines w/ epoxy style coil
 - 1998-85 Ford Truck 4 / 6 / 8 cyl engines w/ epoxy style coil

GENERAL MOTORS

- 1995-85 with remote mount HEI coil and 8-pin ignition module49321
 - applications include:
 - 1992-87 Camaro / Firebird 5.0L / 5.7L V8
 - 1993-87 Full Size / Mid Size 5.0L (305) / 5.7L V8
 - 1995-87 Chevrolet / GMC Truck 4.3L V6 and 5.0L / 5.7L / 7.4L V8
 - 1989-74 with HEI in-cap coil, red / yellow primary wires49322
 - applications include:
 - 1983-74 most Cadillac V8 engines w/ HEI
 - 1986-74 most Chevrolet V8 and 90 degree V6 engines w/ HEI
 - 1991-73 with HEI in cap coil, red/white primary colors49323
 - applications include:
 - 1981-74 most Buick V6 and V8 engines w/ HEI
 - 1991-74 most Oldsmobile V8 engines w/ HEI
 - 1981-73 most Pontiac V8 engines w/ HEI
 - 1991-81 Corvette 5.7L
 - 1995-93 Camaro / Firebird 5.7L LT149324
 - 1995-92 Corvette 5.7L LT149325
 - 1995-94 Caprice / Impala SS and Full Size 4.3L / 5.7L LT149325
 - 1996 Corvette 5.7L LT1 /LT449327*
 - 1996 Caprice / Impala SS 4.3L / 5.7L LT149327*
 - 1997-96 Camaro / Firebird 5.7L LT1 / LT449327*
 - 2001-96 Chevrolet / GMC Truck 4.3L V6 "Vortec" w/ side tower distributor cap49329*
 - 2001-96 Chevrolet / GMC Truck 5.0L / 5.7L / 7.4L V8 "Vortec"49329*
- *Matching coil P/N 140024, sold separately*

HONDA / ACURA

**See page 11
for detailed
application
coverage.**

300+ Digital Multi-Strike CD Ignition with Rev Control External Coil Conversion Kits

- 2001-92 Honda/Acura models with TEC-Equipped Distributors49310
- 2001-94 Integra GS-R and Type R with B18C1, B18C5 engines49311
- 2001-94 Civics and Accords with Hitachi distributors49312
- 1991-88 Civic with D15B, D16A and Integra with D16A, B18B engines49313

MOPAR/JEEP

- With Fuel Injection and epoxy style coil49328
- application included:
 - 1995-90 2.2L / 2.5L 4 cyl including Turbo exc. DOHC I6V
 - 1997-90 Dodge Truck 2.5L 4 cyl including "Magnum"
 - 1997-92 Dodge Truck 3.9L V6 and 5.2L / 5.9L V8 "Magnum"
 - 1997-91 Jeep 2.5L 4 cyl and 4.0L 6 cyl
 - 1997-93 Jeep 5.2L / 5.9L V8 "Magnum"

Note: For 1999-98 Dodge Trucks/Jeeps, Coil adaptor harness P/N 140021AH must also be used in conjunction with 300+ kit p/n 49328.
Note: For all Systems as needed, tach adaPtEr p/n 49365

76211



200+ IGNITION AMPLIFIER VOLTAGE BOOSTER

Designed to unlock the full energy potential of the factory stock electronic ignition system by producing a 50% higher coil current density at higher RPMs. The 200+ Ignition Amplifier boosts the primary voltage to the ignition coil by a function of RPMs, while placing no additional load on the coil at idle, preventing overheating. As engine load and RPM increase, the 200+ Ignition Amplifier boosts the primary coil voltage from 12 volts at 1000 RPM to 18 volts by 3500 RPM, which increases burn efficiency. This results in improved power and reduced emissions. A fail-safe or limp-home mode has been integrated into the 200+ Ignition Amplifier's circuitry which, in the event of a system failure, allows you to reach your destination without complete loss of your ignition system. The compact design makes installation easy when mounting space is limited. A perfect addition to a stock engine using the factory coil. Can also be used with a performance coil; will not work with a CD type coil.

