



IGNITION COMPONENTS

IGNITION • DISTRIBUTORS • COILS • POINTS CONVERSION

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FUEL. AIR.

SPARK. TECHNOLOGY.



As you can see with the new FAST® Ignition Catalog, we are working hard to put a lot more **SPARK** into Fuel Air Spark Technology! We've always had the ability to control the spark and resulting RPM of your engine, but we're excited to announce that we're expanding the Spark component of FAST® with a full line of high performance ignition components.

For starters, FAST® now offers a full line of capacitive discharge, multi-striking ignition controls. These ignitions will deliver full power, high output sparks to ignite the fuel mixture delivered by carburetors or FAST® EFI systems. No matter how you use your car, street, strip or track, we have an E-series CD Ignition Control that will fire up your engine!

To complement the E-series of Ignition Controls, FAST® also offers a full line of performance coils, Race Billet Distributors, FireWire® Spark Plug Wires and a number of accessories. All of the FAST® ignition components are designed for use with our EFI systems (where a distributor is used) from the EZ-EFI® line to the XFI® Sportsman series.

When you're looking to finish off your engine's ignition system, you can now have the **SPARK** come from the company that does it all – Fuel Air Spark Technology – FAST®!



Table Of Contents

Ignition Controls		Points Conversion	
E6	2	XR-i	16
E6 w/ Rev Limiter	3	XR-700	17
E6 w/ Dual Stage Rev Limiter	3	XR-3000	18
E6 Circle Track w/ Rev Limiter, Coil & Mounting Panel	4		
E6 Circle Track w/ Rev Limiter Kits	5	Inductive Ignition	
E7 w/ Coil & Mounting Panel	6	I6	19
XIM™	7		
XR-1A Smart Coil	7	Distributors	
EZ-LS™	8	Street HEI	20
ACCESSORIES		Performance HEI Coils	20
TRC-2 Timing Retard Control	9	Race HEI	20
MAP Sensors	9	Billet Race	21
E6 CD Ignition Tach Adapter	9	Dual-Sync	22
Tel Tac Tach Adapter	9	Circle Track Pro Race	23
Surge Protection Kit	9	Crank Trigger	24
Harnesses	10	Distributor Gears	25
Shock Mounts	10	ACCESSORIES	
Relays	10	HEI Distributor Accessories/Replacement Components	25
Air/Fuel Meters	10	HEI Low Resistance Bushing	25
Weatherpak Connector Kits	11	HEI/CD Ignition Conversion Kit	25
Weatherpak Tools	11	Race Billet Replacement Components	25
Ground Cable	11	Dual-Sync Replacement Components	25
		Circle Track Pro Race Replacement Components	25
Crank Triggers		Spark Plug Wires	
Crank Triggers	12	Technical Information	27
Crank Trigger Pickup	12	8.5mm FireWire Custom Fit	28
Flying Magnet	12	8.5mm FireWire Universal Fit	28
Crank Trigger Sensor Guard	12	Bulk FireWire® Terminals & Boots	29
Coils		ACCESSORIES	
Technical Information	13	Cylinder Number Shrink Sleeve	29
CANISTER		Locking Coil Wire Kit	29
PS20	14	Replacement Coil Wire	29
PS40	14	Locking Coil Wire Retainer Boot	29
PS50	14		
PS60	14	Miscellaneous	
Ballast Resistor	14	TOOLS	
E-CORE		Digital Tester	30
I91	15	Pro Digital Timing Light	30
E92	15	Pro Internal Engine Inspection Camera	30
E93	15	APPAREL	
Locking Coil Wire Kit	15	TECH TIPS	
Coil Adapter Plug	15	WARRANTY	

IMPORTANT NOTICE

This catalog has been completed using our best efforts. All product photos are for illustrative purposes only. Featured photos may contain optional items that are not included in the purchase of the product. We assume no liability for errors contained herein. The catalog on our website is updated on a regular basis and should be used to supplement the information contained herein.

It is the responsibility of the installer to ensure that all of the components are correct before installation. Proper assembly always requires that the installer measure all tolerances for proper clearance. We assume no liability for any errors made in component selection or installation.

Prices on all products are subject to change without notice. We reserve the right to make changes in products at any time. Except as noted, products in this catalog may not be legal for sale or use in pollution-controlled motor vehicles (pre-1966 domestic vehicles certified to California standards, pre-1968 domestic vehicles certified to federal standards.)

This catalog, the information contained herein, and our part numbers used are copywritten by FAST® 2016.

Ignition

E6 CD IGNITION

MADE
IN USA



306425
CARB EO# D-225-66

E6 CD Ignition

The FAST® E6 Capacitive Discharge Ignition will fire up your engine with high voltage, full power sparks from cranking to redline RPM. FAST® understands the goals and needs of a reliable, high energy spark and now offers an ignition designed for nearly any 4, 6, and 8-cylinder distributor triggered engine – carbureted or fuel injected.

