# DAYTONA SENSORS

THE BEST AND
FINEST QUALITY
ENGINE CONTROLS
FOR THE SERIOUS
PERFORMANCE AND
RACING ENTHUSIAST!

*AUTO / MOTO / BOAT*

**2022**

**DAYTONA-SENSORS.COM**

# DAYTONA SENSORS

Our mission is to develop leading-edge electronic engine controls and instrumentation systems for a broad range of automotive, marine and motorcycle applications.

Our product line is based on the most advanced technology and does not involve compromises in quality. We have a vision, not product managers, corporate committees, cost accountants, and endless meetings. **We get things done!**

Daytona Sensors™ started in 2001 by designing, manufacturing, and supplying digital ignitions for the Motorcycle market, quickly expanding into automotive motorsports in 2003. Since that time, Daytona Sensors ignitions and components have been gradually growing and are recognized as a leader in quality digital ignition components and related products.

Daytona Sensors™ has had success over the past few years as many high-profile racing teams, nationally recognized engine, and chassis builders, dyno manufacturers, and various other types of product manufacturing companies have turned to our brand of track-tested and dyno-proven products.

Our company is based in DeBary, Florida.  All parts are manufactured and assembled in the USA.


## TABLE OF CONTENTS


# WEGO 3 SDL

## Wide-Band Air Fuel Ratio Meters with Display and Data Logging

- Single and dual channel air/fuel ratio display systems with built-in data logging. Kits include **WEGO** unit, LSU 4.2 5-wire wide-band oxygen sensor(s), and 18 x 1.5mm weld nut(s) for mounting sensor(s) on exhaust pipe. *Downloadable software available from our website*
- Versatile tuning aid for all carbureted and fuel injected engines, displays air/fuel ratio *(AFR)* and logs over 2hrs data including AFR, engine RPM, and a spare 0-5V analog input for sensors such as throttle position or manifold pressure
- Can be used for on-road or dyno testing
- Suitable for automotive, motorcycle, and other small engine applications
- Highly accurate with less than ±0.10 AFR error over 10.3 - 19.5 AFR range *(±0.007 Lambda error over 0.70 - 1.33 Lambda range)*
- Easy free-air calibration procedure corrects for sensor aging effects
- 0-5V analog AFR output for interface to dyno instrumentation
- Ultra-bright daylight readable blue LED display with automatic dimming under low light conditions
- Wide supply voltage range from 11-16V allows operation from battery on small engines and race vehicles without an alternator. Current drain is approx. 1 amp per channel
- Built-in USB interface
- **WEGO 3 SDL** is fully encapsulated with a waterproof LED display
- **WEGO** data logging software runs under Windows XP-10. The software allows viewing and analyzing AFR, engine RPM and analog data with user defined scaling. Calculated fuel correction data can easily be copied/pasted into other engine tuning programs

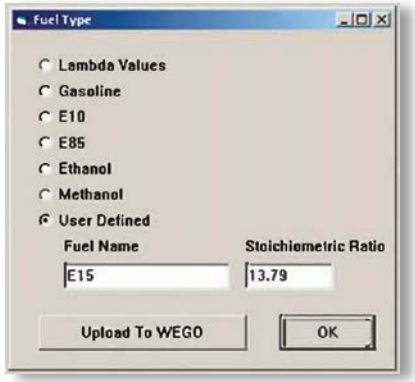
**WEGO 4 SDL** *P/N 114001*

| PART # | DESCRIPTION |
|---|---|
| 112001 | **WEGO 3 SDL Wide-Band AFR Kit** *(WEGO 3 Single Display and Logging unit with 42" harness, LSU 4.2 oxygen sensor, and 18 x 1.5 mm weld nut for exhaust pipe. Downloadable software available on our website)* |
| 112002 | **WEGO 3 SDL Wide-Band AFR Kit** *(WEGO 3 Single Display and Logging unit with 96" harness , LSU 4.2 oxygen sensor, and 18 x 1.5 mm weld nut for exhaust pipe. Downloadable software available on our website)* |
| 112004 | **WEGO 3 SDL Wide-Band AFR Display with Lambda Calibration** *(96" harness)* |
| 112004 | **WEGO Tach Adapter** *(required when using WEGO 3 on motorcycles with CD type ignition)* |
| 114001 | **WEGO 4 SDL Wide-Band AFR Kit** *(WEGO 4 SDL unit, LSU 4.2 oxygen sensor, 96" sensor extension cable, 18 x 1.5mm weld nut for exhaust pipe, and USB cable. Downloadable software available on our website)* |
| 114003 | **WEGO 4 SDL Wide-Band AFR Display with Lambda Calibration** |