200+ Amplifier, Universal Kit

- for Distributor-Equipped Engines76200
- GM 1991-74 HEI76210
- GM 1995-84 remote coil HEI76211
- Ford 1998-84 w/EEC-IV including 5.0L Mustang76220



NEW

49250



C.A.R.B. Approval Pending OBD I & II

250+ ELECTRONIC IGNITION INDUCTIVE STORAGE SYSTEM

Designed to increase the performance of factory stock electronic ignition systems. The compact design makes installation easy when mounting space is limited. By increasing the primary energy to the coil, the 250+ Electronic Ignition Control increases coil output, while a built-in dwell control circuit with a 7.5 amp limit ensures more constant energy output throughout the RPM range. The ACCEL 250+ Electronic Ignition Control provides a long duration, single spark event of up to 200 mJ, producing a more sustained burn time promoting greater engine efficiency, easier starting and extended RPM capabilities. A perfect addition to an engine where performance modifications are limited to bolt-ons such as cold air kits, under-drive pulleys and high flow cat-back exhaust systems. Can be used with a factory coil, but recommended that you upgrade to a high performance coil. Will not work with a CD-type coil.

250+ Ignition Control Unit, Universal Kit

- for Distributor-Equipped Engines49250



275+ DIGITAL MULTI-STRIKE CD IGNITION WITHOUT REV CONTROL

Utilizes the latest generation of RISC micro-controller to provide high speed processing, maximize energy output, and provide greatly enhanced efficiency and more complete coil saturation. ACCEL's 275+ CD Ignition Control unit provides several multi-strike spark events of 500 volts and 125 mj up to 2500 RPM for easier starting and greater burn efficiency, resulting in enhanced performance. This is critical in modified engines with increased cylinder pressures resulting from higher compression pistons, high profile camshafts, higher flow intake manifolds, exhaust headers, and modified cylinder heads. The compact design makes easy mounting in limited spaces. Can be used with a factory coil, but recommended that you upgrade to a high performance coil or a CD-type coil.

NOTE: If future engine modifications are planned such as super/turbocharging or the addition of a nitrous oxide system, choose the ACCEL 300+ Digital Multi-Strike CD Ignition Control because of its upgradability to control ignition timing retard functions.

275+ Ignition Control Unit, Universal Kit for Distributor-Equipped Engines49275



C.A.R.B. Approval Pending
OBD I & II

375+ DIGITAL MULTI-FUNCTION IGNITION CONTROL MODULE FOR THE ACCEL 300+ IGNITION CONTROL UNIT

Featuring a unique design that incorporates a compact control unit that can be mounted out of sight inside the car with a remote display/input unit close at hand for real-time programming or observation. The remote hand-held display/input unit and six-foot cable can also be unplugged from control unit after programming. The ACCEL 375+ Multi-Function Accessory control unit's harness plugs directly into the 300+ Ignition Control box harness, allowing the custom software and dual RISC microprocessors to fully interface with each other. This provides unparalleled capabilities and high-speed processing resulting in seamless performance.

ACCEL 375+ Multi-function Accessory unit features include:

- Two stages of sequential rev limiting control from 1,000 to 12,700 RPM, in 100 RPM increments
- Window RPM switch from 1,000 to 12,700 RPM, in 100 RPM increments
- Fixed Nitrous Oxide or high-speed timing retard from 0.1 to 15.0 degrees in 0.1-degree increments
- Start timing retard from 0.1 to 15.0 degrees in 0.1-degree increments, beginning at 100 RPM, dialed out at 500 RPM
- Proportional boost timing retard from 0.1 to 4.0 degrees per PSI of boost in 0.1-degree increments (Requires the use a MAP sensor)
- Selectable to read either 2 or 3 BAR MAP Sensor signals
- Tachometer display mode with 10 RPM resolutions and moving point-averaging software for clear resolution
- Real time manifold pressure display mode displays vacuum in inches of Hg and boost in PSI. (Requires the use a MAP sensor)

375+ Digital Multi-Function Ignition Control Module49375
2-3 BAR MAP Sensor harness29785
2-BAR MAP Sensor74776
3-BAR MAP Sensor74777

Accessories sold separately



EXTERNAL COIL CONVERSION KITS



120500 CAP

49310



300+ DIGITAL MULTI-STRIKE CD IGNITION WITH REV CONTROL

Engineered to be the most compact, lightest, most powerful and most reliable street/strip ignition system available. Utilizing the latest generation of RISC micro-controller, this unit provides high speed processing, maximum energy output, unparalleled efficiency and total coil saturation. ACCEL's 300+ Digital Multi-Strike CD Ignition Control unit has the lowest operating current draw and supplies the highest energy to the coil compared to antiquated analog style systems.