The E6 is our base CD ignition, making it ideal for street rods, muscle cars and daily drivers. The ignition produces a series of sparks at lower RPM resulting in quick starts, smooths out the idle and helps with throttle transitions. This series of multi strikes burns in the cylinder for 20° of crankshaft rotation through 3,000 RPM. Higher RPM receives a full voltage spark that will improve the mid-range and higher RPM pull.

The E6 will easily connect to breaker points, amplifiers and the line of FAST® Billet Race and Pro Race Distributors (pages 21 and 23). It will also connect to the output of any FAST® EFI System. Each unit is built with modern surface-mount technology and then is secured and sealed in a sturdy, easy-to-mount housing.

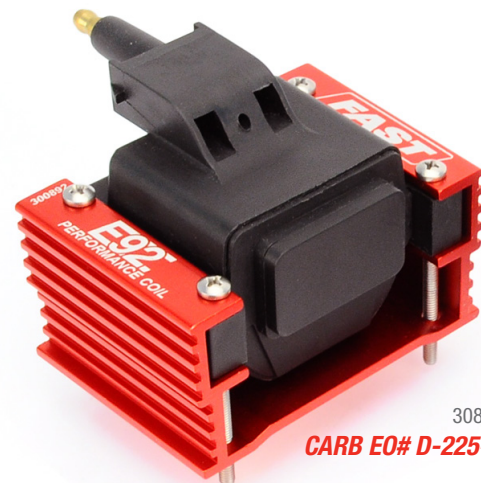
- Full power, multi-strike CD ignition control designed for carbs and EFI
- Modern digital controller, transformer and capacitor for improved efficiency
- High energy sparks from idle to redline ensure complete combustion for increased power
- Completely encased in soft urethane for protection against moisture and vibration

E6 CD Ignition	306425
E6 CD Ignition & E92 Coil Kit (See Page 15 for Coil Specs)	306401

SPECS

Operating Voltage:	6V-18V, Reverse Polarity Protected, Negative Ground Only
Current Draw:	7.0 Amps Max. at 10,000 RPM
Operating Range:	12,000+ RPM
Multi-Strike Duration:	20° Crankshaft Rotation Through 3,000 RPM
Primary Voltage Output:	450V
Primary Energy Output:	1200 mJ/Sequence
Peak Spark Gap Current:	510mA w/ E92 Coil
Dimensions:	8" L x 4.5" W x 2" H, 4.5 lbs.

*Specifications were measured with a FAST® E92 Coil #308250 - see page 15.

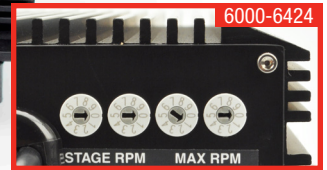
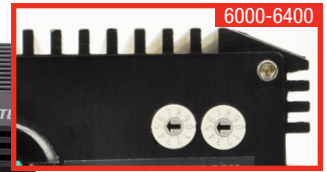


308250
CARB EO# D-225-60



Ignition

E6 CD IGNITION W/ REV LIMITER



6000-6424
CARB EO# D-225-63

6000-6400
CARB EO# D-225-52

MADE IN USA

The two RPM limits are adjustable in 100 RPM increments through positive stop rotary dials built into the side panel of the E6.

E6 CD Ignition w/ Rev Limiter

If you're concerned about redline RPM and the possibility of overrevving the engine, the FAST® E6 Ignition is also available with an adjustable rev limiter. Not only is our rev limiting technology extremely accurate, it is the smoothest limit available thanks to our advanced sequential limiting technology.

The RPM limit is easily set with two rotary dials on the side of the ignition and can be adjusted within 100 RPM increments all the way through 9,900 RPM.

This E6 is supplied with a Weatherpak connector and harness to help route the wiring, as well as sturdy vibration mounts. It can be used on distributor triggered, 4, 6 and 8-cylinder engines and is compatible with FAST® EFI systems or carbureted applications.

E6 CD Ignition Control w/ Rev Limiter	6000-6400
E6 CD Ignition Control w/ Rev Limiter & E92 Coil Kit	6000-6405

- Built-in engine protecting rev limiter is adjustable in 100 RPM increments up to 9,900 RPM
- Sequential rev limiting technology produces smooth, accurate rev limiting action
- Multi-strike CD ignition produces high output through redline RPM

E6 CD Ignition w/ Dual Stage Rev Limiter

If you plan to split your time between the street and strip, the E6 with a Dual Stage Rev Limiter is the right choice. The high voltage, multi-strike CD ignition improves overall performance and shares the same high output, capacitive discharge technology as the other E6 ignitions, plus it features two rev limiters.

The idea behind two rev limits is to have one set for overrev protection, while the second limit can be activated on the starting line. This will provide a consistent launch RPM while allowing you to concentrate on the starting light.

