

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

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



140010

Specifications Tested with Mallory HyFire VII S & C ignition

Primary Resistance	.....	.009 Ohms
Secondary Resistance	.....	.048 Ohms
Turns Ratio	.....	170 : 1
Maximum Voltage	.....	50,000 volts
Peak Current	.....	1,200 mA
Spark Duration	.....	.170 μS

Professional Drag Race II CD coil140010



CD ONLY CANISTER STYLE SUPER COIL

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



140002

Specifications Tested with ACCEL 300+ Ignition

Primary Resistance	.....	.09 Ohms
Secondary Resistance	.....	7.3 k Ohms
Turns Ratio	.....	100 : 1
Maximum Voltage	.....	45,000 volts
Peak Current	.....	.160 mA
Spark Duration	.....	.420 μS

CD only canister style Super Coil140002

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

Coil resistance specification shown are nominal +/- 10%

HEAVY DUTY CD ONLY E-CORE SUPER COIL

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

Specifications	Tested with ACCEL 500+ Ignition
Primary Resistance	.02 Ohms
Secondary Resistance	3.6 k Ohms
Turns Ratio	.95 : 1
Maximum Voltage	48,000 volts
Peak Current	300 mA
Spark Duration	.360 μ S

Heavy Duty CD only E-core Super Coil140019

HEAVY DUTY ELECTRONIC INDUCTIVE OR CD TYPE E-CORE SUPER COIL

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

Specifications	Tested with ACCEL 300+ Ignition
Primary Resistance	.07 Ohms
Secondary Resistance	10.0k Ohms
Turns Ratio	.70 : 1
Maximum Voltage	48,000 volts
Peak Current	.220 mA
Spark Duration	.300 μ S

Heavy Duty Electronic
CD type E-core Super Coil140009

SHOCK /VIBRATION MOUNT KIT

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

Universal-Fit49012

140019



140009



49012



NEW



140025

Representative Photo

ACCEL AFTERBURNER™ SWITCHABLE COIL #140025

Now the best of both worlds in one innovative ignition coil. You don't have to compromise on a coil that is designed to either work best on the street or at the track. Now you can have it all in one with the ACCEL Afterburner™ Switchable coil. In the normal mode, the coil is designed to boost low RPM performance by maximizing current output to produce longer arch duration times to improved burn efficiency, resulting in enhanced throttle response, improved economy and reduced emissions. Perfect for the street use or when the engine is under high load at lower RPM's such as when towing a trailer. In the switched or high RPM mode the coil is designed to boost higher RPM performance by producing higher voltage levels to better fire the mixture under high cylinder pressures conditions, such as when running nitrous or under boost. This helps reduce the risk of misfires and also maximizes the power potential. Perfect for use at the track or under maximum RPM power loading.

The innovative remote switch location kit makes it easy and convenient to switch the ACCEL Afterburner™ coil from one mode to the other, while inside the vehicle. The ACCEL Afterburner™ Switchable coil works either with the stock vehicles inductive ignition system or with an aftermarket CD ignition system.

ACCEL Afterburner™ Switchable Coil140025

TACH ADAPTER

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

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

ACCEL Tach Adapter for coil negative (white lead wire) trigger49365

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



49365

ACCEL 500+ DIGITAL PRO STREET/RACE IGNITION CONTROLLER

49500



Now you can have all the power and features of a typical 7 Series racing type CD ignition system, but designed for use on the street as well as at the track. The RISC micro-controller digital circuitry provides high-speed processing, maximum energy output and greater efficiency. The control unit provides several multi-strike spark events of 550V and 150mj of energy up to 2500 RPM. The ACCEL 500+ features a remote hand-held display/input unit for easy real time programming and observation or it can be unplugged from the control unit after programming. The ACCEL 500+ Pro Street/Race ignition can be used with a wide variety of coils, but to maximize the performance potential a high turns ratio CD type coil should be used. The recommend coil for maximum performance is the ACCEL p/n 140019.