ACCEL's 300+ CD Ignition Control unit provides several multi-strike spark events of 525 volts and 135 mJ up to 3000 RPM for easier starting and greater burn efficiency, which in turn provides increased performance. Added to these features is an easy-to-adjust single stage intelligent sequential rev limiting control for added engine over rev protection without the need to buy extra chips. The added energy output of the 300+ CD Ignition Control unit is critical to unlocking the hidden potential of engines modified with all types of performance modifications including super/turbocharger systems.

Additionally, the 300+ Digital Multi-Strike CD Ignition Control unit has built-in upgradability to allow the use of the ACCEL 375+ Digital Ignition Control Module. This combination provides addition stages of RPM rev control as well as ignition timing retard functions needed when using large amounts of nitrous oxide or high boost super/turbocharger systems. The compact design makes easy mounting in limited spaces.

C.A.R.B. Approval Pending OBD I Only

Honda/Acura external coil conversion kits come complete with everything shown, including ignition control box, CD coil, modified distributor cap, harness, universal coil lead and hardware kits.



- 2001-92 Honda/Acura models
with TEC-Equipped Distributors49310**
- 2001-94 Integra GS-R and Type R
with B18C1, B18C5 engines49311**
- 2001-94 Civics and Accords
with Hitachi distributors49312**
- 1991-88 Civic with D15B, D16A
and Integra with D16A, B18B engines49313**

Replacement Modified Distributor Caps



120501

120503

120502

Kits include a modified distributor cap, which are also sold separately as replacement parts.



EXTERNAL COIL CONVERSION KITS

Application Chart for #49310

Make	Year	Cyl.	Model	Notes & Comments	Engine & Code
ACURA	1998-99	4	2.3 CL	SOHC 16V (150 HP) VTEC	2.3L F23A1 2254cc
	1996-97	4	2.2 CL w/TEC dist	SOHC 16V (145 HP) VTEC	2.2L F22B1 2156cc
	1994-98	4	INTEGRA LS, RS	DOHC 16V (142 HP)	1.8L B18B1 1834cc
	1992-93	4	INTEGRA	DOHC 16V (130 HP)	1.8L B18A1 1834cc
HONDA	1998-2001	4	ACCORD DX	SOHC 16V (135 HP)	2.3L F23A5 2254cc
	1998-2001	4	ACCORD LX, EX	SOHC 16V (150 HP) VTEC	2.3L F23A1,4 2254cc
	1994-97	4	ACCORD DX, LX, SE w/TEC dist.	SOHC 16V (130 HP)	2.2L F22B2 2156cc
	1994-97	4	ACCORD EX w/TEC dist.	SOHC 16V VTEC (145 HP)	2.2L F22B1 2156cc
	1990-93	4	ACCORD DX, LX w/TEC dist	SOHC 16V (125 HP)	2.2L F22A1 2156cc
	1992-93	4	ACCORD EX, SE w/TEC dist.	SOHC 16V (130 HP)	2.2L F22A6 2156cc
	1999	4	CIVIC Si w/TEC dist.	DOHC 16V VTEC	1.6L B16A2 1595cc
	1996-2000	4	CIVIC DX, LX w/TEC dist.	SOHC 16V (115 HP)	1.6L D16Y7 1590cc
	1996-2000	4	CIVIC EX w/TEC dist.	SOHC 16V VTEC (127 HP)	1.6L D16Y8 1590cc
	1996-2000	4	CIVIC HX w/TEC dist	SOHC 16V VTEC-E (106 HP)	1.6L D16Y5 1590cc
	1992-95	4	CIVIC CX	SOHC 8V (70 HP)	1.5L D15B8 1493cc
	1992-95	4	CIVIC DX, LX	SOHC 16V (102 HP)	1.5L D15B7 1493cc
	1992-95	4	CIVIC EX	SOHC 16V VTEC (125 HP)	1.6L D16Z6 1590cc
	1992-95	4	CIVIC VX	SOHC 16V VTEC-E (92 HP)	1.5L D15Z1 1493cc
	1992	4	CRX		1.5L D15B2 1493cc
	1992	4	CRX HF	SOHC 16V VTEC-E	1.5L D15Z1 1493cc
	1992	4	CRX Si	SOHC 16V VTEC	1.6L D16Z6 1590cc
	1996-97	4	CIVIC DEL SOL S w/TEC dist.	SOHC 16V (115 HP)	1.6L D16Y7 1590cc
	1996-97	4	CIVIC DEL SOL Si w/TEC dist.	SOHC 16V VTEC (125 HP)	1.6L D16Y8 1590cc
	1994-97	4	CIVIC DEL SOL Si w/TEC dist.	DOHC 16V VTEC (160 HP)	1.6L B16A3 1595cc
	1993-95	4	CIVIC DEL SOL S	SOHC 16V (102 HP)	1.5L D15B7 1493cc
	1993-95	4	CIVIC DEL SOL Si	SOHC 16V VTEC (125 HP)	1.6L D16Z6 1590cc
	1997-2001	4	CR-V	DOHC 16V	2.0L B20B,Z 1972cc
	1997-98	4	PRELUDE	DOHC 16V VTEC (195 HP)	2.2L H22A4 2157cc
	1992-96	4	PRELUDE S	SOHC 16V (135 HP)	2.2L F22A1 2156cc
	1992-96	4	PRELUDE Si, SE, SR	DOHC 16V (160 HP)	2.3L H23A1 2259cc
	1993-96	4	PRELUDE Si, SR	DOHC 16V VTEC (190 HP)	2.2L H22A1 2157cc
1994-95	4	PRELUDE S	SOHC 16V (135 HP)	2.2L F22A6 2156cc	