E6 CD Ignition w/ Dual Stage Rev Limiter	6000-6424
E6 CD Ignition w/ Dual Stage Rev Limiter & E92 Coil Kit	6000-6424-KIT

- Two adjustable rev limiters; one for overrev protection, the second for a launch RPM
- Adjustable in 100 RPM increments with positive detent rotary dials
- Timing is held to within a half degree and the rev limiter is accurate within 30 RPM

SPECS

Operating Voltage:	6V-18V, Reverse Polarity Protected, Negative Ground Only	Primary Voltage Output:	450V
Current Draw:	7.0 Amps Max. at 10,000 RPM	Primary Energy Output:	1200 mJ/Sequence
Operating Range:	12,000+ RPM	Peak Spark Gap Current:	380mA w/ I91 Coil; 510mA w/ E92 Coil
Limiter Range:	900-9,900 RPM, 100 RPM Increments	Dimensions:	8"L x 4.5"W x 2"H, 4.5 lbs.
Multi-Strike Duration:	20° Crankshaft Rotation under 3,000 RPM		

*Specifications were measured with a FAST® E92 Coil (Part #308250) - see page 15.

REV LIMITERS

At FAST® we're not fans of rev limiters that bang and pop! Our rev limiter is controlled digitally and will sequentially drop the spark to one cylinder at a time, making sure to never cancel the same cylinder in a row. This keeps the engine balanced and prevents fuel from loading up during the limiting action. This also produces a much more accurate and stable rev limit.

Ignition

E6 CD CIRCLE TRACK IGNITION



E6 CD Circle Track Ignition w/ Rev Limiter

Circle track racing, on the dirt or pavement, puts a lot of pressure on the ignition. Not only does the ignition need to continuously fire off sparks at high RPM, it needs to be able to handle the abuse that race cars endure, which is why FAST® offers an E6 Ignition designed specifically for circle track racing.

All of the wiring of the E6 ignition is terminated into Weatherpak connectors for a secure, locked connection. To combat harsh racing conditions, the surface mount electronics are fully encased in a soft urethane material complemented with sturdy vibration mounts.

Since most racers run locked-out ignition timing, the E6 Circle Track Racing Ignition features a built-in start retard circuit. During cranking, the timing retards 20° to ease the pressure on the starter and flywheel. Once the engine reaches 600 RPM, the timing returns to the mechanical value. There is also a rev limiter that is adjustable through sealed rotary dials in 100 RPM increments through 9,900 RPM.

- **CD (Capacitive Discharge) technology produces full voltage sparks through high RPM**
- **Built-in 20° start retard eases cranking and start-up**
- **All wiring is routed into approved Weatherpak connectors**
- **Accurate and smooth sequential rev limiter is adjustable in 100 RPM steps**
- **Completely encased in soft urethane for protection against moisture and vibration**

E6 CD Circle Track Ignition w/ Rev Limiter 6000-6700

SPECS			
Operating Voltage:	6V-18V, Reverse Polarity Protected, Negative Ground Only	Primary Voltage Output:	450V
Current Draw:	7.0 Amps Max. at 10,000 RPM	Primary Energy Output:	1200 mJ/Sequence
Operating Range:	12,000+ RPM	Peak Spark Gap Current:	510mA w/ E93 Coil
Limiter Range:	900-9,900 RPM, 100 RPM Increments	Dimensions:	8"L x 4.5"W x 2"H, 4.5 lbs.
Multi-Strike Duration:	20° Crankshaft Rot. Through 3,000 RPM. Max		

*Specifications were measured with a FAST® E92 Coil (Part #308250) - see page 15.

APPROVED SANCTIONING BODIES
 American Modified Series, ARCA/CRA Super Series, ARCA Midwest Tour, Blizzard Series, JEGS/CRA All Star Tour, IMCA, PASS, Snowball Derby, Southern Super Series, USMTS, USRA, WISSOTA Racing Series



Ignition

E6 CD CIRCLE TRACK IGNITION KITS

E6 CD Circle Track Ignition, E93 Coil & Mount Kit

FAST® makes installation of the E6 Circle Track Ignition system easy with this ignition/coil kit that is also supplied with a sturdy mounting panel. This kit is supplied with the E6 CD Circle Track Ignition Control and the matched E93 Coil Kit mounted to an aluminum panel that simply mounts in your race car. All of the wiring is routed into Weatherpak connectors for an easy and reliable installation. This setup also makes it simple to remove the ignition during cleaning and maintenance on the car.



E6 CD Circle Track Ignition, E93 Coil & Mount Kit	6000-6701
Replacement Mounting Tray	6000-6363P

6000-6701

E6 CD Circle Track Ignition Kits

Racers demand performance and reliability, and we're making it simple to get a complete ignition kit that will deliver! Each ignition kit is designed to deliver the power, timing accuracy and performance that you expect from FAST®.