Features include:

Three rev limiters, adjustable from 1000 to 12800 RPM

Four high speed / fixed timing retards, adjustable from 0.1 to 20.0 degrees

Start retard, adjustable from 0.1 to 20.0 degrees
(all out by 500 RPM)

Two RPM switches, adjustable from 1000 to 12800 RPM

One RPM activated window switch; "on" at 1000 to 12700 RPM, "off" at 1100 to 12800 RPM

Boost retard in degrees/PSI, adjustable from 0.1 to 4.0 degrees per PSI of boost (Requires the use of MAP sensor and harness, each sold separately)

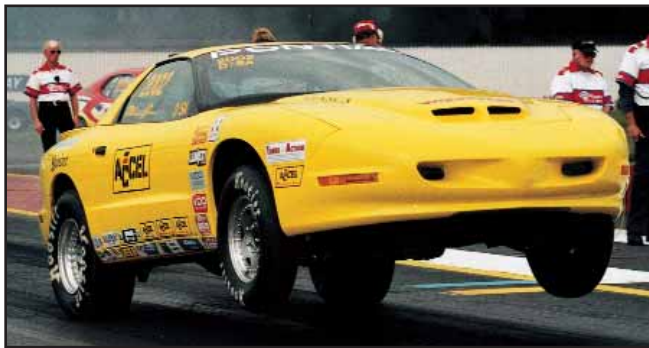
Selectable MAP sensor input, for 2 or 3 BAR sensors

Cylinder select for even fire 4 to 12 cylinder engines.

500+ ProStreet/Racing Ignition controller	
For 4 to 12 cylinder distributor equipped	
even fire engines .....	.49500
2-3 BAR MAP Sensor harness .....	.29785
2-BAR MAP Sensor .....	.74776
3-BAR MAP Sensor .....	.74777



49329



DIGITAL DONE RIGHT SINCE 1994, AND STILL THE BEST!

The ACCEL 300+ Ignition Controller was one of the first truly digital CD ignition systems on the market. It has the unique combination of compact size and high output. It is light weight and easy to install. It features high speed processing, maximum energy output and greatly enhanced efficiency due to it latest generation of RISC micro-controller, plus it has a much lower power draw than an antiquated analog control box. The ACCEL 300+ provides several multi-strike spark events up to 2500 RPM with 500 volts and 125mJ of energy output for easier starting and greater burn efficiency, resulting in quicker acceleration and improved throttle response. The digital rev limiter is easy to adjust and doesn't require any "chips". The ACCEL 300+ Ignition controller is sold separately or with a matched CD coil. Also available are a variety of specific custom fit applications kits that come compete with a bolt-in, plug-in replacement coil and direct plug-in factory style harness, which makes for a no hassle quick and easy installation.

IGNITION BOX SHOOT OUT

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

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

See: www.carcraft.com



49328



49329

LISTEN TO WHAT THE WINNERS HAVE TO SAY:

ABRAHAM BERGIAN
ASSOCIATE EDITOR OF
HIGH TECH PERFORMANCE MAGAZINE:

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

EVAN SMITH
TECHNICAL EDITOR FOR
MUSCLE MUSTANGS & FAST FORDS:

"As a whole, ACCEL's 300+ system gets a thumbs up. We like the modular design, the ease of installation, and the fact that it works. We were more than impressed with a gain of 14 horsepower (when combined with ACCEL 300+ Race Wires and a 60201M BilleTech distributor) at the rear wheels. We expected only a 5-8 HP improvement."



UNIVERSAL KIT

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

FORD

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

GENERAL MOTORS

- 1995-85 with remote mount HEI coil and 8-pin ignition module49321
 applications include:
 1992-87 Camaro / Firebird 5.0L / 5.7L V8
 1993-87 Full Size / Mid Size 5.0L (305) / 5.7L V8
 1995-87 Chevrolet / GMC Truck 4.3L V6 and 5.0L / 5.7L / 7.4L V8
- 1989-74 with HEI in-cap coil, red / yellow primary wires49322
 applications include:
 1983-74 most Cadillac V8 engines w/ HEI
 1986-74 most Chevrolet V8 and 90 degree V6 engines w/ HEI
- 1991-73 with HEI in cap coil, red/white primary colors49323
 applications include:
 1981-74 most Buick V6 and V8 engines w/ HEI
 1991-74 most Oldsmobile V8 engines w/ HEI
 1981-73 most Pontiac V8 engines w/ HEI
 1991-81 Corvette 5.7L
- 1995-93 Camaro / Firebird 5.7L LT149324
- 1995-92 Corvette 5.7L LT149325
- 1995-94 Caprice / Impala SS and Full Size 4.3L / 5.7L LT149325
- 1996 Corvette 5.7L LT1 /LT449327*
- 1996 Caprice / Impala SS 4.3L / 5.7L LT149327*
- 1997-96 Camaro / Firebird 5.7L LT1 / LT449327*
- 2004-96 Chevrolet / GMC Truck 4.3L V6 "Vortec" w/ side tower distributor cap49329*
- 2001-96 Chevrolet / GMC Truck 5.0L / 5.7L / 7.4L V8 "Vortec"49329*

