

LIGHTSPEED IGNITION



PLASMA II PLUS CDI

The Plasma II is Light Speed Engineering's basic electronic ignition system for aircraft. It is a light-weight, high-energy capacitor discharge system containing all of the essential Plasma CDI features. Its smaller size and lighter weight sets it apart from any other ignition source.

PLASMA III CDI

The Plasma III Capacitor Discharge System is high performance ignition for all 4-cyl and 6-cyl aircraft engines. Its long duration spark and optimized timing curve makes more horsepower and improves fuel efficiency at all altitudes. Other benefits include quick starts, reduced maintenance, light weight, lower EGT's and up to 20% more range. As with all LSE ignitions, RPM and manifold pressure inputs are used for our proprietary timing curves. The Plasma III is also capable of displaying the current timing advance, manifold pressure and rpm on an optional lightweight LCD display. The Plasma III can easily replace one or both magnetos, making your engine run better under all conditions.

PLASMA CAPACITIVE DISCHARGE IGNITION SYSTEMS

All Plasma CDI systems include: high tension leads, harness, spark plugs, spark plug adapters, ignition coils with mounting bracket, and Hall Effect Sensor module OR Direct Crank Sensor assembly.

| Description | Part No. | Price |
|--|----------|------------|
| Plasma II Plus: 4 Cylinder Direct Crank Sensor | 08-06294 | \$1,328.00 |
| Plasma II Plus: 4 Cylinder Hall Effect Module | 08-06295 | \$1,460.00 |
| Plasma II Plus: 4 Cylinder with Mini DC Sensor | 08-12135 | \$1,250.00 |
| Plasma III: 4 Cylinder Direct Crank Sensor | 08-00675 | \$1,363.00 |
| Plasma III: 4 Cylinder Hall Effect Module | 08-00676 | \$1,675.00 |
| Plasma III: 6 Cylinder Direct Crank Sensor | 08-00677 | \$1,450.00 |
| Plasma III: 4 Cylinder with Mini DC Sensor | 08-12136 | \$1,460.00 |
| Plasma III: 6 Cylinder with Mini DC Sensor | 08-12137 | \$1,610.00 |
| Dual Plasma CDI Systems | | |
| Dual Plasma II Plus: 4 Cylinder Direct Crank Sensor | 08-06296 | \$2,487.00 |
| Dual Plasma II Plus: 4 Cylinder Hall Effect Module | 08-06297 | \$2,865.00 |
| Dual Plasma II Plus: 4 Cylinder with Mini DC Sensor | 08-12138 | \$2,450.00 |
| Dual Plasma III: 4 Cylinder Direct Crank Sensor | 08-06298 | \$2,895.00 |
| Dual Plasma III: 4 Cylinder Hall Effect Module | 08-06299 | \$3,235.00 |
| Dual Plasma III: 6 Cylinder Direct Crank Sensor | 08-06300 | \$2,895.00 |
| Dual Plasma III: 4 Cylinder with Mini DC Sensor | 08-12139 | \$3,035.00 |
| Dual Plasma III: 6 Cylinder with Mini DC Sensor | 08-12140 | \$3,135.00 |
| Options | | |
| LSE Plasma Super-C Turbo | 08-06301 | \$124.95 |
| LSE Franklin and Continental engine ignition systems | 08-06302 | \$194.99 |

LSE DUAL OUTPUT IGNITION COIL



Ignition coils are typically mounted on the top center of the engine. They can also be mounted on the motor mount tubes using Adel clamps or on the firewall to a piece of angle aluminum. Ignition coils should be mounted so that spark plug lead length will be kept to a minimum for maximum spark energy and minimum noise. It is important that each coil connects to opposing cylinders, i.e. one coil fires cylinders 1 and 2 and the other coil fires 3 and 4. Ignition Coil.....P/N 08-14012\$97.75
Mounting BracketP/N 08-14013\$14.75