Each kit starts with the E6 CD circle track ignition control that is designed for all out circle track racing performance. For the most spark possible, an E93 coil is supplied, which produces high energy sparks at racing RPM. These kits also include CNC-machined, billet aluminum distributors that hold the ignition timing to the exact degree (see page 21-25 for more information). Plus, you can rely on the low resistance of FAST® FireWire® Spark Plug Wires to get the spark to the plugs throughout the race.

Each kit is supplied with the installation hardware and a harness terminated with Weatherpak connectors for easy installation.

- One part number for a complete circle track racing ignition system
- The E6 ignition is paired with the E93 coil for the best spark output
- Accurate optically triggered billet distributor has zero mag pickup retard
- Double silicon protected 25-ohm FireWire® Spark Plug Wire Kit ensures the most spark reaches the plugs



E6 CD Circle Track Ignition Kit for Chevrolet		6000-6700C
COMPONENTS	E6 CD Circle Track Ignition w/ Adjustable Rev Limiter, Start Retard	6000-6700
	Race Billet Optical Trigger Distributor	1000-1511
	E93 E-Core Coil	730-0192
	FireWire® Universal Plug Wire Kit	255-0082
E6 CD Circle Track Ignition Kit for Small Block Ford		6000-6700SBF
COMPONENTS	E6 CD Circle Track Ignition w/ Adjustable Rev Limiter, Start Retard	6000-6700
	Race Billet Optical Trigger Distributor	1000-1611
	E93 E-Core Coil	730-0192
	FireWire® Universal Plug Wire Kit	255-0083
E6 CD Circle Track Ignition Kit for Ford 351W		6000-6700FW
COMPONENTS	E6 CD Circle Track Ignition w/ Adjustable Rev Limiter, Start Retard	6000-6700
	Race Billet Optical Trigger Distributor	1000-1613
	E93 E-Core Coil	730-0192
	FireWire® Universal Plug Wire Kit	255-0083

Ignition

E7 CD IGNITION

**MADE
IN USA**



307222

- High energy sparks to handle extreme compression, boost or nitrous
- Built-in 20° start retard eases cranking and start up
- Accurate and smooth sequential rev limiters for overrev and starting line RPM
- Multi-strike spark series below 3,000 RPM for clean low RPM operation
- Completely encased in soft urethane for protection against moisture and vibration
- Advanced digital technology produces timing accuracy within $\pm .5^\circ$

E7 CD Ignition¹

When it comes to high compression, screaming RPM and power adders, the E7 Ignition is up to the task. The CD technology of the E7 delivers high output fire power, up to 160mJ of energy, to ignite racing fuel under the toughest combustion chambers!

The high voltage sparks of the E7 are managed by an efficient digital controller coupled with an efficient transformer and capacitor. When the ignition is at idle speeds, there is a series of multi-strikes that help keep your race engine running clear and crisp.

For overrev protection, the E7 features an adjustable rev limiter along with a second limiter that can be set while staged and waiting for the green light. Both limits are accurately set with positive feeling detent rotary switches. You'll also notice that the advanced sequential limiter produces a smooth, bang-and-pop free rev limiting action – easy on your engine and ears.

Another useful feature of the E7 is a built-in start retard of 20°. This extra retard rate is active only when the engine cranks over which eases pressure on the starter and flywheel. Once the engine reaches 600 RPM, the timing returns to the mechanical, set amount or programmed timing in an EFI application.

E7 CD Ignition	307222
E7 CD Ignition, E93 Coil & Mounting Kit	307222-KIT
Replacement Mounting Tray	307223

¹Not for use on pollution controlled vehicles

SPECS

Operating Voltage:	10V-20V, Reverse Polarity Protected, Negative Ground Only	Multi-Strike Duration:	20° Crankshaft Rot. Through 3,000 RPM
Current Draw:	1.0 Amp Per 1,000 RPM	Primary Voltage Output:	450V
Operating Range:	12,000+ RPM	Primary Energy Output:	160 mJ
Limiter Range:	To 12,000 RPM, 100 RPM Increments	Peak Spark Gap Current:	510mA w/ E93 Coil
Limiter Accuracy:	± 30 RPM	Dimensions:	8.3"L x 6.3"W x 2.2"H, 3.75 lbs.
Timing Accuracy:	$\pm .5^\circ$ From 500-9,900 RPM		

*Must use FAST® E93 Coil (Part #730-0192) for maximum ignition output – see page 15.

E7 ACCESSORIES

Crank Trigger Kits:	Precise ignition triggering – see page 12.
TRC Module:	Easily install a step or boost retard – see page 9.
Billet Racing Distributors:	The most accurate distributors available– see pages 21-23.





Ignition Control XIM™



305008

XIM™ Ignition Controller

The XIM™ Ignition Controller allows you to easily control all aspects of the ignition system when used with a FAST® EZ-EFI 2.0®, XFI 2.0™ or XFI Sportsman™. A number of different wiring kits are available for late model GM LS platforms, 5.7 and 6.1 Chrysler Hemis and Ford's mod motor or the Coyote series.

