

Part numbers and vehicle applications:

All characters/prices in 'Bold' are either amendments or new additions to the catalogue. This will help to identify additional information about our various lead sets so as to ensure you order the correct set for your customer.

This catalogue lists cable sets for vehicles available in the UK and Europe, although we list a number of non-UK/Europe models. We have tried to be exact as possible in our applications (with description and lead set accuracy) but there may be some differences in vehicle models between various countries.

If you want leads for a vehicle located outside of the UK/Europe, or your vehicle or engine has been privately imported into the UK/Europe, or if you need a custom lead set, please be prepared to provide as much information as possible about the application at the time you contact us. We also have an ordering guide, which gives instructions on how to measure leads etc. - please contact us if you would like one.

The part number for some vehicles has "refer" listed - this means either we plan to add a set in the future and are leaving space in the catalogue, or there is something special about the set that we have to discuss with you at the time of ordering. It may also mean 'refer to a pictorial area of the catalogue'.

Some sets are only available in our KV85 Competition 8.5mm cable, even though the original size is 7mm. We do this because these engines sometimes experience serious EMI problems (particularly on modified engines) and KV85 Competition 8.5mm cable is the best choice.

Most late model Toyota and Mitsubishi engines, are supplied with 5mm diameter original cable. We do not manufacture a 5mm cable because we have found the only way to get proper EMI suppression, sufficient insulation and performance for modified engines is to use larger diameter conductors and insulation. Any engine with original 5mm cable will require some extra work to correctly fit and loom our larger size cables.

The part numbers used in this catalogue may be different to the part number sold by some stockists, who use their own part numbers on our box. **Our USA and Australian assembly plants use different part numbering systems to the UK .**

On-line version of this catalogue:

You can download a version of this catalogue from our web site (<http://www.magnecor.co.uk>) This file is in PDF format and requires the free Adobe Acrobat Reader (see link on our site).

You have permission to include the PDF catalogue as a download on your web site as long as you do not modify it in any way and you provide a link to our web site for updated versions.

Technical or vehicle application advice:

We are always willing to help with technical or vehicle application questions; please feel free to contact us by telephone, e-mail or fax.

PLEASE NOTE:

- All lead sets supplied with numbering sleeves and cable separators where applicable.
- All sets are made to standard manufacturer specification - please advise if coil and/or distributor have been relocated, modified or changed.
- Engine codes (not engine numbers - although may be part of the engine number) are very important, please supply the code when ordering.
- High temperature plug boots are supplied as standard on certain sets, should you require them please contact us for verification or prices.
- For R-100 10mm Racing sets, please call Magnecor for information on price and availability.
- Black nylon lead/cable separators are available in 2, 3 and 4 hole versions.
- There is no minimum order for any item.

MS Excel version of this catalogue:

You can also request a copy of the catalogue in MS Excel format. Please call Magnecor.

FORD PICTORIAL REFERENCE

Zetec engines basically fall into two different types:

If you have a customer who is unaware of what type of engine he has, ask which side the inlet and exhaust is situated. **Zetec E** has the inlet facing the bulkhead and the exhaust facing the front. The **Zetec S** has the reverse configuration. The major problem is the conflict of the 1.6 sized Zetec E & S engines as both were fitted in the Fiesta.

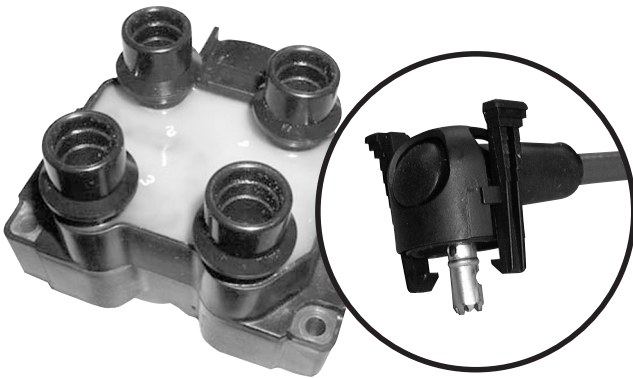
There are now 3 generations of sealing type spark plug boot to refer to when ordering your sets (see pictures and dimensions below).

PLEASE NOTE: AS EARLY AS 1996 FORD INTRODUCED A SECOND GENERATION TYPE IGNITION COIL/PACK ON THE ZETEC E & S ENGINES, THAT REQUIRED A DIFFERENT BOOT/TERMINAL COMBINATION. AS IT IS DIFFICULT TO ASCERTAIN WHICH COIL/PACK AND SPARK PLUG BOOT TYPE IS FITTED TO THE VEHICLES AT THE MODEL CHANGE-OVERS (i.e. BUILD DATES). WE HAVE PROVIDED A PICTORIAL PAGE TO HELP YOU VERIFY WHICH SET TO ORDER FOR YOUR VEHICLE.

