DFI Generation 7+
Programmable Engine Management Systems

The new ACCEL/DFI Generation 7+ Engine Management System is the...

• BEST EQUIPPED,
• MOST CAPABLE, and
• EASIEST TO USE system in its class!

BEST EQUIPPED

Every DFI Generation 7+ Engine Management System comes equipped with multiple software-selectable fuel and ignition control strategies. The following control strategies are available in the module as it comes from the factory:

Fueling Strategies
• Sequential (Cam signal required)
• Staged Sequential (4 Cylinder only, Cam signal required)
• Staggered Batch (Bank to Bank)
• Throttle Body Injection (Standard, TBI Staged)
• Throttle Body Injection (Dual-Quad, Multiple TBI Staged)

Ignition Compatibility:
• DFI Dual Sync Distributor (supplies both cam and crank signal)
• GM High Energy Ignition
• LS1 coil on plug ignition
• Ford Thick Film Module
• Inductive Pick-up Crank Trigger or Distributor type
• Hall Effect -- Crank Trigger or Distributor
• Buick GN Multiple Coil packs
• Ford EDIS
• Other Custom, User Defined Settings
MOST CAPABLE

In addition, each and every DFI Generation 7+ Engine Control Module is capable of controlling a wide variety of both standard and optional accessory items. Each module also includes several advanced functions that set it apart from the competition.

Accessory Controls:
• Standard (HEGO) Oxygen Sensor Control
• Linear Wide Band (UEGO) Oxygen Sensor Control
• Dual Fan Control (Primary and Secondary)
• 1, 2, or 3 Stage Nitrous Control
• Transmission Torque Converter Lockup (TCC) Control
• Shift Light Control
• Air Conditioning (A/C) Clutch control
• Malfunction Indicator Lamp Output
• Knock Sensor Control
• 2-Step Ignition Rev Limiting
• Fuel and Ignition based Max Rev Limiting

Advanced Features:
• Auxiliary Launch Mode For Improved Starting Line Launches
• Spark Mapping for Starting Line Launches
• Multiple Fuel Mapping for Auxiliary Fueling Strategies
• Dual Spark Mapping for Auxiliary Fueling Strategies
• Turbo Boost Builder for Turbocharged Applications
• Idle Air Controller (IAC) Request Feed Forward Compensation
• Nitrous Engine Saver Control
• VTEC Output Control (TPS, RPM, and MAP switches)
• Advanced Performance Data Analysis
• Power Enrichment Mode
• Infinitely Adjustable Narrow Band Fuel Targeting
• Auxiliary Alarm Unit

EASIEST TO USE

The DFI Generation 7+ ECM also has many built-in functions designed to make it the most versatile, easiest to use programmable engine management system on the market today. Built-in ease-of-use features include:

• Patented, Real-Time Editing of Engine Control Parameters
• Patented Nitrous Control System
• Real-Time, Graphical Data Displays - See It as It Happens
• Online Access to Help, Schematics, and Wiring Diagrams
• 3-Dimensional Graphical Calibration Environment
• High or Low Impedance Injector Control
• Integrated Data Logging and Analysis System
• Fuel Map Auto Generation Utility
• Fuel Injector Pulse Width and Duty Cycle Predicting Utility
• Onboard Diagnostic System with Automatic Fault Compensation
• Hardened electronic circuitry with Built-In Hardware Protection
Features and Benefits

- DataMap software can monitor or record Air/Fuel Ratio in one or two engine banks (depending on the model), Engine RPM, and Vehicle Speed for EFI or Carburetor Stand alone applications. Includes one digital gauge output for remote A/F monitoring. (A second gauge output is standard on the dual channel model.)
- On-board data logger can electronically record multiple files up to 250 samples per second at a flick of the switch without the use of a laptop.
- 15 data channels plus an additional 8 status indicators are available through the 'Gen 7' logging feature, a DFI exclusive. Data Log for a period up to 20 minutes* on the single channel, or 40 minutes* on the dual channel model. (* - Test sample rate = 20 samples/second)
- Operates either Bosch or NTK style linear sensor for added versatility.
- Software configurable (0-5V output) transfer function. Converts A/F ratio to voltage for use with any EFI system, engine, or chassis dyno. (Two 0-5V outputs available on the dual channel model allowing the ultimate control of fuel metering for each cylinder bank)
- Two Auxiliary inputs and two auxiliary, configurable outputs can trigger external devices using RPM, Vehicle Speed, A/F Ratio Settings, and any auxiliary input line such as a Trans Brake or Line Lock. Also includes a user configurable A/F alarm to kill ignition or fuel pump when Air Fuel ratios reach engine threatening levels. (Dual Channel models have three inputs and four configurable outputs.)
- Narrow band simulator feature replicates a signal based off of the wide band input and directs it to your stock PCM for seamless operation while maintaining the wide band functionality.
- Rugged, Water Resistant, Enclosure and Harness assembly allows permanent installation under the hood, under the vehicle, or in the passenger compartment. Don’t settle for cheap plastic imitations.
- Every module of this all-new design is hand calibrated at the factory to ensure top-notch precision, repeatability, and reliability at an affordable price.
- Available with standard sensor (PN: 77062 and PN: 77063) or optional lab-grade sensor sold separately. (PN: 77065 – sensor only)
- Available with remote digital A/F ratio gauge (2 1/16") for mounting in the passenger compartment. (PN:77062S) Allows real-time monitoring of Air/Fuel ratio while you drive.
- Available with electronic module and harness only (PN: 77062N- no sensor) for those who want to upgrade their current system and retain their wide band sensor.

Applications

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>#77063</td>
<td>Wide Band O2 Kit, Dual Channel</td>
</tr>
<tr>
<td>#77062</td>
<td>Wide Band O2 Kit, Single Channel</td>
</tr>
<tr>
<td>#77062N</td>
<td>Wide Band O2 Kit, No Sensor</td>
</tr>
<tr>
<td>#77062S</td>
<td>Wide Band O2 Kit, Single Channel, w/Digital Gauge</td>
</tr>
<tr>
<td>#77997</td>
<td>Datalog Communications Adapter Link</td>
</tr>
<tr>
<td>#77061</td>
<td>Linear Oxygen Sensor (Bosch) Sensor only</td>
</tr>
<tr>
<td>#77065</td>
<td>Linear Oxygen Sensor (NTK) Sensor only</td>
</tr>
<tr>
<td>#77995P</td>
<td>5’ USB Communication Cable (Professional Version)</td>
</tr>
</tbody>
</table>
Features and Benefits

• All-in-one OBD II Flash Tool for most 1996 to 2006 Ford Gas and Diesel applications
• Multiple levels of tuning for Economy and Performance
• Increases Horsepower and Torque
• Improve fuel economy
• Clears Engine Trouble Codes and diagnoses Check Engine lights
• USB interface ensures quick file transfer
• Nine minute installation, no tools needed, just plug it in

Fits most Ford Applications

• 2003 to 2006 6.0L Diesel Trucks
• 1999 to 2003 7.3L Diesel Trucks
• 1996 to 2006 Mustang/Cobra
• 1999 to 2004 Lightning/Harley Trucks
• 1996 to 2006 F-Series Trucks
• 1996 to 2006 SUVs including Excursion, Expedition, and Explorer.
• 1999 to 2004 Ford Focus Zetec
• 2003 to 2004 SVT Focus
• 2003 to 2004 Marauder
• 2005 to 2006 Ford GT Supercar
• 1996 to 2006 Ford *Other gas cars including T-bird and Lincoln LS

*Contact your ACCEL/DFI dealer for more information

Power Processor .......................... 79100
### Generation 7+ Spark/Fuel Kits

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>PART#</th>
<th>PART#</th>
<th>PART#</th>
</tr>
</thead>
<tbody>
<tr>
<td>w/1BAR</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chevy except LT1</td>
<td>77022</td>
<td>77022-2</td>
<td>77022-3</td>
</tr>
<tr>
<td>Chevy LT1</td>
<td>77022L</td>
<td>77022L-2</td>
<td>77022L-3</td>
</tr>
<tr>
<td>Chevy LS1, LS6 8 cylinder</td>
<td>77050</td>
<td>77050-2</td>
<td>77050-3</td>
</tr>
<tr>
<td>Buick/GN V6</td>
<td>N/A</td>
<td>77025</td>
<td>77025-3</td>
</tr>
<tr>
<td>Ford 4.6L EDIS Strategy</td>
<td>77030E</td>
<td>77030E-2</td>
<td>77030E-3</td>
</tr>
<tr>
<td>Ford 5.0 TFI</td>
<td>77030</td>
<td>77030-2</td>
<td>77030-3</td>
</tr>
<tr>
<td>Ford 5.0 w/Universal Ignition</td>
<td>..........</td>
<td>77030U</td>
<td>77030U-3</td>
</tr>
<tr>
<td>Jeep 4.0L 6Cyl w/Mopar Ign.</td>
<td>..........</td>
<td>77016</td>
<td>77016-3</td>
</tr>
<tr>
<td>Spark Fuel Kit</td>
<td>..........</td>
<td>77017</td>
<td>77017-3</td>
</tr>
<tr>
<td>Jeep 4.0L 6Cyl w/Dual Sync Ign.</td>
<td>..........</td>
<td>77040</td>
<td>77040-3</td>
</tr>
<tr>
<td>Universal 8 cylinder</td>
<td>..........</td>
<td>77025U</td>
<td>77025U-3</td>
</tr>
<tr>
<td>Universal V6 w/Universal Ignition</td>
<td>..........</td>
<td>77026</td>
<td>77026-3</td>
</tr>
<tr>
<td>Universal 4 Cylinder</td>
<td>..........</td>
<td>77027</td>
<td>77027-3</td>
</tr>
<tr>
<td>Universal w/IAC</td>
<td>..........</td>
<td>77021</td>
<td>77021-3</td>
</tr>
<tr>
<td>Universal Flying Lead</td>
<td>..........</td>
<td>77023H</td>
<td>77023H</td>
</tr>
<tr>
<td>Universal Calmap Cable 5’ w/IAC</td>
<td>..........</td>
<td>77023T</td>
<td>77023T</td>
</tr>
<tr>
<td>Chevy LS-7 Plug-N-Play Kit</td>
<td>..........</td>
<td>77028</td>
<td>77028</td>
</tr>
<tr>
<td>Chevy LS 5.7 Plug-N-Play Kit</td>
<td>..........</td>
<td>77029</td>
<td>77029</td>
</tr>
</tbody>
</table>

**All complete kits include ECM, wiring harness, sensors, Calmap cable & software**

### ECM Only

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>PART#</th>
</tr>
</thead>
<tbody>
<tr>
<td>ECU Only</td>
<td>77046</td>
</tr>
<tr>
<td>ECM, Standard software key &amp; communication cable</td>
<td>77046S</td>
</tr>
<tr>
<td>ECM, Pro software key &amp; communication cable</td>
<td>77046P</td>
</tr>
</tbody>
</table>