LSE ALUMINUM BRONZE REACH SPARK PLUG ADAPTERS



Light Speed Engineering's standard issue spark plugs are pictured to the left. Single ground electrode with a short body make these a durable option for most applications. W27EMR-C: Used on standard and high compression engines. The standard reach (1/2") spark plug adaptor is also pictured here (08-14009). This adaptor is used when converting aircraft engines using 1/2" reach aircraft spark plugs to 14mm plugs. Light Speed Engineering's spark plug adaptors are made of high strength aluminum bronze. *These plugs and adaptors are included with ignition kit purchase for those with 1/2" reach. 1/2" Reach Spark Plug AdapterP/N 08-14009\$18.65
3/4" Reach Spark Plug AdapterP/N 08-14010\$23.75
HHP Long Reach Spark Plug Adapter.....P/N 08-14011\$25.50

AN4062-1 DEHYDRATOR PLUGS 18MM



These plugs are used to prevent rust and corrosion in engines while in storage. Contain silica gel which turns from blue to pink when moisture is absorbed. Reusable & refillable. The pink silica gel may be reactivated (after removing from reservoir) by heating for 16 hours at 250°F.

18MM.....P/N AN4062-1\$8.80 ea
SILICA GEL. Indicating type, for refilling plugs.
1/4 Lb. BagP/N 07-00731\$11.50
1 Lb. CanP/N 07-03400\$44.50

NGK SPARK PLUGS



Note: The spark plugs listed are not for aircraft application

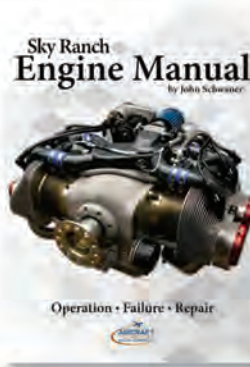
| Size | Description | Part No. | Price |
|-------|---------------------------------|------------|---------|
| 10mm | CR5HSB | 08-06263 | \$2.25 |
| 12 mm | DCPR7E | 08-00504 | \$3.65 |
| 12 mm | DCPR8E (Removable Terminal Nut) | 08-01228 | \$3.65 |
| 12 mm | DCPR8E (Solid Terminal Nut) | 08-07044 | \$3.65 |
| 12 mm | DR8EA | 08-00693 | \$2.55 |
| 14 mm | BR8EIX | 08-00650 | \$9.50 |
| 14 mm | BR8ES | 08-00736 | \$2.50 |
| 14 mm | BR8ES (Removable Terminal Nut) | 08-00736-1 | \$2.50 |
| 14 mm | B7ES | 08-07039 | \$2.35 |
| 14 mm | B9ES | 08-07040 | \$2.35 |
| 14 mm | BR7ES | 08-07041 | \$2.50 |
| 14 mm | BR9ES | 08-07042 | \$2.65 |
| 14 mm | BR7EIX | 08-07045 | \$9.50 |
| 14 mm | BR9EIX | 08-07046 | \$8.75 |
| 12mm | DP9EA-9 | 15-05219 | \$2.55 |
| 14mm | IK24 | 15-05204 | \$11.75 |

SPARK PLUG HOLE PROTECTIVE CAPS



#9721 Spark Plug Hole Caps. Seal your Spark plug hole openings with these inexpensive tapered fit plastic caps. Prevent debris from accidentally entering ports and creating damage or mischief. Ideal for sealing for winter storage, preventing moisture from corroding internal engine parts. Also can be used to seal ports for leak testing, an important procedure that locates potential air leaks before they cause costly engine damage. Tapered fit provides positive seal for either vacuum or pressure testing, Tapers from 0.482" to 0.526".....P/N 15-06003\$0.24

EP



Skyranch Engine Manual

Operation, inspection, and maintenance of Lycoming and Continental engines with a comprehensive troubleshooting guide. This book focuses on the practical aspects of why things go bad, how to repair them, and preventing failures in the first place. Includes:

- * vibration & balance
- * diagnosing failures
- * lubrication and wear
- * engine operation
- * cylinder repair
- * metal fatigue

Paper book: P/N 13-09912 \$24.95
eBook: P/N 13-05971 \$21.95