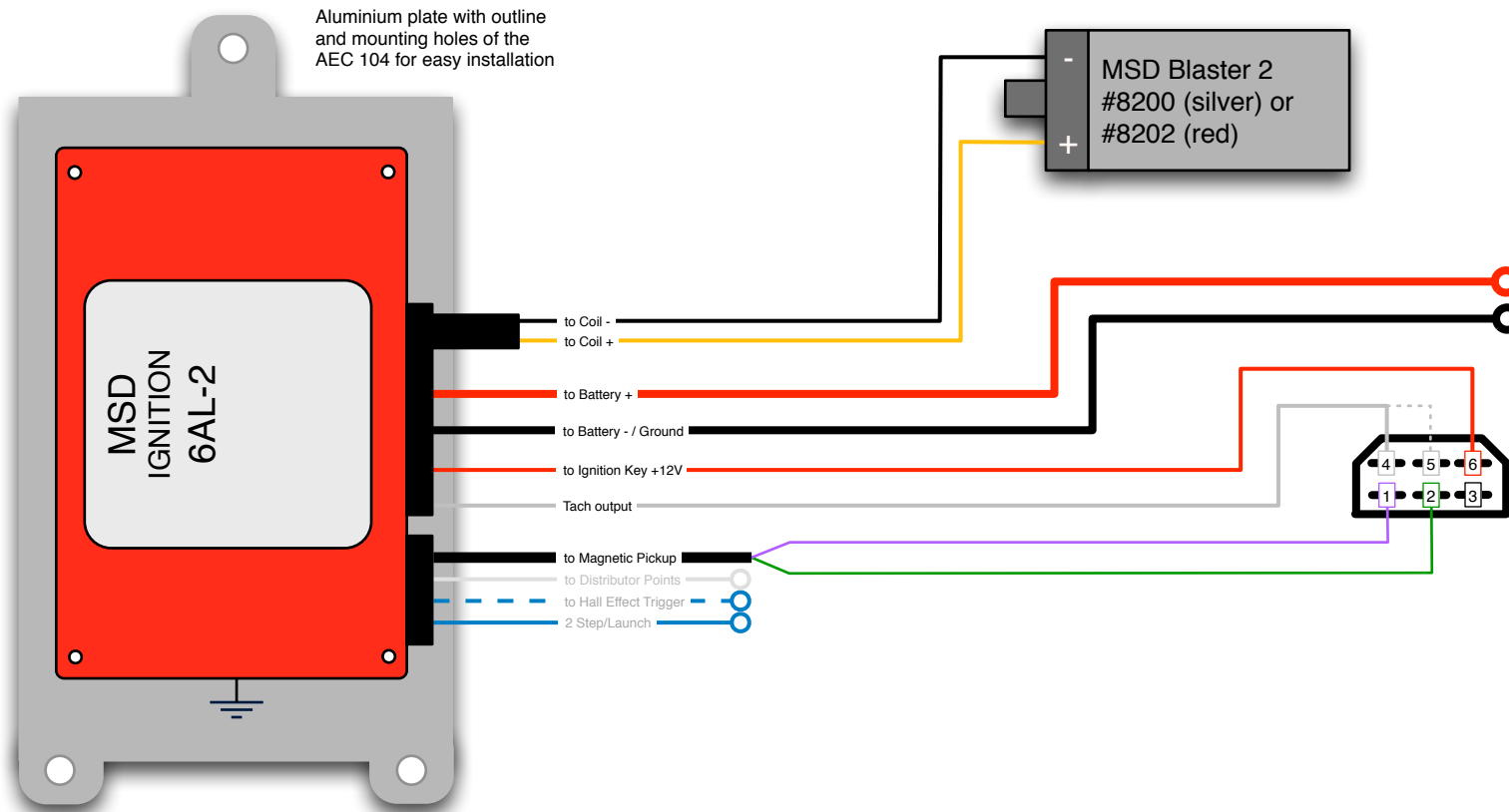


MSD 6AL-2 (#6421) replacement for the Marelli Magneti AEC 104B / Magnetic Trigger
V 1.4 info@dinoplex.org 01/2009, www.dinoplex.org



Aluminium plate with outline and mounting holes of the AEC 104 for easy installation

MSD Blaster 2
 #8200 (silver) or
 #8202 (red)

Wiring of the Tach output cable (grey)

Ferrari 365GT4 BB:	Pin 4
Ferrari 512BB:	Pin 4
Ferrari 512BBI:	Pin 5
Ferrari 400i:	Pin 5
Lamborghini Countach QV:	Pin 4

Connect heavy red cable to battery (+) and heavy black cable to battery (-) or ground

Fastin-Faston 250, 6 pin male connector
BACK VIEW OF CONNECTOR

Use an AMP Fastin-Faston 6 pin male connector, this type can be plugged directly into the female connector of the car wiring.

MSD 6AL-2 Wiring

- Heavy Red: Battery (+)
- Heavy Black: Battery (-) / Ground
- Grey: Tacho Output
- Red: from Ignition Key +12V
- Orange: to Coil (+)
- Black: to Coil (-)
- Green/Violet: Magnetic Pickup
- White: Distributor points (unused)
- Blue/White: Hall Effect Trigger (unused)
- Blue: 2 Step/Launch Control (unused)

This chart illustrates the wiring for using a MSD 6AL-2 as a replacement for a defective Magneti Marelli AEC 104B. The wiring applies to cars with a magnetic distributor pickup, such as the Ferrari 512BB, 512BBI, 400i or Lamborghini Countach.

The MSD 6AL-2 is a digitally controlled multi discharge ignition controller. It uses the same 'CDI' capacitive discharge principle as the AEC104B but issues a sequence of ignition discharges up to 3000 RPM to aid better combustion and avoid plug fouling in lower RPMs.

The build in rpm limiter of the MSD 6AL-2 supports a setting for 4, 6 or 8 cylinder engines only. On a 12 cylinder engines divide the 8 cylinder RPM set on the MSD by 1.5 to get the 12 cylinder limit. Example 11.700RPM@8 cyl equals a 7800 RPM@12 cylinder limit to replace a AEC 104B-780.