### Communication Cables & Hardware Keys

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>PART#</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serial communication cable 5’ only</td>
<td>77882</td>
</tr>
<tr>
<td>Serial communication cable 25’ only</td>
<td>77002L</td>
</tr>
<tr>
<td>Pro software key (Parallel Port)</td>
<td>77003P</td>
</tr>
<tr>
<td>Standard software key (Parallel Port)</td>
<td>77003S</td>
</tr>
<tr>
<td>Pro USB key</td>
<td>77004P</td>
</tr>
<tr>
<td>Standard USB key</td>
<td>77004S</td>
</tr>
<tr>
<td>Gen7 to Serial Port 5’ w/ Lite Key</td>
<td>77992</td>
</tr>
<tr>
<td>Gen7 to Serial Port w/ Sportsman Key</td>
<td>77992S</td>
</tr>
<tr>
<td>Gen7 to Serial Port w/ Lite Key</td>
<td>77993</td>
</tr>
<tr>
<td>Gen7 to Serial Port w/ Pro Key</td>
<td>77992P</td>
</tr>
<tr>
<td>Gen7 to USB Port 5’ w/ Lite Key</td>
<td>77994</td>
</tr>
<tr>
<td>Gen7 to USB Port w/ Sportsman Key</td>
<td>77994S</td>
</tr>
<tr>
<td>Gen7 to USB Port w/ Pro Key</td>
<td>77994P</td>
</tr>
<tr>
<td>Gen7 to USB Port w/ Lite Key</td>
<td>77998</td>
</tr>
<tr>
<td>Gen7 to USB Port w/ Sportsman Key</td>
<td>77998S</td>
</tr>
<tr>
<td>Gen7 to USB Port w/ Pro Key</td>
<td>77998P</td>
</tr>
</tbody>
</table>

**Products labeled EMIC only are only available to authorized Engine Management Installation Centers (EMICS).**
COMPLETE MANIFOLD & ELECTRONIC SYSTEMS

PRO-RAM for SMALL BLOCK CHEVY
(Except With Vortec Heads)

Fully programmable electronic fuel injection by DFI is here. Introducing the Pro-Ram Single Plane Small Block Multi-Port Spark/Fuel Management. The new system is available with a cast 750 CFM throttle body, single plane intake manifold, and 30 ##/hr injectors for engines producing up to 500HP. For engines producing over 500HP, the system is available with 36##/hr injectors and a billet 1200 CFM throttle body. The manifold, produces excellent power from 2000 RPM to 7000 RPM, has optimized runners for precise air delivery and correct fuel distribution. The system includes intake manifold, throttle body, injectors, ECM, fuel pump, wiring harness, and all components necessary for installation.

• Custom orders available upon request.

DESCRIPTION PART#  
Chevy SB Pro-Ram 750cfm . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . .77141  
Chevy SB Pro-Ram 750cfm w/IPU harness . . . . . . . . . . . . . . . . . .77142  
Chevy SB Pro-Ram 1200cfm . . . . . . . . . . . . . . . . . . . . . . . . . . . . . .77143  
Chevy SB Pro-Ram 1200cfm w/IPU harness . . . . . . . . . . . . . . . . .77144  
Chevy SB Pro-Ram Intake Manifold & Fuel Rails only . . . . . . . . . .74139  
Chevy SB Pro-Ram Intake Manifold Only . . . . . . . . . . . . . . . . . . . .74140

PRO-RAM for BIG BLOCK CHEVY

• Features a high rise single plane multi-port intake manifold  
• Tuned to enable motors to run up to 7500 RPM's  
• All of the advantages of electronic fuel injection plus the flow characteristics of a high rise manifold  
• 10.5" minimum height clearance required  
• 1000cfm kits feature a Billet 2Bbl. throttle body (front feed) and 90 degree plenum adapter  
• 1200cfm and 1350cfm kits feature a Billet 4Bbl. throttle body w/4150 series flange  
• J & K Kits come with 36# HR fuel injectors. Other sizes available upon request.  
• L & M Kits come with 48# HR fuel injectors. Other sizes available upon request.  

• Custom orders available upon request.

DESCRIPTION PART#  
Chevy BB Pro Ram oval port 1200cfm . . . . . . . . . . . . . . . . . . . . . . . .77202J  
Chevy BB Pro Ram rectangle port 1200cfm . . . . . . . . . . . . . . . . . .77202K  
Chevy BB Pro Ram oval port 1350 cfm. . . . . . . . . . . . . . . . . . . . . . . .77202L  
Chevy BB Pro Ram rectangle port 1350 cfm . . . . . . . . . . . . . . . . . .77202M
SUPER-RAM for SMALL BLOCK CHEVY
(Exception With Vortec Heads)

- Converts Carbureted Small Blocks to Multiport Electronic Fuel Injection.
- Improves Performance, Drivability, and Economy.
- More Power than OEM-Style Tuned Port Injection Systems.
- EGR Availability for Emissions Control Capability.

Using a tuned plenum/runner combination, Super-Ram Small Block provides a balanced inlet air charge to all eight combustion chambers. In addition, the Super-Ram’s resonant pressure wave (producing the “ram effect”) is designed to occur at higher RPM. When the OEM TPI manifold is beginning to run out of steam, ACCEL/DFI’s Super-Ram starts to shine. At 4500 RPM the stock unit’s torque has already started to drop off. ACCEL/DFI’s Super-Ram produces 19 ft-lbs more than a ported OEM manifold at 4500 RPM. At higher RPMs, the performance gap then increases further. At 5800 RPM, Super-Ram generates 61 ft-lbs more than the ported OEM manifold. Super-Ram Small Block is equipped with EGR capability for late model applications.

- Custom orders available upon request.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>PART#</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chevy SB Super-Ram 30lb/hr injectors…</td>
<td>77131</td>
</tr>
<tr>
<td>Chevy SB High Output Super-Ram 36lb/hr injectors…</td>
<td>77131H</td>
</tr>
<tr>
<td>Chevy SB Super-Ram Plenum &amp; Runner kit…</td>
<td>74196</td>
</tr>
<tr>
<td>Chevy SB Super-Ram Base Manifold Only…</td>
<td>74197</td>
</tr>
</tbody>
</table>

SUPER-RAM for BIG BLOCK CHEVY

- Increases HP & Torque
- Crisper Throttle Response
- Improved Fuel Economy

Now, big block Chevy owners can enjoy the advantages of electronic fuel injection. “Super-Ram” intake manifold plenum and runners are designed to maximize horsepower in the 3500 to 6500 RPM band. Multiport injection virtually guarantees equal fuel distribution to each cylinder for improved power and fuel economy. (12” minimum height required)

Utilizing the accuracy of microprocessor-based digital electronics, fuel delivery is precisely metered, constantly monitoring engine conditions and optimizing air-fuel mixture at the injectors.

- Custom orders available upon request.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>PART#</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chevy BB Super-Ram rectangle port 30lb/hr injectors…</td>
<td>77102</td>
</tr>
<tr>
<td>Chevy BB High Output Super-Ram rectangle port 36lb/hr injectors…</td>
<td>77102H</td>
</tr>
<tr>
<td>Chevy BB Super-Ram oval port 30lb/hr injectors…</td>
<td>77106</td>
</tr>
</tbody>
</table>
STREET-RAM for SMALL BLOCK CHEVY
(Except With Vortec Heads)
Upgrade to maximum TPI performance! If you’re into performance fuel injection, we’ve got your system! ACCEL/DFI’s complete line of Street-Ram bolt-on TPI upgrade components can transform your machine into a powerhouse. These components maximize torque and horsepower while maintaining environmental friendliness. There’s a 1,000-CFM billet throttle body, high-flow plenum, free-breathing runners, and the heart of the system, our max-flow manifold base. Each component may be installed separately, or as a complete Street-Ram assembly.

DESCRIPTION
Chevy SB Street Ram system ..................... 77130

INDIVIDUAL COMPONENTS
OE Style High Flow Plenum
88-85 ............................................. 74189E
92-89 ex LT-I .................................. 74189L

Runners
88-85 ............................................. 74195
92-89 ex LT-I .................................. 74199

High Flow TPI Gasket Kit ..................... 74195G

Throttle Body
88-85 ............................................. 74190
92-89 ex LT-I .................................. 74191

Base Manifold ................................ 74197

PRO-RAM for SMALL BLOCK FORD 289-302
Introducing the Ford Pro-Ram Single Plane Small Block Multi-Port Spark/Fuel Management System. The new system is available with a cast 750 CFM throttle body, single plane intake manifold, and 24 #/hr injectors for engines producing up to 400HP. For engines producing over 450HP, the system is available with 30#/hr injectors and a billet 1200 CFM throttle body. The manifold, produces excellent power from 2800 RPM to 7000 RPM, has optimized runners for precise air delivery and correct fuel distribution. The system includes intake manifold, throttle body, injectors, ECM, fuel pump, wiring harness, and all components necessary for installation.

* Custom orders available upon request for systems that exceed 450HP.

DESCRIPTION
Ford SB Pro-Ram 750cfm w/TFI ignition .............. 77145
Ford SB Pro-Ram 750cfm w/IPU harness ............... 77146
Ford SB Pro-Ram 750cfm w/Dual Sync harness ....... 77147
Ford SB Pro-Ram 1200cfm w/TFI ignition .............. 77148
Ford SB Pro-Ram 1200cfm w/IPU harness ............. 77149
Ford SB Pro-Ram 1200cfm w/Dual Sync harness ...... 77150
Ford SB Pro-Ram Intake Manifold & Fuel Rails only .... 74302SR

Note: All systems sold unpolished. Products on this page are not legal for sale or use on pollution-controlled motor vehicles.
**4-BARREL TBI SPARK FUEL MANAGEMENT SYSTEM**

With the implementation of electronic fuel injectors in the automotive industry, many vehicles with carburetors or inadequate TBI systems lack the power, fuel economy or drivability to provide dependable service and performance. To improve on these inadequacies, ACCEL/DFI now has a Throttle Body Injection (TBI) Spark Fuel Management System for systems that operate in closed loop for optimum mileage, while reaping the benefits of this impressive 4 Bbl, 750 CFM throttle body. Precalibrated for a 350 cid engine, up to 300 hp, it can be calibrated for other applications with the CalMap calibration software. For ignition control, in addition to fuel control, an HEI Computer controlled distributor is recommended (non-computer controlled HEI distributor can also be used for fuel only applications). For convenience, this aluminum throttle body will bolt to a standard 4-bolt standard 4150 series carburetor flange manifold. System includes: ECM, Harness, Throttle body assembly, Air Cleaner, Fuel Pump, Fuel Filter, Sensors, Linkage Hardware.

- **Custom orders available upon request.**

Universal throttle body injection system .................. 77135
Universal TBI system-1000 CFM TB .......................... 77135-1

**ACCEL/DFI GENERATION 8 UNIVERSAL IGNITION CONTROL MODULE**

The next generation of Engine Management Technology from ACCEL/DFI begins to take shape in a Universal Ignition Control Module designed for both Carbureted and Fuel Injected applications. Featuring programmable ignition signal profiles that can be adapted to read virtually any stock, aftermarket, or custom triggering signal, this module is capable of controlling engine configurations ranging from a single ignition coil, to waste spark systems, to coil-per-plug applications. Naturally, all the features and technology that you expect from ACCEL/DFI Engine Control Modules are built in to this innovative design including Idle Control Strategy, Nitrous Oxide, Torque Converter Lockup, Wideband Oxygen Sensor(s), Engine RPM Limiters, Real-Time Programming, and more.