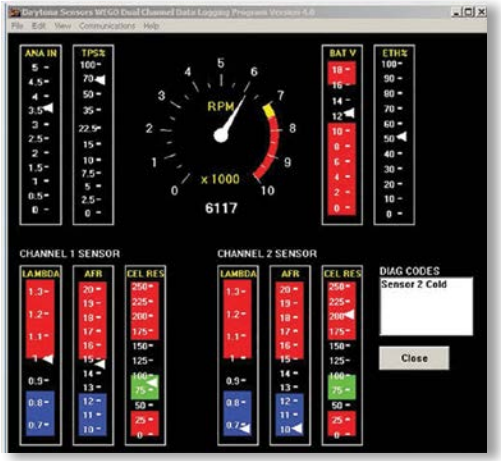
# WEGO SOFTWARE

## with Real Time Display and Fuel Type Selection

- You can now use **WEGO** Log software to view data in real time in addition to downloading and displaying data on a chart recorder type screen
- You can use the Fuel Type selection dialog box and program new **WEGO** units to display Lambda or correct AFR values for any hydrocarbon fuel with a known stoichiometric ratio. Regardless of the units displayed on the **WEGO**, data is logged internally in Lambda units and can be rescaled in the software for any fuel type. Refer to the software instructions for details




*Fuel Type Selection*




*Real Time Data Display*

- The location of the decimal point on the **WEGO** LED display is set during manufacturing and cannot be changed. Standard **WEGO** units display AFR values with XX.X number format, such as AFR values from 10.3-19.5 for gasoline or 4.5-8.6 for methanol. Special **WEGO** units are available for Lambda display with X.XX number format, i.e. Lambda values from 0.70-1.33

**Latest version of software is available to download from our website.**


# WEGO 3 DDL

## Dual Display Wide-Band Air/Fuel Ratio Meters (AFR) System

- Complete air/fuel ratio (AFR) display system with built-in data logging
- Displays Lambda or correct AFR values for any hydrocarbon fuel with a known stoichiometric ratio
- Input for optional customer supplied flex fuel sensor. A switch under the sensor 2 LED allows selection of normal AFR display or 0-100% ethanol display
- Measurement range is 10.3 to 19.5 gasoline AFR or 0.70 to 1.33 Lambda
- Highly accurate with less ±0.10 AFR or ±0.007 Lambda error over entire range
- Easy free-air calibration procedure corrects for sensor aging effects
- 0-5V analog AFR outputs for interface to dyno instrumentation
- Waterproof ultra bright daylight readable blue LED display with automatic dimming under low light conditions
- Wide supply voltage range from 11-16V allows operation from battery on small engines and race vehicles without an alternator. Current drain is under 2 amps

| PART # | DESCRIPTION |
|---|---|
| 112005 | **Wide-Band Exhaust Gas Oxygen Sensor Kit with AFR Display** *(WEGO 3 DDL dual display unit, 96" wire harness, two LSU 4.2 sensors, and 18 x 1.5mm weld nuts. Downloadable software available on our website)* |
| 112006 | **Wide-Band Exhaust Gas Oxygen Sensor Kit with Lambda Display** *(WEGO 3 DDL dual display unit, 96" wire harness, two LSU 4.2 sensors, and 18 x 1.5mm weld nuts, Downloadable software available on our website)* |
| 113001 | **WEGO 4 Dual Channel Wide-Band AFR Kit** *(WEGO 4 DDL dual channel unit, two LSU 4.2 oxygen sensors, 96" sensor extension cables, and 18 x 1.5mm weld nuts for exhaust pipe, USB cable. Downloadable software available on our website)* |
| 113003 | **WEGO 4 DDL Dual Channel Wide-Band AFR Display with Lambda Calibration** |


**WEGO 4 DDL** *P/N 113003*


# WEGO III DN

## Wide-Band Air/Fuel Ratio Meters (AFR) Interfaces

- Complete air/fuel ratio (AFR) display system with built-in data logging
- Displays Lambda or correct AFR values for any hydrocarbon fuel with a known stoichiometric ratio
- Input for optional customer supplied flex fuel sensor. A switch under the sensor 2 LED allows selection of normal AFR display or 0-100% ethanol display
- Measurement range is 10.3 to 19.5 gasoline AFR or 0.70 to 1.33 Lambda
- Highly accurate with less ±0.10 AFR or ±0.007 Lambda error over entire range
- Easy free-air calibration procedure corrects for sensor aging effects
- 0-5V analog AFR outputs for interface to dyno instrumentation
- Waterproof ultra bright daylight readable blue LED display with automatic dimming under low light conditions
- Wide supply voltage range from 11-16V allows operation from battery on small engines and race vehicles without an alternator. Current drain is under 2 amps