**Matching coil P/N 140024, sold separately*

HONDA / ACURA

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

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

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

MOPAR/JEEP

- With Fuel Injection and epoxy style coil49328
 application included:
 1995-90 2.2L / 2.5L 4 cyl including Turbo exc. DOHC 16V
 1997-90 Dodge Truck 2.5L 4 cyl including "Magnum"
 2002-92 Dodge Truck 3.9L V6 and 5.2L / 5.9L V8 "Magnum"
 2001-91 Jeep 2.5L 4 cyl and 1999-91 4.0L 6 cyl
 1998-93 Jeep 5.2L / 5.9L V8 "Magnum"

Note: For 2002-98 Dodge Trucks/Jeeps, Coil adaptor harness P/N 140021AH must also be used in conjunction with 300+ kit p/n 49328.
Note: For all Systems as needed, tach adapter p/n 49365



49250

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

250+ ELECTRONIC IGNITION INDUCTIVE STORAGE SYSTEM

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

250+ Ignition Control Unit, Universal Kit for Distributor-Equipped Engines49250



49260

ACCEL AFTERBURNER™ SWITCHABLE IGNITION CONTROLLER

The ACCEL Afterburner™ Switchable Ignition control delivers up to 60% more energy at the flip of a switch. This ignition control unit with a built-in coil allows you to choose between street performance or high output maximum performance at a flip of a switch. No need to run a separate control box or coil. When the extra ignition power is needed such as at the track or when running a power adder, simply flip the switch to insure maximum performance. The dwell control circuit with a 7.5 Amp limit ensures optimized energy output through out the RPM range. In the high output maximum performance mode, the control unit delivers a long duration single spark events deliver up to 200 mJ of energy.

ACCEL Afterburner™ Switchable Ignition controller49260

Because of its unique design, the ACCEL Afterburner Ignition controller can not be run with any type of aftermarket CD or Inductive storage ignition systems, nor can it be used if the vehicle is factory equipped with a CD type ignition system.



275+ DIGITAL MULTI-STRIKE CD IGNITION WITHOUT REV CONTROL

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

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



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

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

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

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

ACCEL 375+ Multi-function Accessory unit features include:

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

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



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

Accessories sold separately

EXTERNAL COIL CONVERSION KITS



49310

300+ DIGITAL MULTI-STRIKE CD IGNITION WITH REV CONTROL

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

ACCEL's 300+ CD Ignition Control unit provides several multi-strike spark events of 500 volts and 125 mJ up to 2500 RPM for easier starting and greater burn efficiency, which in turn provides increased performance. Added to these features is an easy-to-adjust single stage intelligent sequential rev limiting control for added engine over rev protection without the need to buy extra chips. The added energy output of the 300+ CD Ignition Control unit is critical to unlocking the hidden potential of engines modified with all types of performance modifications including super/turbocharger systems.

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

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

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



- 2001-92 Honda/Acura models with TEC-Equipped Distributors49310 includes 120500 Cap**
- 2001-94 Integra GS-R and Type R with B18C1, B18C5 engines49311 includes 120501 cap**
- 2001-94 Civics and Accords with Hitachi distributors49312 includes 120502 cap**
- 1991-88 Civic with D15B, D16A and Integra with D16A, B18B engines49313 includes 120503 cap**

Replacement Modified Distributor Caps



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



EXTERNAL COIL CONVERSION KITS

Application Chart for #49310

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

Application Chart for #49311

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

Application Chart for #49312

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

Application Chart for #49313

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