- ACCEL/DFI Patented, Programmable, and Precise Computerized Engine Control is now available for both Fuel Injected and Carbureted engines ranging from 1 to 12 Cylinders.
- Plug and Play support for common engine platforms like GM LS1, Ford EDIS, Chrysler Hemi, and others.
- Preset configurations for DIS, Odd Fire, Rotary, Dual-Plug designs, and engines with other non-typical control requirements. Even more custom configurations can be created quickly and easily using the menu-driven, user-friendly ACCEL/DFI calibration software.
- Multiple programmable inputs and outputs are available to support Boost Controllers, Idle Air Controllers, Progressive Nitrous Oxide Injection, Dual Fans, VTEC, Knock Sensors, and other high-tech accessories.
- Integrated 16 Channel internal Data Logging System - No laptop computer is required to record data.
- **Custom Orders Available Upon Request**

Universal Ignition Control Module 12,10,8,6,4,2,1 Cylinder kit for Single Ignition Coil Applications............................. 75801
Universal Ignition Control Module 8 Cylinder, Coil-per-plug kit for conventional ignition coil applications...................... 75802
Universal Ignition Control Module 8 Cylinder, Coil-per-plug kit for LS1, LS2, LS7/Smart applications............................. 75803

Coil-per-plug kits require Dual Sync Distributor or equivalent for camshaft synchronization signal when used with early model engines.
Engine Analyzer Series’, Single and Dual Channel, Wide Band Oxygen Sensor Kits

Kit Contains: Electronic Control Module, Wiring Harness, Bosch Linear O₂ Sensor (2 for the dual Model), Exhaust Bungs, Communication Cable, Data Link Adapter, and DataMap Software package.

#77062 Wide Band O₂ Kit, Single Channel
#77062N Wide Band O₂ Kit, No Sensor
#77062S Wide Band O₂ Kit, Single Channel, w/Digital Gauge
#77063 Wide Band O₂ Kit, Dual Channel
#77061 Linear Oxygen Sensor (Bosch) Sensor only
#77065 Linear Oxygen Sensor (NTK) Sensor only

See page 196 for more information

ACCEL/DFI 6A CD IGNITION SYSTEM

• Digital performance at analog prices
• High output multi-spark system - 135mj of spark energy
• Latest digital circuitry
• Easy to install
• Extruded aluminum housing for maximum heat transfer, yet lightweight
• High efficiency means more performance and lower power draw
• Quicker acceleration
• Better performance
• More power – 525V Primary
• Directly replaces competitor’s 6A ignition box

ACCEL/DFI 6A Ignition System ..................................75606
ACCEL/DFI PRO 7 Coil................................................75608
ACCEL/DFI PRO 7 Ignition..........................................75609

ACCEL/DFI HI-PERFORMANCE E-CORE COIL

Designed to meet today’s specialized ignition requirements, E-Core Coils are designed for a wide range of applications.

Features At A Glance:
• Faster rise time and increased spark duration (compared to stock) increases performance
• High Efficiency E-Core design for maximum performance
• Extruded aluminum mount for greater heat dissipation, mounting ease and good looks
• Packaged with plug in style wiring connector for easier installation
• For street-driven vehicles with breaker point ignition or OE electronic ignition
• Delivers optimum performance when used with these ACCEL/DFI 6 or Mallory Ignition products including:
  - UNILITE® Distributor with a HYFIRE® Capacitive Discharge Ignition
  - Magnetic Breakerless Distributor with a HYFIRE® Capacitive Discharge Ignition
  - Dual Sync Distributor
• Effective to 8000 RPM when used with ACCEL/DFI 6 or a Mallory HYFIRE® Electronic Ignition Control (depending on engine combination)

ACCEL/DFI E-Core Coil..............................................75607

Tech Information
- Primary Resistance 0.5 ohms
- Turns Ratio 99:1
- Secondary Resistance 8.9K ohms
- Peak Current 260 mA
- Maximum Voltage 51,000 volts
- Spark Duration 250 µS
- Inductance 5.6 mH

Not legal for sale or use in California on pollution controlled motor vehicles.
### GM
- Buick GN ignition adapter harness \(\ldots\) 77659
- Buick GN 6 cylinder injector harness \(\ldots\) 77693
- F-body ignition conversion kit \(\ldots\) 77170
- Torque converter lockup harness kit (700R4/200R4) \(\ldots\) 77172
- Chevy SB knock control kit – includes module and sensor \(\ldots\) 77174
- Chevy BB knock control kit - includes module and sensor \(\ldots\) 77175
- Chevy main harness \(\ldots\) 77680
- Chevy injector harness \(\ldots\) 77681
- Large cap HEI ignition adapter \(\ldots\) 77656
- LT1 TPS adaptor \(\ldots\) 77650
- LT1 IAC adaptor \(\ldots\) 77651
- LT1 ignition adapter (92-95) \(\ldots\) 77652
- LT1 ignition adapter (96-97) \(\ldots\) 77653

### FORD
- Ford TFI ignition adapter \(\ldots\) 77660
- Ford Throttle Position sensor \(\ldots\) 77661
- Ford 5.0 main harness \(\ldots\) 77686
- Ford 5.0 injector harness \(\ldots\) 77687

### UNIVERSAL
- 4 cylinder universal injector harness \(\ldots\) 77679
- 4 cylinder universal main harness \(\ldots\) 77678
- 4 wire (HEGO) oxygen sensor only \(\ldots\) 77761
- A/C clutch control harness (wide open throttle cut off) \(\ldots\) 77176
- Dual Sync ignition adapter harness – required for Dual Sync distributors \(\ldots\) 77101
- Fan control kit (one per fan) \(\ldots\) 77171
- Fuel-only signal conditioner \(\ldots\) 77178
- Knock control harness kit \(\ldots\) 77173
- Malfunction indicator lamp harness \(\ldots\) 77177
- Multi stage NOS harness \(\ldots\) 77697
- Single stage NOS harness \(\ldots\) 77253
- TBI injector harness \(\ldots\) 77685
- Universal ignition adapter (suitable for crank triggers) \(\ldots\) 77688
- Wide band UEGO O2 sensor only \(\ldots\) 77065
TORQUE CONVERTER LOCKUP CONTROL KIT
With this kit installed, you control your torque converter's lockup characteristics. ACCEL/DFI's Torque Converter Lockup Control Kit connects GM's 700-R4 4 speed automatic transmissions to ACCEL/DFI Super-Ram and Spark/Fuel Management System harnesses. Now you can preset the engine speed and throttle position at which torque converter lockup occurs. Connecting your PC or laptop to the ACCEL/DFI ECM, and using CalMap software, simply enter the ECU Configuration section and type the desired converter lockup throttle position and RPM.

ACCEL Super-Ram EFI and ACCEL/DFI Spark/Fuel Management with GM 700-R4 automatic trans ........................Gen 7...77172

KNOCK CONTROL KITS
Knocking or pinging is the sound produced when a portion of the air-fuel mixture in the combustion chamber self-ignites independent of the flame front initiated by the spark plug discharge. Its consequences can range from high engine temperatures to broken valves and pistons, depending on the severity. With the advances of modern electronics, vehicle manufacturers can now monitor knock and automatically retard ignition timing to eliminate it. ACCEL/DFI's Knock Control Kits adapt Super-Ram and Spark/Fuel Management Systems to GM's knock sensing devices. Use the 74173 kit to connect your stock GM knock sensor and module to ACCEL Super-Ram EFI or Spark/Fuel Management Systems. The 74174 and 74175 kits also include the knock sensor and module, specifically tuned for either small block or big block Chevrolet engines.

Harness Adapter with Knock Sensor and Module-Chevy SB ......................77174
Harness Adapter with Knock Sensor and Module-Chevy BB .....................77175
Harness Adapter Kit Only .................................................77173

COOLANT FAN CONTROL KIT
This harness adapter kit lets you specify the exact coolant temperature at which the electric coolant fan is switched on. This kit connects your vehicle's fan to your ACCEL/DFI harness and also uses OEM-style wiring and connectors for trouble-free installation and reliable operation. Using your PC or laptop computer and ACCEL/DFI's CalMap software, simply enter the ECM Configuration section and type in the desired “Fan On” temperature. The ECM will store the number and automatically switch the fan on whenever this temperature is reached. One kit is required for each of the two fan outputs on the Generation 7+ system.

Coolant fan control kit ................................................Gen 7...77171

F-BODY CONVERSION KIT
Now you can use the late model (1992-87), small diameter Camaro/Firebird V8 distributor with any ACCEL Super-Ram or Spark/Fuel Management System. This harness adapter kit comes with OEM-style wiring and connectors for high reliability and perfect compatibility. To install, simply plug one end into the ACCEL/DFI Engine Management Harness.

F-body conversion kit ..................................................Gen 7...77170
Air temperature sensor ........................................... 74773
Coolant temperature sensor ................................. 74765
Fitting, 3/8 - 1/4 adaptor ..................................... 74746
Fitting, 3/8 – 6AN ................................................. 74748A
Fitting, 3/8 NPT/6AN ............................................ 74743
Fitting, 5/16 to 6AN ............................................. 74748B
Fitting, 6AN/6AN tee ........................................... 74747
Fitting, 6AN-90 degree ........................................ 74744
Fitting, Super Ram fuel pressure regulator ............. 74834
High flow filter fittings 8AN ............................... 74743H
Fitting, vacuum ................................................... 74836
Idle speed control motor adapter ....................... 74770
Idle speed control motor housing ......................... 74769
Idle speed control motor ..................................... 74766
Map sensor 1 bar ............................................... 74764
Map sensor 2 bar ............................................... 74776
Map sensor 3 bar ............................................... 74777
Micro relay auto ............................................... 74762
TPI fuel rail fitting kit ......................................... 74730
TPS sensor (Super Ram Systems) ......................... 74763
CHOOSING THE CORRECT FUEL INJECTOR FOR YOUR APPLICATION

Fuel requirement in lbs./hr = \((\text{Max HP} \times \text{BSFC}) / (\text{number of injectors} \times \text{duty cycle})\)

Note: to convert from lbs./hr to the Metric measurement of ccm/min, use this equation: \((\text{lbs./hr}) \times 60) / 6.177 = \text{ccm/min}\)

Max HP is a realistic horsepower estimate at the crankshaft or known value from engine dyno testing. Chassis dyno horsepower figures can only be used once you factor in the drive train losses, which can vary from vehicle to vehicle. Ask your chassis dyno operator to calculate the drive train horsepower loss for your vehicle. Add the drive train horsepower loss to the drive wheel horsepower to closely estimate crankshaft horsepower.

BSFC or brake-specific fuel consumption is the amount of fuel consumed per unit of power produced. It is an indication of the efficiency of the engine configuration and calibration. Actual BSFC is a function of compression, camshaft timing, cylinder head design, tune, ambient conditions, etc. The lower the BSFC number, the more efficiently the engine is making power. Engine dyno testing can provide exact BSFC data. To estimate the fuel requirements of your engine, use the examples below that best match your engine type. The reason we use a higher BSFC value to calculate fueling requirements for a supercharged engine is because of the parasitic losses or the power required to driving the supercharger that is never seen at the crank. In other words, a supercharged engine that dyno tests 450 hp at the crank, may actually be making 490 hp, but the supercharger and drive assembly is absorbing 40 hp, so you net out 450 hp.

Also, the heating effect of pressurizing the intake charge in a non-intercooled system also increases the fuel requirement of a super/turbocharged engine. Always remember that too lean of a mixture can result in spark knock, high combustion temperatures and engine damage. It’s smart to be slightly on the rich or safe side.