| PART # | DESCRIPTION |
|---|---|
| 111002 | **WEGO III DN Wide-Band AFR Sensor Interface** *(dual channel interface unit without internal data logging or LED display. Intended for automotive use with an existing data acquisition system)* |
| 111003 | **WEGO III DN 8-Pack Kit** *(complete kit for individual cylinder AFR monitoring on V8 race engines. Four dual channel WEGO III DN units and eight LSU 4.2 oxygen sensors, 12ft extension cables, and 18 x 1.5mm weld nuts. Intended for connection to an existing data acquisition system.*<br><br>*(Please note that these units are sold without warranty for professional racing use)* |
| 111004 | **WEGO III DN Kit** *(includes WEGO III DN, two LSU 4.2 wide-band oxygen sensors, and two 18 x 1.5mm weld nuts)* |
| 111006 | **WEGO III SN Kit** *(WEGO III SN, LSU 4.2 wide-band oxygen sensor, and 18 x 1.5mm weld nut)* |


**WEGO III SN** *P/N 111006*

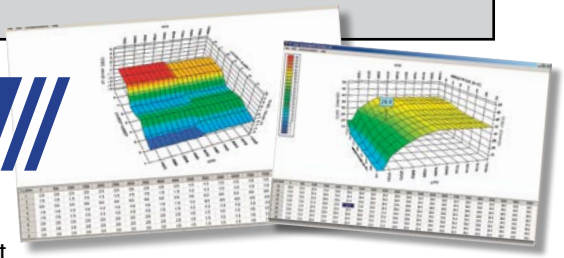

# SmartSpark LS Ignition Module for GM LS Series Engines

- **SmartSpark LS** includes support for LS 1 version and for carbureted GM LS series V8 engines with 24 or 58 tooth crank trigger
- Versatile ignition module for GM LS1/LS6 and LS2/LS7 race engines
- Selection for GM LS1 or higher energy LS2 style coils
- Preprogrammed with advance tables suitable for a wide range of normally aspirated high performance engines
- Digitally set launch, burnout, and maximum RPM limits with 100 RPM steps from 3,000 to 9,900 RPM. Access to launch and burnout RPM limits requires optional USB interface and PC Link software
- USB interface and PC Link software allows programming a custom advance table based on RPM and manifold pressure
- **SmartSpark Log** software displays real time engine data during initial setup and dyno tuning
- Individual cylinder timing *(ICT)* capability with RPM based offset up to ±5° with 0.1 ° steps
- Three general purpose input terminals. Inputs can be used for RPM limits and multiple retard functions including driver adjustable retard *(requires optional RTD-1)*. Mode switch allows selection of basic functions. Advanced features require optional USB interface and PC Link software
- Status LEDs show trigger inputs
- Fully encapsulated construction without any internal voids
- Heavy duty 12 pin Deutsch connectors used for signal connections
- Same mounting pattern as competitive units
- New installations require wire harness Part # 119002, 119005, or 119005-24 depending on mounting location


**SmartSpark Coil** *P/N 1119100*

| PART # | DESCRIPTION |
|---|---|
| 102004 | USB Interface *(with 6ft USB cable and software available to download online)* |
| 102005 | RTD-1 Retard Control |
| 119001 | Replacement Module only for SmartSpark LS ignition for GM LS Series Engines |
| 119002 | SmartSpark LS1/6 Remote Mount Wire Harness |
| 119004 | SmartSpark LS Adapter Harness *(for MSD® 6010/6012 upgrade)* |
| 119005 | SmartSpark LS2/7 Remote Mount Wire Harness |
| 119007 | SmartSpark LS Ignition Kit includes module and USB interface |
| 119008 | 1 Bar MAP Sensor *(Delphi Gen3 style for use w/SmartSpark)* |
| 119009 | Early model LS2 remote mount wiring harness w/24 tooth crank and front mounted cam sensor |
| 119100 | SmarkSpark Coil for LS1 GM III Engines |
| 119100-8 | SmartSpark Coil Eight Pack |