This versatile ignition controller is also capable of giving you coil-per-cylinder operation on any engine using a standard crank trigger and a simple pulse per revolution cam sensor.

- Control the ignition timing of distributor-less ignition systems when used with FAST® EFI systems
- Plug-and-play installation w/ factory style connectors
- Can be used as a stand-alone ignition control in carbureted applications

	Kits*	Standalone**
XIM™ Ignition Module (No Harness)	305008	–
GM LS1/LS6 XIM™ Kit w/ Harness	301311	3013112
GM LS2/LS3/LS7 XIM™ Kit w/ Harness	301312 ¹	3013122
GM LS1/LS2/LS3/LS6/LS7 XIM™ Connector Kit	301311K ¹	–
Ford 5.0 Coyote Coil-On-Plug XIM™ Kit w/ Harness	301317	3013172
Ford Modular Coil-On-Plug XIM™ Kit w/ Harness	301313	3013132
Ford Modular Coil-On-Plug (Includes XIM™) Alternate Coil Option	301313A ²	–
Chrysler 5.7L EFI Hemi XIM™ Kit w/ Harness	301316	3013162
Chrysler 5.7L EFI Hemi XIM™ Connector Kit	301316K	–
Chrysler 6.1L EFI Hemi XIM™ Kit w/ Harness	301314	3013142
Chrysler 6.1L EFI Hemi XIM™ Connector Kit	301314K	–
Universal XIM™ Connector Kit	301315K	–
LS2, LS7 Cam Pickup Adapter Harness	301415	–
LS2, LS7 Crank Pickup Adapter Harness	301416	–
GM Gen III/IV L92 Truck-Style Coil	30256-8 ¹	–

* For use w/ EZ-EFI 2.0®, XFI 2.0™, XFI Sportsman™
 ** For use w/ original EZ-EFI® or carb applications

¹ Includes #301145 & #301416.
² Must use part #30256-8.

XR-1A Smart Coil

The FAST® High Output Smart Coils are designed for extreme compression, high RPM race engines making in excess of 1,000 horsepower. The compact coil can deliver up to 44,000 volts with 103mJ of spark energy – similar to many capacitive discharge ignition systems. The smart coil design doesn't require a coil driver making it ideal for coil-on-plug systems.

Set of (8) Coils w/ Connectors	30260-T8
Set of (8) Coils ONLY (No Connectors)	30260-8
Single Coil w/ Connector	30260-T1
Single Coil ONLY (No Connector)	30260-1



#30260-1

1.877.334.8355

Ignition Control

EZ-LS™



#301312E

EZ-LS™

There is no denying the endurance and power capabilities of the LS series of engines and their use in everything from street rods to off-road race trucks. When it comes to fuel and ignition control, FAST® has the technology and components to provide the fire to ignite the fuel of your LS engine.

The EZ-LS™ Ignition Controller is for use with an EZ-EFI 2.0®, XFI 2.0™ or the XFI Sportsman™ system and simply connects to the factory sensors of the LS engine. The system was designed as a plug-in and go system with easy configuration and control of functions such as rev limits, step retards or even a boost/timing based map. Ideal for LS swaps.

EZ-LS Ignition Controller Kit w/ Wiring Harness

301312E

* Works with all 1997-Current GM coil-near-plug ignition systems and both 24x/58x tooth reluctor wheels. Not compatible with LS truck-finned coils. Wiring harness included. Requires use of EZ 2.0™, XFI 2.0™, or XFI Sportsman™. (Does NOT work with original EZ-EFI™ or carburetors)

- Complete control over the ignition timing on Gen 3 and 4 LS series engines using a FAST® EFI system
- Easy installation with plug-and-play wiring harness
- Recognizes 24x or 58x crankshaft sensors
- Tune through the EZ-EFI 2.0® hand-held or with the XFI® C-Com software of an XFI 2.0™ or XFI Sportsman™ EFI system
- Built-in LEDs indicate operation and input/output signals
- Clean, simplified installation with a compact, waterproof ignition controller



Ignition Accessories

TIMING & TACHS

TRC-2 Timing Retard Control

The compact TRC-2 Retard Control allows you to easily adjust or select a timing retard – from the driver's seat! The TRC-2 easily wires to all of the FAST® I6, E6 and E7 Ignitions¹ and simply mounts under the dash.

There are three different ways to adjust the timing. The first is by simply turning the rotary dial to retard the timing to match your driving specifications – no more crawling under the hood with a timing light and distributor wrench. You can also set it to act as a nitrous retard that will only activate when the nitrous is live.

If you're a boost fan, the TRC-2 can be connected to a MAP sensor (available separately) allowing you to adjust a boost/retard setting. It can be set to retard 0-4° per pound of boost with a maximum of 20°. The unit is sealed and features an LED to show when the retard is active.