<table>
<thead>
<tr>
<th>Engine type</th>
<th>Gasoline</th>
<th>Alcohol</th>
</tr>
</thead>
<tbody>
<tr>
<td>High compression</td>
<td>0.45 to 0.55</td>
<td>0.90 to 1.10</td>
</tr>
<tr>
<td>Low compression</td>
<td>0.50 to 0.60</td>
<td>1.00 to 1.20</td>
</tr>
<tr>
<td>Super/Turbocharged</td>
<td>0.55 to 0.65</td>
<td>1.10 to 1.30</td>
</tr>
</tbody>
</table>

There is one other parameter involved in properly sizing fuel injectors: duty cycle. This is the percent of time that the injector is actually open (which is also referred to as pulse width) vs. total time between firing events. When an injector is open 100% of that time, the injector is in what is called a static condition. For road-racing engines that are at maximum power for extended periods of time, the desired maximum safe duty cycle is 0.85. This ensures that the injector is closed a sufficient time to keep it from overheating. For a typical street engine that spends less than 1% of its time at maximum power, you could argue that a higher duty cycle could be used to calculate fueling needs. Typically we would not do this because again we want to error on the safe side. Some may ask why not just install the biggest injector you can find. Well it’s the same analog of putting an 850cfm carburetor on a Chevette motor, overkill at best, more like a controlled leak. One other thing to remember is that an injector can only open and close so fast, this is called minimum dynamic flow range. If the ECM, in an attempt to lean out a rich mixture, selects a pulse width that is shorter than the injector’s minimum dynamic flow range, the injector becomes inconsistent in its ability to supply the required fuel. This results in poor engine performance, surging and stumbling. In other words bigger isn’t always better.

Let’s calculate the fuel requirements of a few engines to illustrate what we have been talking about.

For the first example let’s take a stock Ford 5.0L Mustang motor that makes an advertised 215 hp and look a the very conservative approach Ford used to calculate the injector size for the factory engine by using the O.E. typically safe 0.80 duty cycle limit.

Fuel injector size = \((215 \text{ hp} \times 0.55) / (8 \times 0.80) = 18.5 \text{ lbs./hr} \times \text{the ACCEL/DFI p/n 150119 injector}\)

Now let’s upgraded the engine with more efficient GT-40 type components that will lower the BSFC and use a more realistic 0.85 duty cycle limit. Ford says this combination of GT-40 parts will produce about 275 hp. What injector size is required to support this?

Fuel injector size = \(\frac{(275 \text{ hp} \times 0.50)}{(8 \times 0.85)} = 20.1 \text{ lbs./hr} \times \text{the ACCEL/DFI p/n 150121 injector}\)

Until now your only choice would have been to go with a 24 lbs./hr unit, which would be fine if the engine was making about 325 hp, but not ideal for 275 hp. Remember the comment about realistic horsepower; don’t kid yourself! Now let’s factor in an adjustable fuel pressure regulator as a tuning tool for this setup. By adjusting fuel pressure you can change the flow rating of a given injector. The calculation is simple, as long as you know the static flow rating of an injector at a specific pressure. For example ACCEL/DFI p/n 150121 flows 20.0 lbs./hr at 2.7 BAR or 39.6 PSI, which just happens to be where the stock Ford non-adjustable fuel pressure regulators are preset. As a point of reference, most GM factory fuel pressure regulators are preset at 3.0 BAR or 44.1 PSI. If we were to increase the fuel pressure from 39.6 PSI to 45 PSI, what will be the new flow rating of the ACCEL/DFI p/n 150121 injector?

New flow rating = \([\text{square root of (new pressure/old pressure)]} \times \text{old flow rating}\)

New flow rating = \([\text{square root of (45 PSI/39.6 PSI)]} \times 20.0 \text{ lbs./hr} = 21.3 \text{ lbs./hr}\)

This increase in flow rating would support about 15 additional horsepower on our GT-40 engine. An adjustable fuel pressure regulator is an excellent tuning tool as long as the fuel pressure does not exceed 55 PSI, which is the limit that the stock fuel line fittings are designed to handle. So let’s say we increase the fuel pressure up to 55 PSI, then the ACCEL/DFI p/n 150121 injector would be flowing 23.6 lbs./hr. But because ACCEL/DFI offers p/n 150123 that flows 23.1 lbs./hr at 39.6 PSI and 150124 that flows 24.3 lbs./hr at 39.6 PSI, radical increases in fuel pressure are not required to find the perfect match for your engine. The key is to make power efficiently, choosing the correct injector for your intended needs and using the adjustable pressure regulator as a fine tuning tool.

For the third example let’s use Ford’s new 392 crate motor p/n M-6007-A392. Out of the crate, using a 750cfm carburetor, this engine dyno tested at 453 hp with a .454 BSFC. Let’s calculate the injector size you would need if the 392 were to be fuel injected.

Fuel injector size = \((453 \text{ hp} \times 0.454) / (8 \times 0.85) = 30.2 \text{ lbs./hr units or the ACCEL/DFI p/n 150130 injector}\)

As a point of reference, this same 392 crate engine has made over 530 hp on a dyno with Air Flow Research 185cc heads vs. stock GT-40X heads. To support this new-found power, using the same calculation, larger 35.2 lbs./hr units or the ACCEL/DFI p/n 150136 would be needed. So when calculating injector size, if you are planning on large power adds in the future, keep in mind that you may have to upgrade your injector size. Just like if you might have had to put a bigger carburetor on a modified motor in the past.

ACCEL/DFI Performance Fuel Injectors are available in the 14 different pound flow ratings from 14 lbs./hr to 48 lbs./hr. They are available individually or come packaged in sets of 4, 6 and 8 packs to cover the most popular car, truck and SUV applications.
ACCEL Performance Fuel Injectors provide precise control of fuel delivery and atomization for increased power, improved throttle response and better fuel economy.

- Provides precise control of fuel delivery and atomization for increased power, improved throttle response and better fuel economy
- All-new units, not modified stock units or remanufactured from used cores
- New low-mass disc design ensures accurate metering control even at ultra-low and high duty cycles
- Operates at higher fuel pressures without loss of metering control. Great for blown applications where increased fuel pressure and precise metering are required
- State-of-the-art manufacturing processes reduce flow deviations between injectors to improve performance
- Low- and High-impedance designs available to match most commercial applications

### High Impedance Injectors

**Technical data and specifications.**

<table>
<thead>
<tr>
<th>ACCEL Individual Injector Catalog p/n</th>
<th>Flow Rating</th>
<th>Static Flow @ 2.7 BAR or 39.2 PSI</th>
<th>Static Flow @ 3.0 BAR or 43.5 PSI</th>
<th>Static cc/min @ 3.0 BAR or 43.5 PSI</th>
<th>High Impedance Resistance Ohms</th>
</tr>
</thead>
<tbody>
<tr>
<td>150114</td>
<td>14</td>
<td>13.4</td>
<td>14.1</td>
<td>148</td>
<td>14.4</td>
</tr>
<tr>
<td>150115</td>
<td>15</td>
<td>14.6</td>
<td>15.4</td>
<td>162</td>
<td>14.4</td>
</tr>
<tr>
<td>150117</td>
<td>17</td>
<td>16.4</td>
<td>17.3</td>
<td>182</td>
<td>14.4</td>
</tr>
<tr>
<td>150119</td>
<td>19</td>
<td>18.2</td>
<td>19.2</td>
<td>202</td>
<td>14.4</td>
</tr>
<tr>
<td>150121</td>
<td>21</td>
<td>20.0</td>
<td>21.1</td>
<td>222</td>
<td>14.4</td>
</tr>
<tr>
<td>150123</td>
<td>23</td>
<td>21.8</td>
<td>23.0</td>
<td>241</td>
<td>14.4</td>
</tr>
<tr>
<td>150124</td>
<td>24</td>
<td>23.1</td>
<td>24.3</td>
<td>255</td>
<td>14.4</td>
</tr>
<tr>
<td>150126</td>
<td>26</td>
<td>24.3</td>
<td>25.6</td>
<td>269</td>
<td>14.4</td>
</tr>
<tr>
<td>150130</td>
<td>30</td>
<td>27.9</td>
<td>29.4</td>
<td>309</td>
<td>14.4</td>
</tr>
<tr>
<td>150132</td>
<td>32</td>
<td>30.3</td>
<td>32.0</td>
<td>336</td>
<td>14.4</td>
</tr>
<tr>
<td>150136</td>
<td>36</td>
<td>35.2</td>
<td>37.1</td>
<td>390</td>
<td>14.4</td>
</tr>
<tr>
<td>150140</td>
<td>40</td>
<td>37.6</td>
<td>39.7</td>
<td>417</td>
<td>12.0</td>
</tr>
<tr>
<td>150144</td>
<td>44</td>
<td>41.6</td>
<td>43.9</td>
<td>461</td>
<td>12.0</td>
</tr>
<tr>
<td>150148</td>
<td>48</td>
<td>45.3</td>
<td>47.8</td>
<td>502</td>
<td>12.0</td>
</tr>
</tbody>
</table>

### Applications

<table>
<thead>
<tr>
<th>Cyl. Years</th>
<th>Application</th>
<th>Stock Replacement</th>
<th>Plus Level 1</th>
<th>Plus Level 2</th>
<th>Plus Level 3</th>
<th>Plus Level 4</th>
<th>Plus Level 5</th>
<th>Plus Level 6</th>
<th>Plus Level 7</th>
<th>Plus Level 8</th>
<th>Plus Level 9</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 1988-94</td>
<td>Tempo, Topaz, 2.3L</td>
<td>150414</td>
<td>150415</td>
<td>150417</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1991</td>
<td>Escort, Transformer 1.9L</td>
<td>150414</td>
<td>150415</td>
<td>150417</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1987-90</td>
<td>Mustang, 2.3L</td>
<td>150414</td>
<td>150415</td>
<td>150417</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 1986-98</td>
<td>Taurus, Sable 3.0L excl. SHO &amp; FFV</td>
<td>150614</td>
<td>150615</td>
<td>150617</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1988-90</td>
<td>Taurus, Sable 3.8L</td>
<td>150614</td>
<td>150615</td>
<td>150617</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1990-92</td>
<td>Probe, 3.0L</td>
<td>150614</td>
<td>150615</td>
<td>150617</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1992-94</td>
<td>Tempo, Topaz, 3.0L</td>
<td>150614</td>
<td>150615</td>
<td>150617</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1988-90</td>
<td>Thunderbird, Cougar, 3.8L</td>
<td>150614</td>
<td>150615</td>
<td>150617</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1986-91</td>
<td>Crown, Grand Marquis, 5.0L</td>
<td>150614</td>
<td>150615</td>
<td>150617</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1991-93</td>
<td>Mustang, 2.3L</td>
<td>150614</td>
<td>150615</td>
<td>150617</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1995-96</td>
<td>Escort, Transformer, 1.9L</td>
<td>150614</td>
<td>150615</td>
<td>150617</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 1994-98</td>
<td>Mustang, 3.8L</td>
<td>150615</td>
<td>150617</td>
<td>150619</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1989-95</td>
<td>Taurus, Sable, 3.8L</td>
<td>150615</td>
<td>150617</td>
<td>150619</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1991-95</td>
<td>Thunderbird, 3.8L</td>
<td>150615</td>
<td>150617</td>
<td>150619</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1991-95</td>
<td>Cougar, 3.8L</td>
<td>150615</td>
<td>150617</td>
<td>150619</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1996-97</td>
<td>Thunderbird, 3.8L</td>
<td>150615</td>
<td>150617</td>
<td>150619</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1986-95</td>
<td>Mustang, 5.0L</td>
<td>150619</td>
<td>150621</td>
<td>150623</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1991-93</td>
<td>Thunderbird, 5.0L</td>
<td>150619</td>
<td>150621</td>
<td>150623</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1991</td>
<td>Cougar, 5.0L</td>
<td>150619</td>
<td>150621</td>
<td>150623</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 1994-95</td>
<td>Taurus, 3.8L Police</td>
<td>150621</td>
<td>150623</td>
<td>150624</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cyl Years</td>
<td>Application</td>
<td>Stock Replacement Plus Level 4, 6, or 8 Plus Level 3 Plus Level 2 Plus Level 1</td>
<td>Plus Level 0</td>
<td>Plus Level 5</td>
<td>Plus Level 7</td>
<td>Plus Level 8</td>
<td>Plus Level 9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------</td>
<td>-------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>-------------</td>
<td>-------------</td>
<td>-------------</td>
<td>-------------</td>
<td>-------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1990-96</td>
<td>Mustang 4.6L SOHC</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1993-97</td>
<td>Crown Vic 4.6L SOHC</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1991-94</td>
<td>Lincoln Mark VIII 4.6L SOHC</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1994-97</td>
<td>Lincoln Town Car 4.6L SOHC</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1993-97</td>
<td>Mustang Cobra 3.0L, Cobra R 5.8L</td>
<td>150826 150830 150832 150836 150840 150844 150848</td>
<td>150826 150830 150832 150836 150840 150844 150848</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1993-98</td>
<td>Lincoln Mark Viii 4.6L DOHC</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1996-97</td>
<td>Mustang 4.6L DOHC, Cobra R</td>
<td>150826 150830 150832 150836 150840 150844 150848</td>
<td>150826 150830 150832 150836 150840 150844 150848</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1989-90</td>
<td>Thunderbird 3.8L, SuperCoupe</td>
<td>150830 150832 150836 150840 150844 150848</td>
<td>150830 150832 150836 150840 150844 150848</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1989-90</td>
<td>Cougar 3.8L, XR-7, Supercharged</td>
<td>150830 150832 150836 150840 150844 150848</td>
<td>150830 150832 150836 150840 150844 150848</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1991-93</td>
<td>Thunderbird 3.8L, SuperCoupe</td>
<td>150830 150832 150836 150840 150844 150848</td>
<td>150830 150832 150836 150840 150844 150848</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1994-95</td>
<td>Thunderbird 3.8L, SuperCoupe</td>
<td>150830 150832 150836 150840 150844 150848</td>
<td>150830 150832 150836 150840 150844 150848</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**European Cars**