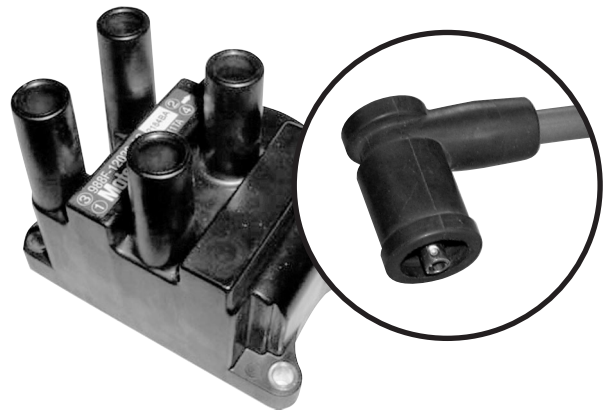
For the following table refer to the pictures below:

1	Zetec E -	1st Generation coil pack and 1st generation plug boot - Magnecor part no: 4_299
2	Zetec E -	2nd Generation coil pack and 1st generation plug boot - Magnecor part no: 4_298
3	Zetec S -	1st Generation coil pack and non-sealing plug boot - Magnecor part no: 4_239
4	Zetec S -	2nd Generation coil pack and 1st generation plug boot - Magnecor part no: 4_374
5	Zetec S -	2nd Generation coil pack and non-sealing plug boot - Magnecor part no: 4_394
6	Duratec	2nd Generation coil pack and 2nd generation plug boot - Magnecor part no's: 4_470 & 4_471
7	Zetec SE	2nd Generation coil pack and 3rd generation plug boot - Magnecor part no's: 4_494 & 4_495

FORD 1st GENERATION COIL PACK AND CLIP/HOOK CONNECTOR



FORD 2nd GENERATION COIL PACK AND BOOT TYPE CONNECTOR



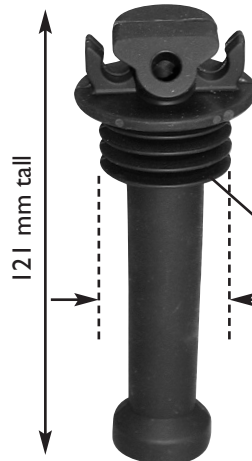
NON SEALING TYPE SPARK PLUG BOOT



3rd Generation
This boot has exactly the same dimensions as the 1st generation type except it is shorter.