Application Chart for #49311

Make	Year	Cyl.	Model	Notes & Comments	Engine & Code
ACURA	1994-2001	4	INTEGRA GS-R	DOHC 16V VTEC (170 HP)	1.8L B18C1 1797cc
	1997-99	4	INTEGRA TYPE R	DOHC 16V VTEC (190 HP)	1.8L B18C5 1797cc
Does Not Fit					
ACURA	1992-93	4	INTEGRA GS-R	DOHC 16V VTEC (160 HP)	1.7L B17A1 1678cc



Application Chart for #49312

Make	Year	Cyl.	Model	Notes & Comments	Engine & Code
ACURA	1996-99	4	2.2 CL w/Hitachi Dist	SOHC 16V (145 HP) VTEC	2.2L F22B1 2156cc
HONDA	1998-2001	4	ACCORD w/Hitachi dist.	SOHC 16V VTEC	2.3L F23A 2254cc
	1994-97	4	ACCORD DX, LX, SE w/Hitachi dist.	SOHC 16V (130 HP)	2.2L F22B2 2156cc
	1994-97	4	ACCORD EX w/Hitachi dist.	SOHC 16V VTEC (145 HP)	2.2L F22B1 2156cc
	1999	4	CIVIC Si w/Hitachi dist.	DOHC 16V VTEC	1.6L B16A2 1595cc
	1996-99	4	CIVIC DX, LX w/Hitachi dist.	SOHC 16V (115 HP)	1.6L D16Y7 1590cc
	1996-99	4	CIVIC EX w/Hitachi dist.	SOHC 16V VTEC (127 HP)	1.6L D16Y8 1590cc
	1996-99	4	CIVIC HX w/Hitachi dist	SOHC 16V VTEC-E (106 HP)	1.6L D16Y5 1590cc
	1996-97	4	CIVIC DEL SOL S w/Hitachi dist.	SOHC 16V (115 HP)	1.6L D16Y7 1590cc
	1996-97	4	CIVIC DEL SOL Si w/Hitachi dist.	SOHC 16V VTEC (125 HP)	1.6L D16Y8 1590cc
	1994-97	4	CIVIC DEL SOL Si w/Hitachi dist.	DOHC 16V VTEC (160 HP)	1.6L B16A3 1595cc
	1995-97	4	ODYSSEY w/Hitachi dist.	SOHC 16V (140 HP)	2.2L F22B6 2156cc



Application Chart for #49313

Make	Year	Cyl.	Model	Notes & Comments	Engine & Code
ACURA	1990-91	4	INTEGRA LS, RS	DOHC 16V (130 HP)	1.8L B18A1 1834cc
	1988-89	4	INTEGRA		1.6L D16A1 1590cc
HONDA	1988-89	4	CIVIC		1.5L D15B1 1493cc
	1988-91	4	CIVIC		1.5L D15B2 1493cc
	1988-91	4	CIVIC		1.6L D16A6 1590cc
	1988-91	4	CIVIC HF		1.5L D15B6 1493cc
	1988-91	4	CRX Si		1.6L D16A6 1590cc
	1988-92	4	CRX		1.5L D15B2 1493cc