<table>
<thead>
<tr>
<th>Cyl Years</th>
<th>Application</th>
<th>Stock Replacement Plus Level 4, 6, or 8 Plus Level 3 Plus Level 2 Plus Level 1</th>
<th>Plus Level 0</th>
<th>Plus Level 5</th>
<th>Plus Level 7</th>
<th>Plus Level 8</th>
<th>Plus Level 9</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992-94</td>
<td>VW Corrado 2.8L VR-6</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1993-96</td>
<td>VW Jetta 2.8L VR-6</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1993-97</td>
<td>VW Passat 2.8L VR-6</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1994-96</td>
<td>VW Golf 2.8L VR-6</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td>150821 150823 150824 150826 150830 150832 150836 150840 150844 150848</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1994-97</td>
<td>Porsche 911 Carrera 3.6L</td>
<td>150824 150826 150830 150832 150836 150840 150844 150848</td>
<td>150824 150826 150830 150832 150836 150840 150844 150848</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: The last two digits of the injector p/n’s denote the flow rate.
LOW IMPEDANCE INJECTORS

These are ACCEL/DFI’s highest flowing, low impedance injectors. They also provide cone spray angle, which results in excellent atomization of the fuel, improved fuel economy and throttle response. The Performance Injectors are also the new anti-plugging type, which will forever eliminate problems that were once associated with carbon build up. Individually packaged.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>PART#</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 lb/Hr each</td>
<td>74615L</td>
</tr>
<tr>
<td>55 lb/Hr each</td>
<td>74612</td>
</tr>
<tr>
<td>72 lb/Hr each</td>
<td>74616</td>
</tr>
<tr>
<td>83 lb/Hr each</td>
<td>74607</td>
</tr>
<tr>
<td>96 lb/Hr each</td>
<td>74618</td>
</tr>
<tr>
<td>160 lb/Hr each</td>
<td>74160</td>
</tr>
</tbody>
</table>

LOW IMPEDANCE INJECTORS FOR HONDA PLUS

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>PART#</th>
</tr>
</thead>
<tbody>
<tr>
<td>195CC/M</td>
<td>151195</td>
</tr>
<tr>
<td>255CC/M</td>
<td>151255</td>
</tr>
<tr>
<td>370CC/M</td>
<td>151370</td>
</tr>
</tbody>
</table>

HIGH IMPEDANCE INJECTORS FOR HONDA PLUS

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>PART#</th>
</tr>
</thead>
<tbody>
<tr>
<td>255CC/M</td>
<td>152255</td>
</tr>
<tr>
<td>195CC/M</td>
<td>153195</td>
</tr>
<tr>
<td>255CC/M</td>
<td>153255</td>
</tr>
<tr>
<td>260CC/M</td>
<td>153260</td>
</tr>
<tr>
<td>310CC/M</td>
<td>153310</td>
</tr>
<tr>
<td>260CC/M</td>
<td>154260</td>
</tr>
</tbody>
</table>
ACCEL Performance Plus Fuel Injectors provide precise control of fuel delivery and atomization for increased power, improved throttle response. They have flow ratings from 8% to 14% higher than stock factory injectors to match the fuel flow requirements to the horsepower gains produced from typical bolt-on performance items. Manufactured in both Low and High-impedance designs to function properly with the specified vehicles’ ECUs. Injectors are all new units, not remanufactured from used cores. Utilize a precision disk, which produces a factory style spray pattern. These injectors are 100% flow tested, balanced and matched to within ±1.5% of their nominal pound / flow rating. Low-mass disk design ensures faster response time and greater dramatic response range.

The noted part number with inclusive cc/min flow rating is permanently laser etched into the molded top for instant recognition. Ready for bolt-in installation requiring no modifications to the fuel rail or intake manifold. Packaged individually.

O-rings not included.

**Honda Plus Fuel Injector Applications**

<table>
<thead>
<tr>
<th>Make</th>
<th>Years</th>
<th>Cyl</th>
<th>Model</th>
<th>Engine Notes &amp; Comments</th>
<th>Engine Size</th>
<th>Type</th>
<th>Stock Flow Rating</th>
<th>ACCEL Injector p/n cc/min</th>
<th>ACCEL Flow Rating cc/min</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACURA</td>
<td>1995-96</td>
<td>5</td>
<td>2.5TL</td>
<td>SOHC 24V</td>
<td>2451cc</td>
<td>G25A4</td>
<td>235</td>
<td>152255</td>
<td>255</td>
</tr>
<tr>
<td>1997</td>
<td>6</td>
<td>3.2TL</td>
<td>SOHC 24V</td>
<td>3210cc</td>
<td>240</td>
<td>J30A1</td>
<td>154260</td>
<td>260</td>
<td></td>
</tr>
<tr>
<td>1996-97</td>
<td>6</td>
<td>Integra GS-R</td>
<td>DOHC 16V 170 HP</td>
<td>1797cc</td>
<td>B18C1</td>
<td>235</td>
<td>152255</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1994-95</td>
<td>4</td>
<td>Integra LS, RS</td>
<td>DOHC 16V 142 HP</td>
<td>1834cc</td>
<td>B18B1</td>
<td>235</td>
<td>152255</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1992-93</td>
<td>4</td>
<td>Integra</td>
<td>DOHC 16V 160 HP</td>
<td>1678cc</td>
<td>B20B7</td>
<td>235</td>
<td>152255</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1997</td>
<td>6</td>
<td>NSX</td>
<td>DOHC 24V</td>
<td>3179cc</td>
<td>C32A1</td>
<td>275</td>
<td>153310</td>
<td>310</td>
<td></td>
</tr>
<tr>
<td>1996-98</td>
<td>6</td>
<td>NSX</td>
<td>DOHC 24V</td>
<td>2977cc</td>
<td>C30A1</td>
<td>260</td>
<td>151370</td>
<td>260</td>
<td></td>
</tr>
<tr>
<td>HONDA</td>
<td>1995-97</td>
<td>6</td>
<td>Accord</td>
<td>SOHC 24V</td>
<td>2675cc</td>
<td>C27A4</td>
<td>235</td>
<td>151255</td>
<td>255</td>
</tr>
<tr>
<td>1997</td>
<td>4</td>
<td>Accord</td>
<td>SOHC 16V (130 HP)</td>
<td>2156cc</td>
<td>F22B2</td>
<td>235</td>
<td>151255</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1994-96</td>
<td>4</td>
<td>Accord DX, LX, SE</td>
<td>SOHC 24V</td>
<td>2156cc</td>
<td>F22B1</td>
<td>235</td>
<td>151255</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1991-93</td>
<td>4</td>
<td>Accord EX, SE</td>
<td>SOHC 16V (130 HP)</td>
<td>2156cc</td>
<td>F22A4, 4</td>
<td>235</td>
<td>151255</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1987-89</td>
<td>4</td>
<td>Accord</td>
<td>SOHC 16V (123 HP)</td>
<td>1828cc</td>
<td>B5</td>
<td>235</td>
<td>151255</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1986</td>
<td>4</td>
<td>Accord</td>
<td>SOHC 16V (123 HP)</td>
<td>1828cc</td>
<td>B5</td>
<td>235</td>
<td>151255</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1984-91</td>
<td>4</td>
<td>Civic, CRX</td>
<td>SOHC 16V (106 HP)</td>
<td>1590cc</td>
<td>D16Y6</td>
<td>240</td>
<td>153260</td>
<td>260</td>
<td></td>
</tr>
<tr>
<td>1992-97</td>
<td>4</td>
<td>Civic CX, DX, LX</td>
<td>SOHC 16V (125 HP)</td>
<td>1590cc</td>
<td>D16B7</td>
<td>235</td>
<td>152255</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1990-91</td>
<td>4</td>
<td>Civic</td>
<td>SOHC 16V (102 HP)</td>
<td>1493cc</td>
<td>D15BG</td>
<td>235</td>
<td>152255</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1988-91</td>
<td>4</td>
<td>Civic, CRX</td>
<td>SOHC 16V (125 HP)</td>
<td>1590cc</td>
<td>D16A6</td>
<td>235</td>
<td>151195</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1988-91</td>
<td>4</td>
<td>CRX</td>
<td>SOHC 16V (125 HP)</td>
<td>1590cc</td>
<td>D15BG</td>
<td>235</td>
<td>151195</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1988</td>
<td>4</td>
<td>Civic, CRX</td>
<td>SOHC 16V (125 HP)</td>
<td>1590cc</td>
<td>D16X6</td>
<td>235</td>
<td>151195</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1990-91</td>
<td>4</td>
<td>Civic</td>
<td>SOHC 16V (102 HP)</td>
<td>1493cc</td>
<td>D15B7</td>
<td>235</td>
<td>152255</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1988</td>
<td>4</td>
<td>Civic</td>
<td>SOHC 16V (102 HP)</td>
<td>1493cc</td>
<td>D16Y6</td>
<td>235</td>
<td>153260</td>
<td>260</td>
<td></td>
</tr>
<tr>
<td>1992-93</td>
<td>4</td>
<td>Del Sol Si</td>
<td>SOHC 16V (102 HP)</td>
<td>1493cc</td>
<td>D15B7</td>
<td>235</td>
<td>152255</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1990-91</td>
<td>4</td>
<td>Del Sol Si</td>
<td>SOHC 16V (102 HP)</td>
<td>1493cc</td>
<td>D16X6</td>
<td>235</td>
<td>151195</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1990-91</td>
<td>4</td>
<td>Del Sol Si</td>
<td>SOHC 16V (102 HP)</td>
<td>1493cc</td>
<td>D15B7</td>
<td>235</td>
<td>152255</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1995-97</td>
<td>4</td>
<td>Del Sol Si</td>
<td>SOHC 16V (102 HP)</td>
<td>1493cc</td>
<td>D16Y7</td>
<td>235</td>
<td>153195</td>
<td>195</td>
<td></td>
</tr>
<tr>
<td>1996-97</td>
<td>4</td>
<td>Del Sol Si</td>
<td>SOHC 16V (102 HP)</td>
<td>1493cc</td>
<td>D16Y7</td>
<td>235</td>
<td>153195</td>
<td>195</td>
<td></td>
</tr>
<tr>
<td>1996-97</td>
<td>4</td>
<td>Del Sol Si</td>
<td>SOHC 16V (102 HP)</td>
<td>1493cc</td>
<td>D16Y7</td>
<td>235</td>
<td>153195</td>
<td>195</td>
<td></td>
</tr>
<tr>
<td>1990-91</td>
<td>4</td>
<td>Prelude SE, Si</td>
<td>DOHC 16V (160 HP)</td>
<td>2259cc</td>
<td>B22A1</td>
<td>235</td>
<td>151255</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1988-91</td>
<td>4</td>
<td>Prelude Si</td>
<td>SOHC 16V (102 HP)</td>
<td>1590cc</td>
<td>B20A5</td>
<td>235</td>
<td>151255</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1987</td>
<td>4</td>
<td>Prelude</td>
<td>SOHC 16V (102 HP)</td>
<td>1590cc</td>
<td>B22A1</td>
<td>235</td>
<td>151255</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>1985-86</td>
<td>4</td>
<td>Prelude Si</td>
<td>SOHC 16V (102 HP)</td>
<td>1590cc</td>
<td>B20A5</td>
<td>235</td>
<td>151255</td>
<td>255</td>
<td></td>
</tr>
</tbody>
</table>