- Retard the timing up to 20° for racing, on the street or towing
- Easily connects to any of the FAST® E6, E7 or I6 Ignitions¹
- Use as a step retard to activate when using nitrous
- Will retard the timing in a ratio as boost pressure increases
- Simply dial-back the timing in times of detonation or load



6000-6425
CARB EO# D-225-57

TRC-2 Timing Retard Control	6000-6425
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¹ Not compatible with E6 Circle Track Ignition, Part #6000-6700

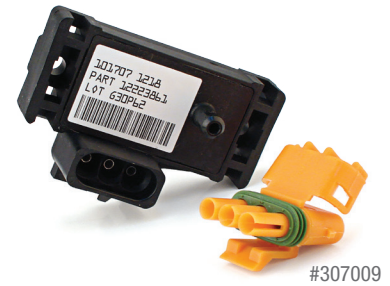
MAP Sensors

These sensors monitor the vacuum inside the manifold and relay the information back to the ECU or the TRC-2 Controller of the ignition. This information in turn is used to determine the proper amount of fueling and ignition adjustments.

MAP 1 Bar Sensor	307007	MAP 3 Bar Sensor	307009 ¹
MAP 1 Bar Sensor, LS1 Style	307029	MAP 5 Bar Sensor	307047 ^{1,2}
MAP 2 Bar Sensor	307008 ¹		

¹ Includes replacement matching connector body (to retro-fit existing FAST® Part #301100 or #301101 main harness)

² Includes 5 bar adapter.



#307009

E6 CD Ignition Tach Adapter

If you find that your older factory fuel injected vehicle, primarily from '81-'95, doesn't start or runs rough after the installation of an E6 Ignition, this Tach Adapter will get you fired up quickly. This unit connects to the trigger input on the E6 and strengthens the signal required for the tach and the EFI, allowing both systems to function together. It may also correct issues with a factory tachometer.

E6 CD Ignition Control Tach Adapter	6000-8910
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#1000-1010

#6000-8910

#9000-0014

Tel Tac Tach Adapter

If you're using a digital Tel Tac tachometer, this compact and lightweight module will correct any irregular readings caused by the addition of a FAST® E6 Ignition. The billet unit is sealed in soft urethane for protection in racing environments and has color coded wiring for quick installation.

Tel Tac Tach Adapter	1000-1010
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Surge Protection Kit

A 16V filter capacitor/surge protector for use with most all CD ignitions.

Surge Protector Kit	9000-0014
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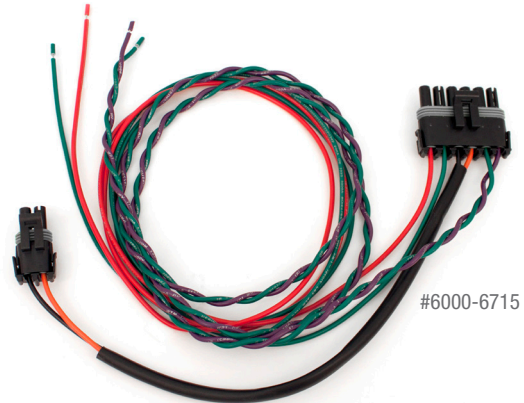
Ignition Accessories

HARNESSES & AIR/FUEL

Harnesses

Things happen on performance and race cars which is why we offer a number of different wiring harnesses as replacements or when you're connecting different components together. All of the FAST® harnesses are hand-built with the correct, factory required crimping tools combined with the proper seals and connectors. All wiring is matched to the ignition or distributor's factory gauge and color combination for an easy connection or swap.

6-Pin Weatherpak Connector E6 Race Ignition, Car Side Harness	6000-6715
3-Pin Weatherpak Connector, Car Side Harness	6000-6716
Race Billet Distributor, Car Side Harness	6000-6717
Race Billet Distributor to MSD Ignition Harness	6000-6719
E6 Ignition to MSD Distributor	6000-6727



#6000-6715

Shock/Vibration Mounts

These sturdy rubber mounts will help isolate the vibrations and frequencies experienced on a race track from the ignition or coil. Supplied in a set of four, one side has stud with a lock washer and nut, the other accepts the included #10-32 Allen bolt.

Vibration Mounts, Set of 4	1000-1032
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#307010



#1000-1032

Relays

For switching any high current or high load device.

20-AMP Relay (EZ-EFI®)	307010	75-AMP Relay	307019
30-AMP Relay	307011	Digital 20-AMP Relay	307043

- Ideal for carbureted & EFI engines
- Available in single or dual sensor units
- Built-in data logging; no laptop required
- Meters for gasoline, diesel & E85 fuels
- PC-based software analysis tool
- RPM-based option



Air/Fuel Meters

With no laptop required, FAST™ has developed three simple, easy-to-use air/fuel meters for gasoline, diesel and Ethanol/Methanol (E85) fuels. Available in single or dual sensor units, these meters give tuners the power to read two wide-band O₂ sensors individually or to average them together for maximum accuracy of the engine's air/fuel ratio reading. FAST™ Air/ Fuel Meters include several enhanced capabilities, including the built-in data logging function that plays back recorded information on a lighted, full graphical display screen rather than using a laptop computer. Additional features include outputs for external data loggers, digital gauges, and a narrow-band simulator function that allows you to feed your engine's computer a factory signal while using the wide-band sensor for air/fuel measurement.