# SmartSpark LS PC Link Software



*Custom Timing and ICT Offset Tables*

- Use of this software is optional and not required for basic applications of the SmartSpark LS system. *Please visit our website for complete details including software downloads*
- You can establish setup parameters including function of the general purpose input *(GPI)* terminals and program a custom 3D timing table and individual cylinder timing *(ICT)* offset table
- The 3D timing table consists of 21 columns corresponding to 500 RPM increments from zero to 10,000 RPM and 8 manifold pressure *(MAP)* rows. The MAP range depends on the type of MAP sensor selected under module parameters. The timing value at 10,000 RPM is used at all higher RPM levels and the timing value in the lowest MAP row is used at all lower MAP levels
- The ICT offset table consists of 21 columns corresponding to 500 RPM increments from zero to 10,000 RPM and 8 rows *(one for each cylinder)*. You can enter a timing offset up to ±5° with 0.1° steps for each cylinder
- You can download and upload to the module, open and save files, and print setup values including graphs for timing curves. Includes comprehensive on-line help system
- Requires optional USB interface and laptop PC with minimum 300 MHz Pentium processor and super VGA display *(SVGA with 1024 x 768 pixel resolution)* running Windows XP-10. (*Must have internet access to download software from our website for program loading and a free USB port)*


# TCS-1

## Timing Control System for Racing

- Versatile timing control system for race engines. Eliminates the need for mechanical advance
- Preprogrammed with 20° advance curve between 1,000 and 3,000 RPM for V8 engines. Helps provide easier starting and smoother idle
- Heavy duty industrial grade clamping terminal blocks allow easy and reliable hookup without soldering or crimping
- Magnetic pickup *(distributor or crank trigger)* and module trigger inputs
- Module trigger output drives all CD systems including MSD® 6 and 7 series
- Included USB interface and PC Link software allows programming advance features ranging from a simple RPM based advance curve to a 30 timing map with boost proportional retard *(requires optional MAP sensor)*. Also adjust to use on 4, 6 or 8 cylinder engines
- Two general purpose input and one general purpose input/ output terminals. Inputs can be programmed for multiple retard functions *(including driver adjustable retard)*. Output can be programmed for RPM window switch functions
- GPI inputs preprogrammed for 2°, 3°, and 4° retard functions *(can be combined)*

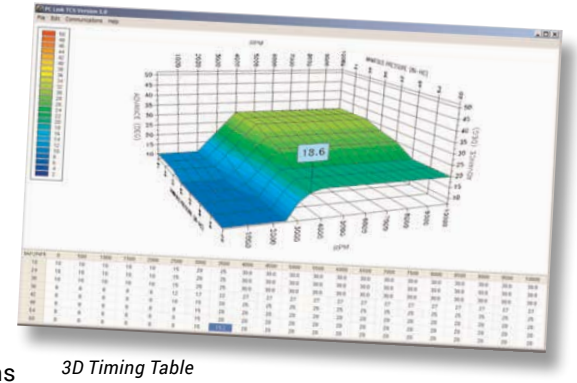
**For a driver adjustable timing retard or boost proportional retard, you will require the optional RTD-1 retard control P/N 102005. To connect a Delphi MAP sensor, you can use our MAP sensor harness kit P/N 102006.**

| PART # | DESCRIPTION |
|---|---|
| 102008 | TCS-1 Timing Control System *(with preprogrammed advance curve)* |
| 102005 | RTD-1 Retard Control *(refer to website for details)* |
| 102006 | MAP Sensor Harness Kit *(refer to website for details)* |

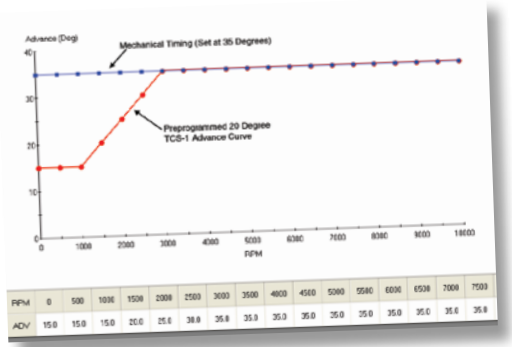
# TCS

## PC Link Software

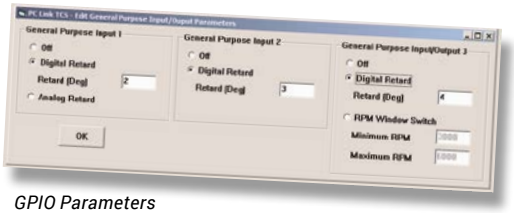
- Use of the this software is optional and not required for basic applications of the **TCS-1** system. *Please visit our website for complete details including software downloads*
- You can establish setup parameters including function of the general purpose input/output *(GPIO)* terminals and program 20 or 30 timing curves
- The 20 timing table consists of 21 columns corresponding to 500 RPM increments from zero to 10,000 RPM. The timing value at 10,000 RPM is used at all higher RPM levels
- The 30 timing table consists of 21 columns corresponding to 500 RPM increments from zero to 10,000 RPM and 8 manifold pressure *(MAP)* rows
- The MAP range depends on the type of MAP sensor selected under module parameters. The timing value at 10,000 RPM is used at all higher RPM levels and the timing value in the lowest MAP row is used at all lower MAP levels. Use of a 30 timing table requires an optional MAP sensor
- You can download and upload to the module, open and save files to disk, and print setup values including graphs for timing curves. Includes comprehensive online help system