Note: the last three digits of the injector p/n’s denoted the flow rate in cc/min.
DUAL SYNC DISTRIBUTORS

**ACCEL/DFI DUAL SYNC DISTRIBUTORS**
- One distributor generates two signals, cam and crank for sequential fire fuel injected motors
- All popular applications available
- LED readout allows you to sync up without expensive equipment
- Billet distributor housings
- Large or small diameter cap with HEI type male tower design with screw on wire retainer

Dual Sync ignition adapter harness Part Number 77101* is required for all Dual Sync distributor installations.

**LARGE CAP CONVERSION KIT**
Includes cap, rotor, wire retainer and adapter.
V8 Applications.................................77095

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>DFI Dist. PART#</th>
<th>DFI Dist. Cap PART#</th>
<th>DFI Wire Retainer PART#</th>
<th>DFI Rotor PART#</th>
<th>DFI Steel Gear PART#</th>
<th>DFI Bronze Gear PART#</th>
</tr>
</thead>
<tbody>
<tr>
<td>AMC (290-401) V8, small cap†</td>
<td>77601</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74080</td>
<td></td>
</tr>
<tr>
<td>Buick (215, 300, 340, 350ci) V8 small cap</td>
<td>77301</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74080</td>
<td></td>
</tr>
<tr>
<td>Buick (400-430-455) V8 small cap†</td>
<td>77441</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74082</td>
<td></td>
</tr>
<tr>
<td>Cadillac (368, 425, 472-500) V8 small cap</td>
<td>77548</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74083</td>
<td></td>
</tr>
<tr>
<td>Chevy V8 small cap</td>
<td>77100</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74083</td>
<td></td>
</tr>
<tr>
<td>Chevy V8 large cap</td>
<td>77190</td>
<td>74072</td>
<td>74079</td>
<td>74076</td>
<td>74083</td>
<td></td>
</tr>
<tr>
<td>Chevy V8 small cap tall deck</td>
<td>77100T</td>
<td>74072</td>
<td>74079</td>
<td>74076</td>
<td>74083</td>
<td></td>
</tr>
<tr>
<td>Chevy V8 large cap tall deck</td>
<td>77190T</td>
<td>74072</td>
<td>74079</td>
<td>74076</td>
<td>74083</td>
<td></td>
</tr>
<tr>
<td>Corvette V8 w/tach drive small cap</td>
<td>77110</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74083</td>
<td></td>
</tr>
<tr>
<td>Chevy 4.3L V6 small cap</td>
<td>77151</td>
<td>74073</td>
<td>74077</td>
<td>74083</td>
<td>74084</td>
<td></td>
</tr>
<tr>
<td>Chrysler B (383) V8 small cap</td>
<td>77701</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74084</td>
<td></td>
</tr>
<tr>
<td>Chrysler Hemi (392) V8 small cap</td>
<td>77707</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74084</td>
<td></td>
</tr>
<tr>
<td>Chrysler &quot;LA&quot; (318-360) V8 small cap</td>
<td>77901</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74084</td>
<td></td>
</tr>
<tr>
<td>Chrysler R-B (440) V8 small cap</td>
<td>77801</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74084</td>
<td></td>
</tr>
<tr>
<td>Ford SB V8 small cap</td>
<td>77201</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74085</td>
<td></td>
</tr>
<tr>
<td>Ford SB V8 large cap</td>
<td>77291</td>
<td>74072</td>
<td>74079</td>
<td>74076</td>
<td>74085</td>
<td></td>
</tr>
<tr>
<td>Ford 351 Windsor V8 small cap</td>
<td>77207*</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74087A*</td>
<td></td>
</tr>
<tr>
<td>Ford 351 Windsor V8 large cap</td>
<td>77297*</td>
<td>74072</td>
<td>74079</td>
<td>74076</td>
<td>74087A*</td>
<td></td>
</tr>
<tr>
<td>Ford BB (351C-429-460) V8 small cap</td>
<td>77242</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74089</td>
<td></td>
</tr>
<tr>
<td>Ford BB (351C-429-460) V8 large cap</td>
<td>77294</td>
<td>74072</td>
<td>74079</td>
<td>74076</td>
<td>74089</td>
<td></td>
</tr>
<tr>
<td>Honda 1.6L-1.8L small cap</td>
<td>77313</td>
<td>74074</td>
<td>74079</td>
<td>74076</td>
<td>74089</td>
<td></td>
</tr>
<tr>
<td>Honda 1.6L-1.8L large cap</td>
<td>77393</td>
<td>74094</td>
<td>74079</td>
<td>74076</td>
<td>74093</td>
<td></td>
</tr>
<tr>
<td>Jeep 4.0L Dual Sync Distributor</td>
<td>77242</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74091</td>
<td></td>
</tr>
<tr>
<td>Oldsmobile V8 small cap</td>
<td>77401</td>
<td>74072</td>
<td>74079</td>
<td>74076</td>
<td>74091</td>
<td></td>
</tr>
<tr>
<td>Oldsmobile V8 large cap</td>
<td>77491</td>
<td>74072</td>
<td>74079</td>
<td>74076</td>
<td>74091</td>
<td></td>
</tr>
<tr>
<td>Pontiac V8 small cap</td>
<td>77580</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74092</td>
<td></td>
</tr>
<tr>
<td>Porsche 911 small cap (SHOC only)†</td>
<td>77911</td>
<td>74073</td>
<td>74077</td>
<td>74093</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ford Big Block FE small cap</td>
<td>77200</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74093</td>
<td></td>
</tr>
<tr>
<td>Ford Big Block FE large cap</td>
<td>77290</td>
<td>74071</td>
<td>74078</td>
<td>74075</td>
<td>74093</td>
<td></td>
</tr>
</tbody>
</table>

Note: 77911*, 77151* and 77313* are equipped with a female tower cap.
All other caps have a male tower cap. 77441, 77601, 77911 requires the use of an OE style gear which is not included.

*Denotes press-on gears †Uses stock gears
You’ve heard it before: the internal combustion engine is nothing more than an air pump. The more air pumped in and pumped out, the more power can be generated. Well, it’s a little more involved than this but it’s a good analogy. It’s relevant here because intake manifold design can be made most powerful when tailored around a specific camshaft profile and vice versa.

By specifying valve-timing events with known intake manifold parameters, we maximized the “ram effect” of the resonant pressure wave band of the ACCEL/DFI plenum/runner combinations. This fills the cylinder with as much intake charge as possible for peak volumetric efficiency and maximum performance. Thorough, repetitive dynamometer testing has been performed to verify engineering calculations and fine-tune the design of the Super-Ram profiles.

ACCEL/DFI Roller camshafts are equipped with a unique feature: prior to final journal grinding, a cast iron distributor drive gear and rear cam journal are pressed onto the remainder of the hardened camshaft. This eliminates the need to use a bronze distributor gear, which has to be inspected and replaced frequently due to normal wear of the soft bronze material.

**SUPERRAM™ HYDRAULIC ROLLER CAMS (LIFTERS NOT INCLUDED)**

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>APPLICATION</th>
<th>VALVE LIFT</th>
<th>DURATION @ .050”</th>
<th>LOBE SEP.</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairly smooth idle, strong low speed and midrange torque. Works well with stock intake manifold and ported heads.</td>
<td>SBC 1987-present w/OEM roller cam</td>
<td>1.5 RATIO ROCKERS</td>
<td>INTAKE</td>
<td>EXHAUST</td>
<td>INTAKE</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>211</td>
<td>219</td>
<td>.499</td>
</tr>
<tr>
<td>Fairly smooth idle, strong low speed and midrange torque. Works well with stock intake manifold and stock heads.</td>
<td>SBC 1987-present w/OEM roller cam</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>213</td>
<td>219</td>
<td>.462</td>
</tr>
<tr>
<td>Rough idle. Needs headers and gears. Works well with Super-Ram intake manifold and ported heads.</td>
<td>SBC 1987-present w/OEM roller cam</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>218</td>
<td>218</td>
<td>.525</td>
</tr>
<tr>
<td>Specially designed for use with Superchargers.</td>
<td>SBC 1987-present w/OEM roller cam</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>215</td>
<td>220</td>
<td>.500</td>
</tr>
</tbody>
</table>
These premium quality pressure regulators provide stable fuel pressure under the most demanding conditions. Adjustable Fuel Pressure Regulators allow adjustments for increased fuel volume and superior fuel atomization. Stock Ford 5.0L systems operate at 39 psi, while 305 and 350 TPI systems are factory set at 45 psi (except 1985 350 TPI; 39 psi).