Gasoline Air/Fuel Meter (Single Sensor)	170401	Diesel Air/Fuel Meter (Single Sensor)	170701
Gasoline Air/Fuel Meter (Dual Sensor)	170402	Diesel Air/Fuel Meter (Dual Sensor)	170702
Motorcycle Gasoline Air/Fuel Meter (Single Sensor)	170501	Ethanol/Methanol Air/Fuel Meter (Single Sensor)	170590
Motorcycle Gasoline Air/Fuel Meter (Dual Sensor)	170502	Ethanol/Methanol Air/Fuel Meter (Dual Sensor)	170608
Dyno Gasoline Air/Fuel Meter (Single Sensor)	170601	Master Tuner Dual Sensor Air/Fuel Meter Kit	170614
Dyno Gasoline Air/Fuel Meter (Dual Sensor)	170602		



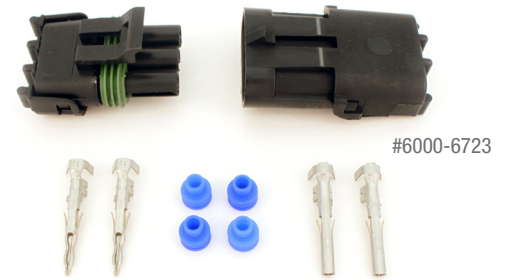
Ignition Accessories

CONNECTORS & WIRING TOOLS

Weatherpak Connector Kits

It may take a little longer, but you'll have the confidence of a locked and sealed connection when you use FAST® Weatherpak Connectors on your wiring. These connectors are mandated in many racing sanctioning bodies as they're impervious to water, oils and fuel, thanks to their heavy-duty sealed design. Plus, the connectors lock together for a secure connection every time.

Weatherpak 1-Pin Connector Kit	6000-6721	Weatherpak 3-Pin Connector Kit	6000-6723
Weatherpak 2-Pin Connector Kit	6000-6722	Weatherpak 6-Pin Connector Kit	6000-6726



#6000-6723

Each kit is sold with the seals & terminals for each side of the connector.

Pin Removal Tools

These special little tools are required when disassembling connectors.

Weatherpak Pin Removal Tool - Yellow	307065
Metripak Pin Removal Tool - Green	307066



#307065

#307066

Weatherpak Crimp Tools

A unique Crimp Tool is required when assembling the Weatherpak connectors and FAST® offers two; an economical, value crimper as well as a professional grade model for serious wiring projects.

Weatherpak Crimp Tool	307067
Professional Weatherpak Crimp Tool	1000-1100



#1000-1100

Wire Stripping Tool

If you work with a lot of wiring, do yourself a favor and step up to a professional grade stripping tool. Our heavy-duty strip tool will consistently and easily strip 22-10 AWG wire to save you time during wiring projects.

Professional Wire Stripping Tool	307068
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#307068

Spark Plug Crimper

If you plan on building several sets of FireWire® spark plug wires, a FAST® Spark Plug Wire Crimp Tool is a must! The heavy-duty steel construction features a ratcheting action so each crimp is consistent and strong every time. There is plenty of leverage and supportive grips to keep you crimping all afternoon.

Pro Spark Plug Crimp Tool	1000-1120
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#1000-1120

Ground Cable

One of the most important things you need to do on your vehicle is provide an effective ground path back to the battery. This ground cable is 24" long with 3/8" eyelets on each side. The flexible tin plated copper braid provides maximum grounding capabilities.