*3D Timing Table*




*Preprogrammed Timing Curve*



*GPIO Parameters*

- Requires use of laptop PC with minimum 300 MHz Pentium processor and super VGA display *(SVGA with 1024 x 768 pixel resolution)* running Windows XP-10. *(Must have internet access to download software from our website for program loading and a free USB port)*

**The TCS-1 unit is factory preprogrammed with the timing curve shown below that is suitable for most high performance engine applications The general purpose input/output terminals are preprogrammed for 2°, 3°, and 4° retard functions**


# NC-2

## Nitrous Controller & Vehicle Data Logger

The **NC-1** and **NC-2** units have identical features and capabilities except that the **NC-2** can directly drive two nitrous stages with progressive control *(modulated flow)*. The **NC-1** requires external relays and is limited to on/off control. The **NC-1** is recommended for applications under 100 horsepower. A progressive controller, such as the **NC-2**, pulse width modulates the solenoid valves and allows you to control the flow rate. The two primary applications for a progressive controller are matching nitrous system power output to vehicle requirements and independently controlling fuel and nitrous oxide flows for optimum air/fuel ratio *(AFR)*. The **NC-2** can be used for both applications

- If you have a high horsepower nitrous system in a vehicle with limited traction, you can use time or RPM based progressive control to reduce the power output in the mid-RPM range or off the starting line to eliminate problems with wheel spin. You can also use RPM based progressive control to reduce excessive strain on the engine in the mid-RPM range
- By independently modulating the fuel and nitrous solenoids, you can control the AFR. This is especially useful for late model fuel injected vehicles


**NC-1** *P/N 116001*

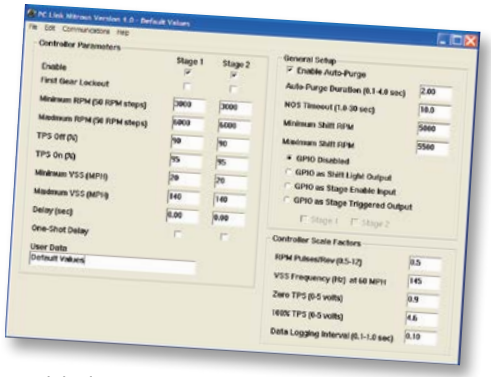
### Nitrous Controller Features

- Drives two nitrous stages and purge solenoid. NC-2 is capable of 40 amp output on each stage
- Each stage is independently programmable based on throttle position, RPM, vehicle speed, time delay, and first gear lockout. **NC-2** adds capability for RPM or time based progressive control
- Output for purge solenoid *(requires external relay)*. Programmable automatic purge when system is armed
- Flexible RPM input compatible with high voltage coil drive *(vehicles with coil packs or distributor ignition)*, standard 12 volt tach signal, or low level logic drive *(newer vehicles with coil-on plug)*

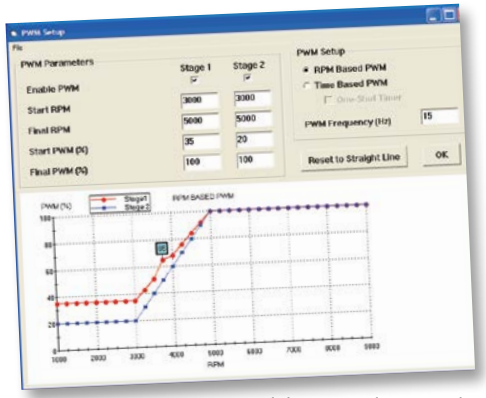
| PART # | DESCRIPTION |
|---|---|
| 116001 | **NC-1 Nitrous Controller and Vehicle Data Logger** *(USB cable included. Software available for download.)* |
| 116002 | **NC-2 Progressive Nitrous Controller and Vehicle Data Logger** *(USB cable included. Software available for download.)* |

- General purpose input/output *(GPIO)* terminal. Programmable for use as shift light output, additional stage enable input, or control output for ignition retard
- Status LED output *(ideal for use with arming switch containing LED)*
- Built-in data logging. Ideal as basic vehicle data logger during dyno tuning or drag racing. Logs data whenever system is armed. Stores last 5 minutes of data at 10 samples/second
- Data logged includes throttle position, RPM, vehicle speed, status of all inputs and outputs, and two 0-5 volt analog inputs0-5 Volt analog inputs are compatible with **Daytona Sensors** single or dual channel **WEGO** systems for logging wide-band air/fuel ratio data
- Heavy duty industrial grade clamping terminal blocks allow easy and reliable hookup without soldering or crimping.
- USB interface to laptop PC. Powerful Windows software for programming controller and downloading logged data