### ADJUSTABLE REGULATORS
- Chevy LT1 .............................................................. 74758
- Chevy LT1 94-97 except Corvette .............................. 74566
- Chevy TPI ............................................................... 74750
- Corvette LT1 92-96 ................................................... 74565
- DFI rail mount .......................................................... 74560
- Ford 4.6L 94-98 ......................................................... 74562
- Ford assembly .......................................................... 74753
- Mustang 5.0L 86-93 .................................................. 74561
- Universal high flow .................................................... 74567

### NON-ADJUSTABLE REGULATORS
- DFI rail mount .......................................................... 74751

### FUEL PRESSURE GAUGE KITS AND ACCESSORIES
- Monitors fuel pressure to ensure that the pump and filter are performing properly.
- By adding an adjustable pressure regulator, the gauge may be used to increase or decrease pressure for maximum power.
- Ford 5.0L EFI ............................................................ 74725
- Chevy SB TPI ........................................................... 74726
- Chevy SB LT1 .......................................................... 74745
- Pressure regulator spacer - Rail Mount ......................... 74755
- Regulator block - Rail Mount ....................................... 74756
- Fuel pressure regulator return fitting ............................ 74834

---

<table>
<thead>
<tr>
<th>Regulator Type</th>
<th>Part Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chevy LT1</td>
<td>74758</td>
</tr>
<tr>
<td>Chevy LT1 94-97 except Corvette</td>
<td>74566</td>
</tr>
<tr>
<td>Chevy TPI</td>
<td>74750</td>
</tr>
<tr>
<td>Corvette LT1 92-96</td>
<td>74565</td>
</tr>
<tr>
<td>DFI rail mount</td>
<td>74560</td>
</tr>
<tr>
<td>Ford 4.6L 94-98</td>
<td>74562</td>
</tr>
<tr>
<td>Ford assembly</td>
<td>74753</td>
</tr>
<tr>
<td>Mustang 5.0L 86-93</td>
<td>74561</td>
</tr>
<tr>
<td>Universal high flow</td>
<td>74567</td>
</tr>
<tr>
<td>DFI rail mount</td>
<td>74751</td>
</tr>
<tr>
<td>Ford 5.0L EFI</td>
<td>74725</td>
</tr>
<tr>
<td>Chevy SB TPI</td>
<td>74726</td>
</tr>
<tr>
<td>Chevy SB LT1</td>
<td>74745</td>
</tr>
<tr>
<td>Pressure regulator spacer - Rail Mount</td>
<td>74755</td>
</tr>
<tr>
<td>Regulator block - Rail Mount</td>
<td>74756</td>
</tr>
<tr>
<td>Fuel pressure regulator return fitting</td>
<td>74834</td>
</tr>
</tbody>
</table>
FUEL MASS REQUIREMENT CALCULATIONS

To calculate how much fuel flow you will need, follow these steps:

Estimated HP x BSFC - Use .5 for Naturally Aspirated, .55 for Nitrous or .6 Forced Induction = #/hr required fuel flow

Example - 500HP x .5 BSFC (Naturally Aspirated) = 250#/hr fuel flow
- 500HP x .55 BSFC (Nitrous Oxide) = 275#/hr fuel flow
- 500HP x .6 BSFC (Forced Induction) = 300#/hr fuel flow

HIGH PRESSURE ELECTRIC FUEL PUMP

This powerful electric fuel pump flows 435#/hr at 45 psi for engines producing up to 870 HP Naturally Aspirated or 725 HP Forced Induction.

High Pressure Electric Fuel Pump – 435#/hr ................. 74702
Fuel Pump Mounting Bracket .................................. 74710
High Flow 8AN Fuel Pump Fitting (for 74702) ............. 74711H
High Flow 6AN Fuel Pump Fitting (for 74702) ............. 74711

UNIVERSAL FUEL PUMPS

ACCEL now offers a lower cost fuel pump for 400 HP Naturally Aspirated or 330hp Forced Induction applications. The pump includes mounting brackets.

200#/hr at 45 psi Fuel Pump ................................. 74701
Universal In-Line 300#/hr @ 45PSI (Type 1) .............. 75701
Universal In-Line 400#/hr @ 45PSI (Type 2) .............. 75702

HIGH-FLOW FACTORY REPLACEMENT PUMPS

GM Cars and Trucks ‘85-’92 mounts in factory hanger (Type 2) ................................. 75703
Buick GN ‘84-86 mounts in factory hanger (Type 2) ..................................................... 75704
Ford Mustang ‘85-’97 (except 96-’97 Cobra) complete with mounting hanger provided (Type 2) ..................................................... 75705
Ford Mustang ‘85-’97 (except 96-’97 Cobra) mounts in factory hanger -not included (Type 2) ..................................................... 75706
Honda Civic ‘92-’00 mounts in factory hanger (Type 2) ..................................................... 75707
Acura Integra ‘94-’99 mounts in factory hanger - not included (Type 2) ..................................................... 75708

Note: Type 1 pumps rated at 300#/hr flow @ 45psi
Type 2 pumps rated at 400#/hr flow @ 45psi
ULTRA-HIGH PERFORMANCE FUEL PUMPS
These pumps are designed for use with Nitrous, Supercharger, Turbo or extreme Normally Aspirated applications that demand extreme fuel flow at elevated pressures.
Universal In-Line 500#/hr @ 60PSI . . . . . . . . . . . . . . . .75709
(1000HP Naturally Aspirated or 840HP Forced Induction)
Universal In-Line 840#/hr @ 60PSI . . . . . . . . . . . . . . . .75710
(1680HP Naturally Aspirated or 1400HP Forced Induction)

HIGH PRESSURE FUEL FILTER
Stainless steel, two-piece laser welded construction, ACCEL/DFI's high-pressure fuel filters can withstand up to 100 psi. These filters trap particles as small as 5 microns and prevent contaminants from obstructing flow or causing fuel injector leakage between pulses.
High Pressure Fuel Filter . . . . . . . . . . . . . . . . . . . . . .74720

HIGH FLOW FUEL FILTER FITTINGS
Anodized in a rich gold, these fittings allow the highest flow rate possible of any Saginaw fitting available. Complete with O-rings, these fittings now accept both 6AN and 8AN fuel line.
High Flow 8AN Fuel Filter Fittings (2/set) . . . . . . . . . .74743H
High Flow 6AN Fuel Filter Fitting . . . . . . . . . . . . . . . .74721

JUMPER LINES
The kit consists of three 12” long, 3/8” diameter steel tubes and one 12” long, 5/16” diameter steel tube with the Saginaw flare used in stock GM fuel injection systems. It allows direct connection to TPI fuel rails and ACCEL/DFI's High Pressure Fuel Filter.
Jumper Line Kit
(includes three 3/8” of one 5/16” lines) . . . . . . . . . . .74731
3/8” Jumper Line Only . . . . . . . . . . . . . . . . . . . . . .74731A
5/16” Jumper Line Only . . . . . . . . . . . . . . . . . . . . .74731B
ACCEL’s Single Plane Pro-Ram manifolds can be used with either carburetion or port fuel injection. The manifolds produce excellent power from 2000 RPM to 6500 RPM. They have optimized runners for precise air delivery and correct air distribution, and fit standard production cylinder heads.

The new Super-Ram manifold increases manifold port volume and re-contours port shape for increased inlet air flow while maintaining high flow velocity, providing maximum charge density. The Super-Ram manifold accepts OEM TPI runners or ACCEL High Flow TPI runners or ACCEL Super-Ram Plenum/Runners Kit. ACCEL’s Super-Ram manifold is equipped with EGR ports for use with vehicles originally equipped with EGR.

ACCEL’s Super-Ram Plenum and Runners are available as a kit for TPI-equipped vehicles. Consisting of the plenum and runners, this kit bolts onto the stock GM manifold base or ACCEL’s Super-Ram manifold base. This new manifold configuration significantly improves volumetric efficiency for more horsepower and torque. The plenum lid is removable to enable plenum-to-runner port matching.

It has become common knowledge that modifying TPI intake runners can significantly affect performance characteristics of the small block Chevy. ACCEL engineers have spent hundreds of hours on the flow bench and at the dyno developing the optimum balance of port volume and velocity to ensure that the ACCEL TPI runner design outperforms any other existing runner design. These new ACCEL castings are precision machined for unequalled port shape consistency and easy bolt-on installation. ACCEL runners #74195 are equipped with cold start valve plug kit for 1988-85 applications. The runners’ cold start valve passages are also blocked off.

Chevy SB Pro Ram - single plane - manifold w/ rails ........................................... 74139
Chevy SB Pro Ram - single plane – manifold only .............................................. 74140
Chevy SB Super Ram gasket kit ................................................................. 74196G
Chevy SB Super Ram manifold base ...................................................... 74197
Chevy SB Super Ram LT1 base ................................................................. 74197L
Chevy SB Super Ram throttle bracket ..................................................... 74200
Chevy BB Pro Ram - single plane - oval port ............................................. 74202E
Chevy BB Pro Ram - single plane - rectangle port ........................................ 74202D
Chevy BB Super Ram throttle bracket ......................................................... 74194
Chevy BB Super Ram oval port base ......................................................... 74202C
Chevy BB Super Ram plenum ................................................................. 74202P
Chevy BB Super Ram rectangle port base ................................................. 74202B
Chevy LT1 Super Ram manifold base ...................................................... 74197L
Small Block Super Ram F-body plenum and runners .................................. 74196F
Ford SB 289-302 Pro Ram manifold w/ rails .................. 74302SR
Large EGR block off plate ................................. 74203L
Small Block Super Ram plenum and runners ......... 74196
Small EGR block off plate ................................. 74203S
Super Ram billet plenum lid ............................... 74198
TPI gasket kit (stock replacement) ....................... 74831
TPI High flow plenum (85-89) ............................ 74189E
TPI High flow plenum (89-91) ............................ 74189L
TPI High flow runners (85-88) ............................ 74195
TPI High flow runners (89-91) ............................ 74199
TPI High flow runner gasket kit ......................... 74195G
BILLET THROTTLE BODIES

4150 series flange

DFI's Billet aluminum throttle body is CNC machined to precise tolerances. The throttle blades are hand lapped to provide minimum air leakage while providing excellent idle control. Stainless throttle shafts provide excellent corrosion resistance for marine use. Staged progressive linkage guarantees unparalleled drivability. The throttle body comes with integral TPS and IAC.

800 CFM 4Bbl. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . .74202S6
1000 CFM 4Bbl. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . .74202S5
1200cfm w/IAC & TPS . . . . . . . . . . . . . . . . . . . . . . . .74202S4
1350cfm w/IAC & TPS . . . . . . . . . . . . . . . . . . . . . . . .74202S3
1550cfm w/IAC & TPS . . . . . . . . . . . . . . . . . . . . . . . .74202S2*

*Requires template to check for throttle blade clearance

Cast Throttle body only (4 barrel)...750 cfm . . . . . .74137
Cast Throttle body only (4 barrel)...1000 cfm . . . . .74138

DOMINATOR 4500 SERIES FLANGE

DFI's dominator series throttle bodies are a super sized design similar to the 74202S2 that allows maximum airflow for extreme high RPM and large displacement applications. Dyno proven to enhance torque and horsepower output from your race motor over the entire RPM range. This is the ultimate in airflow metering for your engine…period.

2100 CFM Dominator w/IAC & TPS . . . . . . . . . . . . . .74208*
2600 CFM Dominator w/IAC & TPS . . . . . . . . . . . . . .74209*

*Requires template to check for throttle blade clearance

THROTTLE BODIES FOR GM LS SERIES

Bolt on more inlet airflow than any ported, honed, or modified OEM throttle body! This 58mm unit is CNC machined from aluminum billet to precise, leak proof throttle operation. Stock GM throttle blades screw onto a flat surface machined onto the throttle shaft. High airflow entering the throttle body can exert such force as to produce bending and misalignment of the throttle blades. ACCEL/DFI solves this problem by using a slotted throttle shaft. As the throttle blades fit into the shaft's slots, clamping force is significantly increased and bending is eliminated. ACCEL/DFI also spins the end of the throttle shaft over the throttle linkage for increased durability. ACCEL/DFI High Flow Billet Throttle Bodies fit OEM General Motors Tuned Port Manifolds as well as all ACCEL/DFI Super-Ram Manifolds.