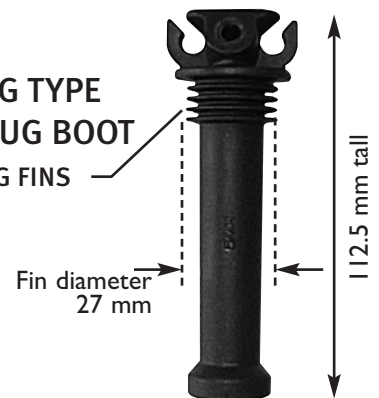
1st Generation



SEALING TYPE SPARK PLUG BOOT
SEALING FINES

Fin diameter 33 mm

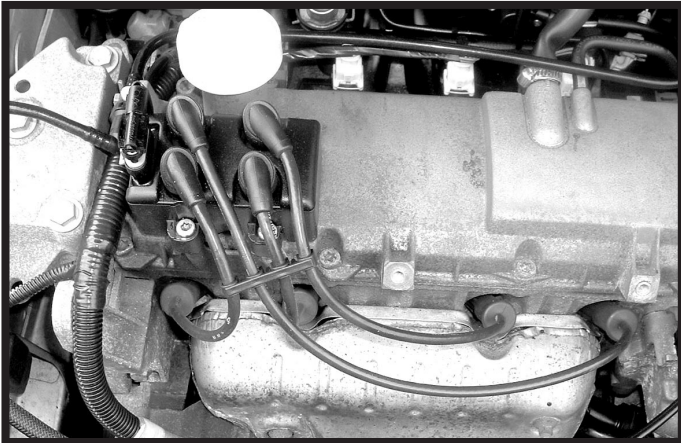
2nd Generation



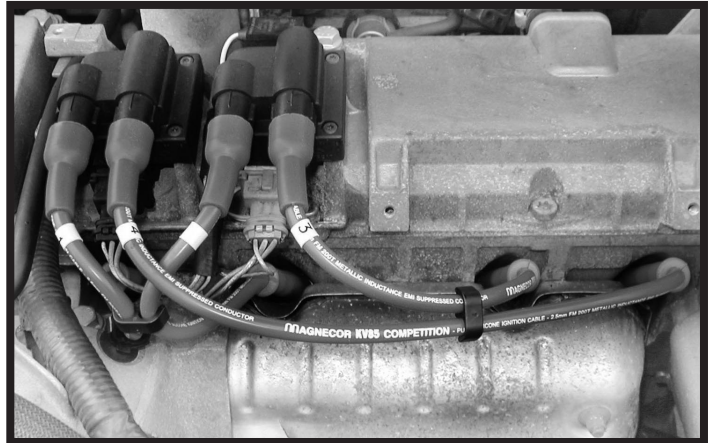
Fin diameter 27 mm

RENAULT PICTORIAL REFERENCE

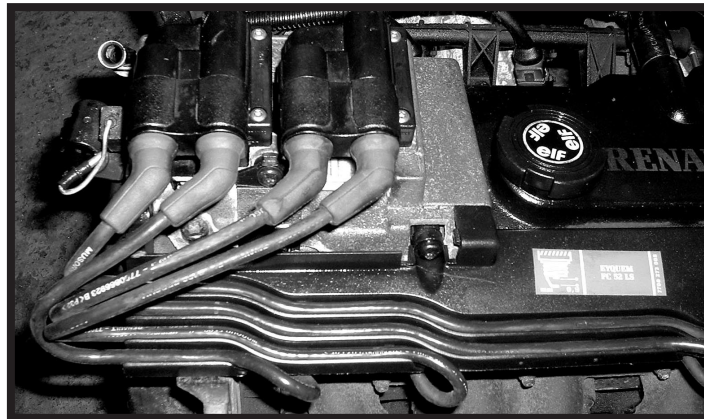
Due to production date/model over-rides, Magnecor are unable to clarify the type of Ignition Systems/lead sets used on the various Megane 1.6i SOHC 8v engines. Please refer to the pictures below to verify which lead set your customer requires, then refer back to the application/part numbers under the Manufacturer for the prices.



Part Number:
4_232



Part Number:
4_375



Part Number: 4_444

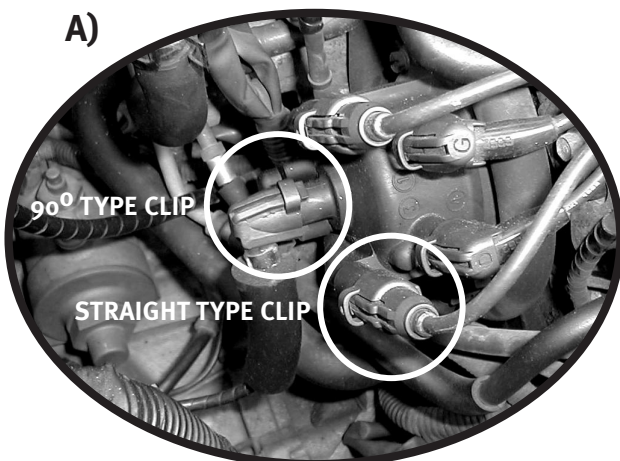
TOYOTA PICTORIAL REFERENCE

Below are pictures of Toyota distributor caps, 7mm (pic C) and 5mm (pics A & B).

Picture A shows the 'clip' type connectors (90 degree and straight) found on the 5mm diameter OE (Yazaki branded) cable/lead sets.

Pictures B & C show you the differences between the distributor caps to help verify which set will need to be ordered. Lead sets 4_236, 4_415 will suit distributor cap B. Lead set 4_102 will suit distributor cap C.

Beware: Some vehicles may be fitted with a non-OE lead set which can disguise which lead set was fitted originally. IT IS BEST TO REFER TO THE DISTRIBUTOR CAPS AND INFORMATION SUPPLIED TO VERIFY WHAT SET YOU REQUIRE.



A)

90° TYPE CLIP

STRAIGHT TYPE CLIP

5mm type cap shown above with OE connectors

B) 5mm type distributor



Note: Lugs for clip fittings on 5mm type cap and note smaller diameter terminal/cavities

C) 7mm type distributor



Note: Larger terminal holes/cavities for 7mm type cap and note absence of lugs

SUBARU PICTORIAL REFERENCE

Please refer to the pictures below to verify which lead set you require, then refer back to the application/part numbers under the Manufacturer (Subaru).



Early red type plug boot

Sets 4_98 / 4_99 / 4_276 / 4_322 / 4_505



Red 'teardrop' shaped plug boot

Sets 4_205 / 4_252 / 4_513



Long black type plug boot

Sets 4_365 / 4_448 / 4_263



DIN conventional type coil pack

Picture showing DIN/Conventional type coil pack mounted in the centre of the inlet manifold.

As per lead set 4_205

Post/Male type coil pack

Picture showing Post/Male type coil pack mounted right of the centre of the inlet manifold.

As per lead set 4_252