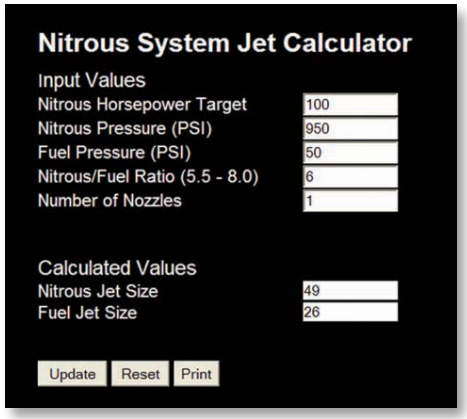
*(Please visit our website for complete details and downloads)*



*PC Link Nitrous Parameters*



*PC Link Progressive Control*




***Visit the Nitrous Tech FAQ on our website and check out the nitrous jet size and bottle pressure/ temperature calculators***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# CD-1 IGNITION

## Capacitive Discharge Ignition System for *Racing*

- Complete capacitive discharge ignition system for ***Racing***
- 135 MJ spark energy output
- Digitally set launch, burnout, and maximum RPM limits with 100 RPM steps from 3,000 to 9,900 RPM *(10,900 RPM for maximum RPM limit)*
- PC programmable advance features ranging from a simple RPM based advance curve to a 3D timing map with boost proportional retard
- Built-in data logging capability with 16 Mbit DataFLASH memory
- Dedicated input terminals for launch RPM and manifold pressure
- One general purpose input and two general purpose input/ output terminals
- Inputs can be programmed for high gear retard, burnout RPM limit, vehicle speed sensor, and throttle position sensor
- Outputs can be programmed for RPM window switch, nitrous system activation, and multi-gear shift light functions
- Fully encapsulated construction. 12 pin Deutsch connector used for signal connections
- Highly efficient switching power supply *(US Patents 6518733 and 6636021)*. Less than 5 amp current draw at 8,000 RPM

| PART # | DESCRIPTION |
|---|---|
| 102001 | **CD-1 Ignition Module** *(includes wire harness)* |
| 102002 | **CD-1 Ignition Coil** |
| 102003 | **CD-1 Ignition System Kit** *(P/N 102001 CD-1 ignition module, P/N 102002 ignition coil, P/N 102004 USB interface and wire harness)* |
| 102004 | **USB Interface** *(required for custom programming and data logging capability)* |
| 102005 | **RTD-1 Retard Control** *(see website for details)* |
| 102006 | **MAP Sensor Harness Kit** *(see website for details)* |
| 102007 | **Power Filter Capacitor Kit** *(see website for details)* |
| 115011 | **1 Bar MAP Sensor** *(normally aspirated applications)* |
| 115012 | **2 Bar MAP Sensor** *(turbo/supercharged applications)* |
| 115013 | **3 Bar MAP Sensor** *(turbo/supercharged applications)* |




# CD-1 IGNITION

## Capacitive Discharge Ignition System for *Sportsman Classes*

- Capacitive discharge ignition system is intended for racing applications where data logging is not allowed. ***NHRA approved for Sportsman Classes***
- 135 MJ spark energy output
- Digitally set launch, burnout, and maximum RPM limits with 100 RPM steps from 3,000 to 9,900 RPM *(10,900 RPM for maximum RPM limit)*
- PC programmable advance features ranging from a simple RPM based advance curve to a 3D timing map with boost proportional retard
- Dedicated input terminals for launch RPM and manifold pressure
- One general purpose input and two general purpose input/ output terminals
- Inputs can be programmed for high gear retard, burnout RPM limit, vehicle speed sensor, and throttle position sensor
- Outputs can be programmed for RPM window switch, nitrous system activation, and multi-gear shift light functions
- Fully encapsulated construction. 12 pin Deutsch connector used for signal connections
- Highly efficient switching power supply *(US Patents 6518733 and 6636021)*. Less than 5 amp current draw at 8,000 RPM

| PART # | DESCRIPTION |
|---|---|
| 104001 | **CD-1 Sportsman Ignition Module** *(includes wire harness)* |
| 102002 | **CD-1 Ignition Coil** |
| 104003 | **CD-1 Ignition Kit** *(data logging deleted. NHRA approved for Sportsman Classes. P/N 104001 CD-1 Pro ignition module, P/N 102002 ignition coil, P/N 102004 USB interface and wire harness)* |
| 102004 | **USB Interface** *(required for custom programming)* |
| 102006 | **MAP Sensor Harness Kit** *(see website for details)* |
| 102007 | **Power Filter Capacitor Kit** *(see website for details)* |
| 115011 | **1 Bar MAP Sensor** *(normally aspirated applications)* |
| 115012 | **2 Bar MAP Sensor** *(turbo/supercharged applications)* |
| 115013 | **3 Bar MAP Sensor** *(turbo/supercharged applications)* |