LS-2/ LS-7 Throttle Bodies
1000CFM . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . .74206
1250 CFM . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . .74207
THROTTLE BODIES AND ACCESSORIES

THROTTLE BODIES FOR GM TPI SERIES

Complete billet assembly w/filter adapter
(1985-1988 GM TPI) .........................74190

Complete billet assembly w/filter adapter
(1989-1992 GM TPI except LT-1) ...........74191

Air filter adapter kit .........................74192

Accessory kit (includes IAC motor, coolant
cover, TPS, clean air cover) ..................74193

TBI THROTTLE BODY

Cast 750CFM TBI throttle body w/fuel rails,
w/o electronics (4 barrel) ......................74135B

GASKETS

Throttle Body Gasket Kit (complete) ..........74190G
FUEL RAILS AND INJECTOR PARTS

Cold start plug kit .............................................. 74820
Fuel rail 1’ extruded ............................................. 74734-1
Fuel rail 2’ extruded ............................................. 74734-2
Fuel rail 3’ extruded ............................................. 74734-3
Fuel rail 4’ extruded ............................................. 74734-4
Fuel rail 5’ extruded ............................................. 74734-5
Fuel rail 6’ extruded ............................................. 74734-6
Injector bushings - set of 8 ................................. 74740
  NEW! Improved Double O-Ring Seal for extreme angle mounts or blown applications
Injector nozzle clip/super ram ............................... 74732C
Multiport injector connector kit - set of 8 ............. 74802

TPI FUEL RAIL ASSEMBLY

TPI Super Ram, Street Ram, Fuel Rail Fitting Kit
  1 3/8 Saginaw to 6AN
  1 5/16 Saginaw to 6AN ................................. 74730

FUEL RAILS FOR FORD 5.0 & 5.8 LITER ENGINES

Kit comes complete with rails, cross over lines and adjustable boost proportional (35-100 PSI) fuel pressure regulator.
• Designed to work with all popular intake manifolds
• Adjustable brackets for easy mounting
• CNC-machined for exact fit
• Designed to flow enough fuel to support up to 2000 hp

Fuel rail kit for Ford 5.0L & 5.8L .......................... 77306
Ford SB 289-302 Pro Ram Stainless Steel tube kit ....................... 74303
HEATED OXYGEN SENSOR (O₂)

This sensor measures the amount of oxygen in the exhaust gases in order to tell the ECM how much fuel to inject for optimum air-fuel mixture. ACCEL/DFI’s gas-tight ceramic body uses zirconium dioxide stabilized with yttrium oxide for high durability and accurate measurement. Platinum electrodes ensure positive catalytic reaction.

Heated Oxygen Sensor Only
(HEGO-Narrow Band) .................................. 77761
Wide Band O₂ Kit (Single Channel) w/ Sensor .......... 77062
Single Channel WBO₂ w/out Sensor .......................... 77062N
Single Channel WBO₂ w/Gauge kit ......................... 77062S
Dual-Channel Oxygen Sensor Control Kit
(UEGO-Wide Band) .................................. 77063
Linear Oxygen Sensor NTK Sensor Only
(UEGO-Wide Band) .................................. 77065
Linear Oxygen Sensor Accessory Kit
w/Digital Gauge ........................................ 77063S
Linear Oxygen Sensor BOSCH Sensor Only
(UEGO-Wide Band) .................................. 77061

MANIFOLD ABSOLUTE PRESSURE SENSOR (MAP)

This sensor monitors manifold vacuum, varying output voltage to the ECU as a function of load placed on the engine, providing necessary data to control fuel enrichment.

MAP Sensor – 1 Bar…Vacuum only ...................... 74764
MAP Sensor – 2 Bar…Vacuum to 15PSI ................ 74776
MAP Sensor – 3 Bar…Vacuum to 30PSI ................ 74777

THROTTLE POSITION SENSOR (TPS)

The TPS Sensor attaches to the throttle body telling the ECU the amount of throttle opening. ACCEL/DFI’s TPS sensor uses high resistance material with an extra light wiper arm for accurate throttle angle measurement and long service life.

Throttle Position Sensor-Super-Ram Systems .......... 74763
Throttle Position Sensor-TBI Ford Systems .......... 74781

COOLANT TEMPERATURE SENSOR (ECT)

ACCEL/DFI’s Coolant Temperature Sensor employs a thermistor to obtain accurate measurement of engine temperature. As the engine warms, thermistor resistance decreases, letting the ECU know that it can reduce fuel enrichment.

Coolant Temperature Sensor .............................. 74765
LS1/Honda (12mm x 1.5)
Coolant Temperature Sensor .............................. 74765M
**AIR TEMPERATURE SENSOR (IAT)**

ACCEL/DFI electronic fuel injection systems monitor inlet air temperature to provide the ECU with more accurate status of engine operating conditions. This Air Temperature Sensor is a replacement for the unit supplied with ACCEL Super-Ram EFI Systems. It helps determine the proper amount of fuel to inject.

Air Temperature Sensor .................. 74773

**IDLE AIR CONTROL MOTOR (IAC)**

The Idle Air Control permits the ECU to control idle speed by extending or retracting the IAC valve, thereby controlling airflow around the throttle plates. ACCEL/DFI's premium quality IAC motor is equipped with precision wound windings for quick response and die-cast valve for consistent airflow.

IAC Motor – Super-Ram Systems ............. 74766
IAC Motor Housing (Ford) .................. 74769
IAC Motor adapter plate (Ford) ............. 74770
IAC Motor adapter plate & housing .......... 74770A
Remote Mount IAC Housing (3/8” NPT) .... 74778H
Remote Mount IAC Filter .................. 74778
IAC Motor (Hi-Flow) ......................... 74779
Hi Flow Remote IAC ......................... 74779K

**WEATHERPROOF ELECTRICAL CONNECTORS**

ACCEL/DFI's Weatherproof Connectors provide OEM grade connections for do-it-yourself harness construction. Each package includes a male and female connector housing with the corresponding number of wire seals and terminals.

1 Pin.................................. 74811
2 Pin.................................. 74812
3 Pin.................................. 74813
4 Pin.................................. 74814
5 Pin.................................. 74815
6 Pin.................................. 74816

**RELAYS**

Micro Relay (20 amp)…Gen 6 applications .... 74762
Standard Relay (30 amp)…Gen 7 applications .... 74775
SMALL BLOCK CHEVY SUPER RAM GASKET KIT
ACCEL/DFI now offers a complete replacement gasket kit for the Super Ram Manifold. The kit includes the following gaskets:
• Lid to Plenum
• Runners to Plenum
• Runners to Base
Small Block Chevy Super Ram Gasket Kit ..........74196G

TPI GASKET KITS
ACCEL/DFI now offers a complete replacement gasket kit for the L98 style high flow runners. Kit fits both 74195 and 74199 runner kits. The set includes:
• Lid to Plenum
• Runners to Plenum gaskets
• Runners to Base gaskets
TPI Gasket Kit, 88-85 ....................74195G

THROTTLE BODY GASKET KIT
ACCEL/DFI now offers a complete replacement gasket kit for the 1000 cfm billet throttle body. The 74190G kit can be used with both the 74190 and 74191 throttle bodies. The set includes air cleaner adapter to throttle body gasket, and throttle body to plenum gasket.

Super Ram (Big Block Models)
Front, 2-Bbl., 1000 CFM Air Cleaner Adapter
To Main Body ................................74832
Rear, 2-Bbl., 1000 CFM Main body to Plenum ......74833

CALMAP GENERATION 7+
SOFTWARE & PROGRAMMING ACCESSORIES
Generation 7+ software on CD (software only) ......77993
Generation 7+ software, standard key
  w/ 25 ft cable ................................77990L
Generation 7+ software, standard key
  w/ 5 ft cable ..................................77990S
Generation 7+ Standard key only (Parallel Port) ....77003S
Generation 7+ Pro key only (Parallel Port) .........77003P
Generation 7+ software, ECM flash upgrade & no key ..........................77003U
Generation 7+ software, ECM flash upgrade
  w/ Standard key ..............................77003SU
Generation 7+ software, ECM flash upgrade
  w/ Pro key ....................................77003PU
Generation 7+ Calmap Cable only, 25 ft ..........77991
Generation 7+ Calmap Cable only, 5 ft ..........77882
Generation 7+ USB Standard Key .................77004S
Generation 7+ USB Pro Key ......................77004P
CALMAP SOFTWARE

CalMap is an ACCEL/DFI exclusive Graphical Calibration Tool that can be used to program any Generation 7 Engine Management System. With CalMap, anyone can access and change any Generation 7 ECM table “on the fly” in real time. Since no EPROM burning is required to change any aspect of the calibration, tuning can be completed quickly and easily whether on an engine or chassis Dyno, or under actual driving conditions.

Complete Calibrations can be saved in computer files that can be accessed offline at any time without requiring a live connection to an ECM. These calibrations may be changed and reused as often as desired and even offer optional password security protection to keep unauthorized individuals from tampering with a calibration.

Since each and every ACCEL/DFI Generation ECM is fully programmable, these modules can accommodate virtually any engine combination. The versatile programming interface allows you to optimize the operation of the ECM to realize the full performance of any stock or custom engine combination.

Each CalMap software package includes: Software CD and Serial Interface Cable with built-in hardware key

- 5' Gen 7 to Serial port w/Lite key ................. 77992
- 5' Gen 7 to Serial port w/Sportsman Key ........ 77992S
- 5' Gen 7 to Serial port w/Pro Key ............... 77992P
- 25' Gen 7 to Serial port w/Lite key ............. 77993
- 25' Gen 7 to Serial port w/Sportsman Key ...... 77993S
- 25' Gen 7 to Serial port w/Pro Key ............. 77993P
- 5' Gen 7 to USB port w/Lite Key ............... 77994
- 5' Gen 7 to USB port w/Sportsman Key ......... 77994S
- 5' Gen 7 to USB port w/Pro Key ............... 77994P
- 5' Gen 8 to USB port ....................... 77995
- 5' Gen 8 to USB w/Sportsman Key ............ 77995S
- 5' Gen 8 to USB w/Pro Key .................... 77995P
- 25' Gen 8 to USB port ....................... 77996
- 5' Gen 8 to USB w/Sportsman Key ............ 77996S
- 5' Gen 8 to USB w/Pro Key .................... 77996P
- Datalog Communications Adaptor Link ....... 77997
- 25' Gen 7 to USB port w/Lite Key ............ 77998
- 25' Gen 7 to USB port w/ Sportsman Key ...... 77998S
- 25' Gen 7 to USB port w/Pro Key ............. 77998P

EMICS - Engine Management Installation Centers.

ACCEL/DFI has an extensive network of Factory trained and authorized Engine Management Installation Centers (EMICS) across the US and Canada.

Unique to the Performance Aftermarket, the EMICS receive extensive classroom and hands-on fuel injection training at the ACCEL/DFI factory locations in Cleveland, Ohio and Carson City, Nevada.

If your company specializes in fuel injection installation and tuning and would like to learn more about the EMIC program, call 248-380-2780.

To contact your local EMIC, visit www.mrgasket.com

The Mr. Gasket Inc. Limited Warranty applies to the ACCEL/DFI products contained herein.
Download a copy of the Limited Warranty at www.ACCEL-DFI.com