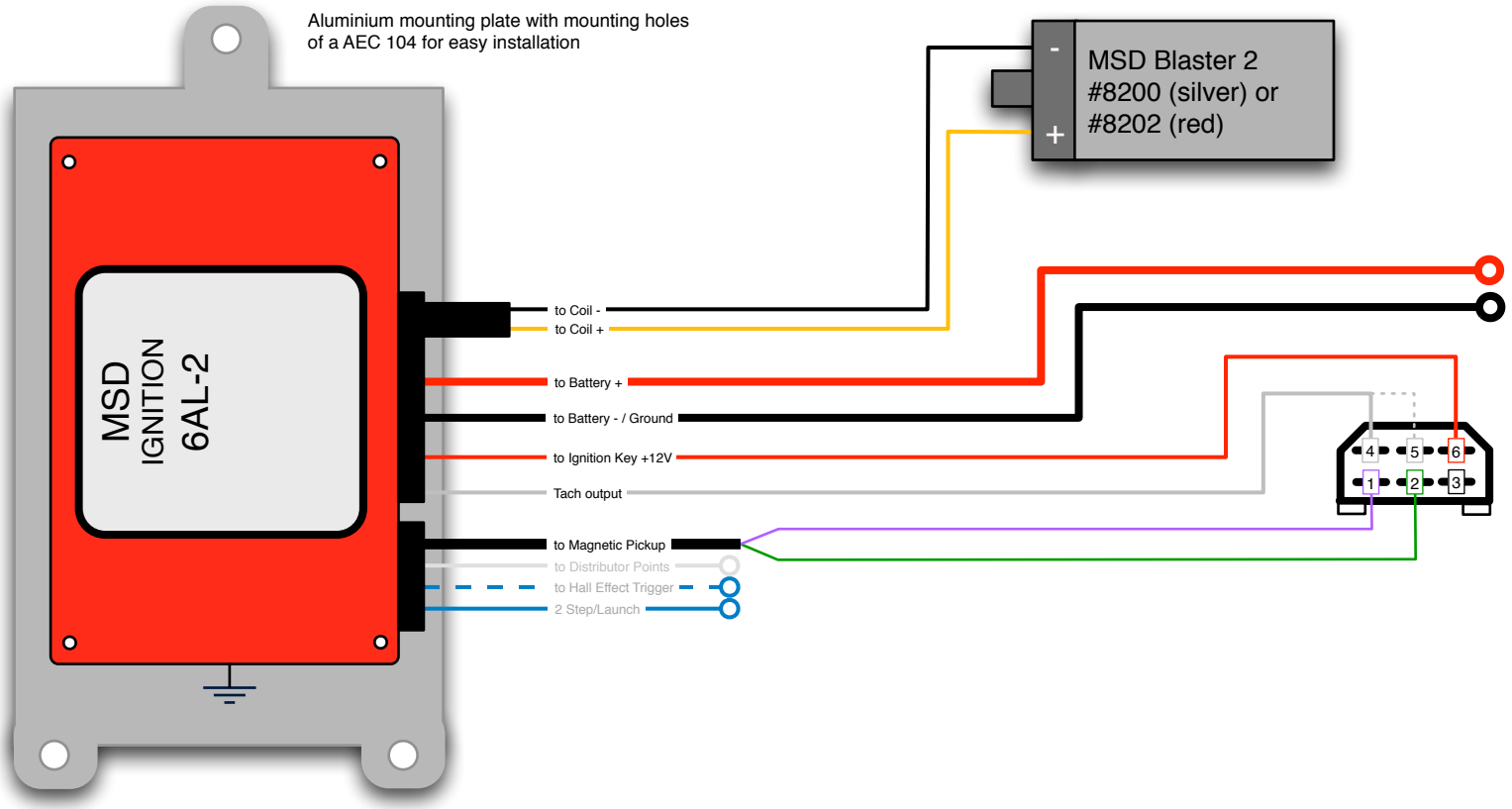
MSD 6AL-2 (#6421) replacement for a Marelli Magneti AEC 104BK or AEC 104B-660/780 with Magnetic Trigger
V 1.6 info@dinoplex.org 01/2009, www.dinoplex.org



Wiring of the Tach output cable (grey)

For replacing a AEC104BK, wire the tach output wire to connector terminal 4. For replacing a AEC104B-660/780, wire the tach output to terminal 5.

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 104BK or AEC104B-660/780. The wiring applies to cars with a magnetic distributor pickup, such as the Ferrari 512BB/BBi, 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.