# CD-1 IGNITION

## Capacitive Discharge Ignition System for *Marine Racing*


- Capacitive discharge ignition system is intended for ***V8 performance marine applications***
- Compatible with 8 cylinder marine engines with distributor type ignition
- 135 mJ spark energy output
- Digitally set RPM limit with 100 RPM steps from 3,000 to 9,900 RPM
- Seven switch selectable advance curves and a fixed timing mode cover most Mercury marine high performance applications
- PC programmable idle stabilization and advance features ranging from a simple RPM based advance curve to a 3D timing map with boost proportional retard
- Dedicated input terminals for manifold pressure and an externally activated 0-18° retard feature
- Built-in data logging capability with 16 Mbit Data FLASH memory
- Three general purpose input/output terminals. Two inputs are reserved for data logging. Additional input/output terminal can be used for data logging or as an RPM window switch
- Fully encapsulated construction. 12 pin Deutsch connector used for signal connections
- Highly efficient switching power supply based on *US Patents 6518733 and 6636021*. Less than 5 amp current draw at 8,000 RPM

| PART # | DESCRIPTION |
|---|---|
| 103001 | **CD-1 Marine Ignition Module** *(meets ISO 8846 and SAE J1171)* |
| 103002 | **CD-1 Marine Ignition Coil** *(meets ISO 8846 and SAE J1171)* |
| 103003 | **CD-1 Marine Ignition Kit** *(P/N 103001 CD-1 Marine ignition module, P/N 103002 Marine Ignition Coil, P/N 102004 USB Interface and Wire Harness)* |
| 103004 | **Indexed Mercury Marine Rotor** *(required when using Mercury Marine Hall effect distributor)* |
| 102004 | **USB Interface** *(required for custom programming and data logging capability)* |
| 102006 | **MAP Sensor Harness Kit** *(see website for details)* |
| 102007 | **Power Filter Capacitor Kit** *(see website for details)* |
| 115011 | **1 Bar MAP Sensor** *(normally aspirated applications)* |
| 115012 | **2 Bar MAP Sensor** *(turbo/supercharged applications)* |
| 115013 | **3 Bar MAP Sensor** *(turbo/supercharged applications)* |


# CD-1 Super Speedway

## Capacitive Discharge Ignition System for *Professional Racing*

- Complete plug and play capacitive discharge ignition system for ***Professional Racing***
- 135 mJ spark energy output
- Set max RPM limit up to 9,900 RPM with 100 RPM steps
- Fully encapsulated construction. 12 pin Deutsch connector used for signal connections
- All wiring terminated into plug and play Weatherpack connectors the ignition is compatible with 8 cylinder racing engines triggered by a magnetic pickup distributor or crank trigger
- Compact size. Module is 7" L x 5.25" W x 1.9" H. Coil is 4.4" L x 3.2" W x 3" H
- Highly efficient switching power supply based on *US Patents 6518733 and 6636021*. Less than 5-amp current draw at 8,000 RPM
- **JMS-Daytona Sensors** *P/N 6000-6701k* is the approved Ignition System for these Race Series: Southern Super Series Cars Super Late Model Tour and Spears Southwest Tour Series

| PART # | DESCRIPTION |
|---|---|
| 6000-6701B | **CD-1 Super Speedway Ignition Module** |
| 6000-6701C | **CD-1 Super Speedway Ignition Coil** |
| 6000-6701K | **CD-1 Super Speedway Ignition Kit** *(CD-1 Super Speedway Ignition Module P/N 6000-6700B, CD-1 Super Speedway Ignition Coil /N 6000-6700C CD-1 Super Speedway Wire Harness P/N 6000-6700W and CD-1 Super Speedway Mounting Plate P/N 6000-6700P* |
| 6000-6701W | **CD-1 Super Speedway Ignition Wiring Harness** |
| 6000-6701P | **CD-1 Super Speedway Ignition Mounting Plate** |

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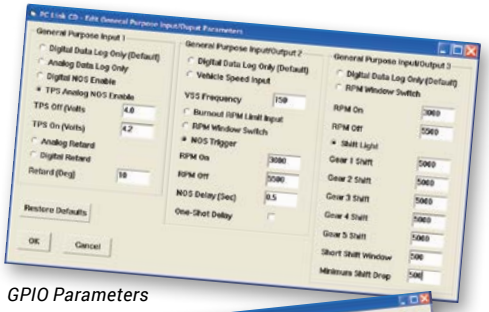
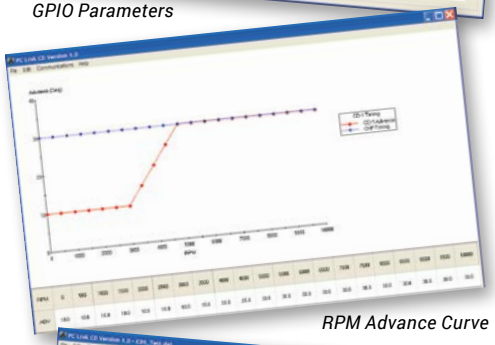
# CD-1

## PC Link Software

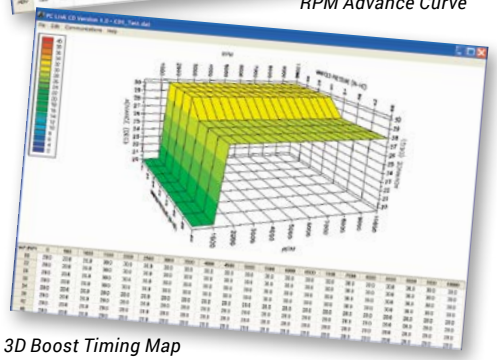
- Use of the PC Link CD software and GPIO terminals is *optional* and not required for basic applications of the CD-1 system. *Please visit our website for complete details including software downloads*
- Establish setup parameters including functions of the general purpose input/output *(GPIO)* terminals and program advance curves.
- Download and upload to the module, open and save files, and print setup values including graphs for advance curves. Includes comprehensive on-line help system.
- Requires laptop PC with minimum 300 MHz Pentium processor and super VGA display *(SVGA with 1024 x 768 pixel resolution)* running Windows XP-10. (*Must have internet access to download software from our website for program loading and a free USB port)*



GPIO Parameters



RPM Advance Curve



3D Boost Timing Map

# CD-1

## Log Software

- Chart display for downloaded data allows you to monitor vehicle operation on the track. You have a range of capabilities for analyzing the displayed data. This feature is especially useful for checking the operation of accessories, such as a nitrous system activated by the CD-1 unit
- Download data from the module, open and save files, and print chart graphics. Includes comprehensive on-line help system
- Same PC requirements as listed above for PC Link Software.

Chart Display

# DISTRIBUTORS

## Billet Magnetic Single Pick-Up

- Distributors are manufactured using advanced CNC machining techniques. Featuring a two-piece housing that is machined from high-quality 6061-T6 aluminum for durability and show-quality looks. The shaft receives a special coating for friction reduction and corrosion resistance, along with the added strength of two sealed ball bearings that guide the shaft accurately at well over 10,000 RPM
- TIG-welded on top and the pivot pins are stacked and TIG welded into place on the cam plate for reliable performance. The weights ride on nylon rub pads in the cam plate to ensure long-term smooth advance movement. Three *(3)* sets of advance springs and four bushings are supplied allowing the advance curve to be custom tailored to match the specific requirements of any engine
- For all-out racing, the advance mechanism can also be easily locked out. To accurately trigger the ignition, a high-output magnetic pickup is bolted to the base. This pickup produces a precise trigger signal that will never vary more than one degree at any RPM
- The black cap comes with a wire retainer and is made of 30% glass-filled polyester *(PBT)* which offers high-impact strength for improved long-term durability and extended service life. Cap features brass terminals and a race rotor is supplied
- Distributors require the use of a separate ignition box such as the **CD-1 Capacitive Discharge Ignition and Coil Kit**
- One-Year Limited Factory-Backed Warranty

Chevy V8 with VAC *P/N 301361*

Chevy V8 *P/N 301000*

| PART # | DESCRIPTION |
|---|---|
| 301000 | Ignition Distributor - Chevy V8 with Mechanical Advance |
| 301361 | Ignition Distributor - Chevy V8 with VAC Advance |
| 302000 | Ignition Distributor - Ford 221 /302W with Mechanical Advance |
| 302351 | Ignition Distributor - Ford V8 351W with Mechanical Advance |
| 303000 | Ignition Distributor - Chrysler V8 413-440-426 Hemi with Mechanical Advance |
| 303200 | Ignition Distributor - Chrysler Small Block with Mechanical Advance |
| 303500 | Ignition Distributor - Chrysler Big Block with Mechanical Advance |
| 301005 | Ignition Distributor - Mercury Marine. OE Module SAE J1171 |

# DAYTONA SENSORS

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DeBary, FL 32713 USA

386-322-7390

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