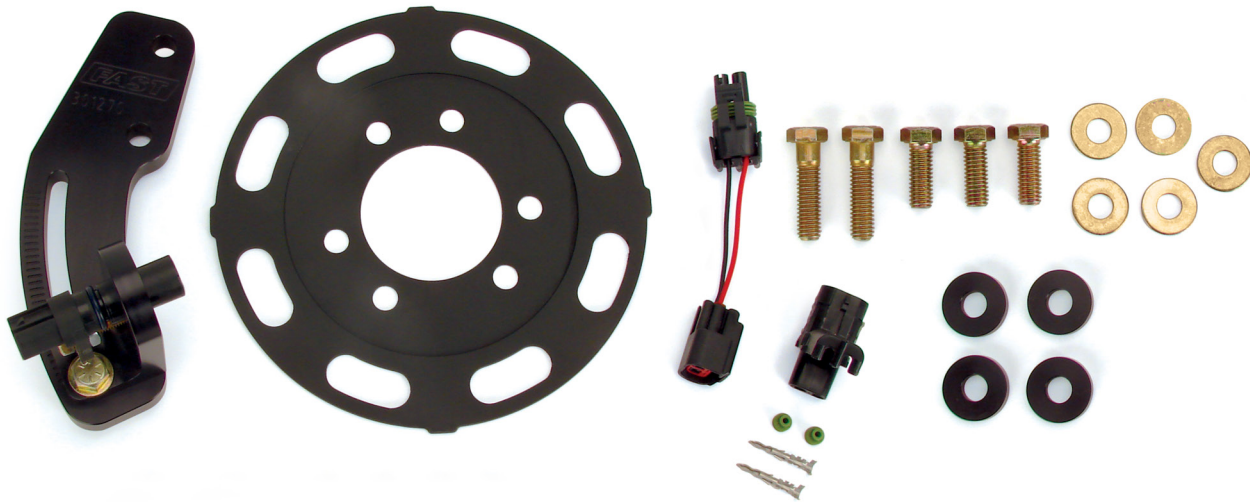
Ground Cable	170720
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#170720

Crank Triggers

KITS & PICKUPS



Crank Triggers

The FAST™ Crank Trigger is a magnet free device with a durable wheel constructed from high strength steel. With a .125" wheel, it requires less space than competitors' aluminum versions. With the wheel being this thin, it not only weighs less but requires less space than competitors' aluminum versions. The FAST™ inductive sensor is also much smaller than others on the market and is hermetically sealed with the connector molded into the body. This long lasting sensor is used by OEMs both on and inside the motor and provides accurate timing. Compatible with XFI 2.0™, XFI Sportsman™, EZ-EFI 2.0® or for use with other aftermarket EFI/ignitions.

- Ultra durable CNC-machined aluminum bracket w/ clearly labeled precision timing marks
- Magnet-free, ultra-thin .125" steel wheel
- Small OEM-quality inductive sensor provides unrivaled accuracy while saving space
- Includes all required mounting hardware; plug & play with any aftermarket EFI system

Small Block Chevy Crank Trigger For 7.00" Balancer	301270
Small Block Chevy Crank Trigger For 8.00" Balancer	301280
Big Block Chevy Crank Trigger For 8.00" Balancer	301180
Small Block Ford Crank Trigger For 6.562" Balancer	303565

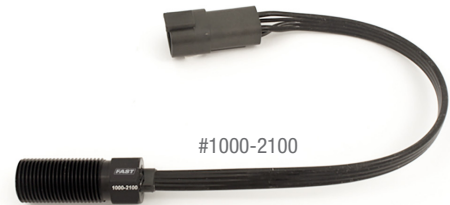
*Mount brackets included with some part numbers, call us at 1.877.334.8355 for specific components.

Non-Magnetic Crank Trigger Pickup Replacement (Flying Magnet)

If you're running a crank trigger system with the magnets installed in the trigger wheel, the FAST® Non-Magnetic Crank Trigger Pickup is a more accurate, highly reliable replacement sensor. It is designed to replace a common non-magnetic pickup with a 3/4"-16 UNF threaded housing.

The FAST® sensor produces the most precise signal from cranking through redline RPM and is accurate to within ± 0.1°! There is also a useful LED built-in that is extremely helpful when setting up the static timing before firing up the engine.

The wiring is sealed inside the housing and routed into a shielded, 3-pin Deutsch connector.



Non-Magnetic Crank Trigger Pickup Replacement (Flying Magnet)	1000-2100
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Crank Trigger Sensor Guard

This billet housing serves two purposes; it replaces the locknut of the crank trigger sensor while surrounding the sensor and wiring for protection. Installs over all 3/4"-16 UNF threaded crank trigger sensors.

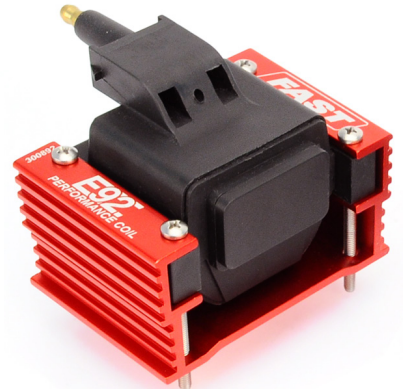
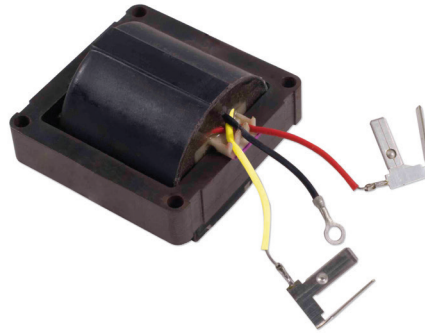
Crank Trigger Sensor Guard	1000-2110
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Ignition Coils

INTRO



Ignition Coils

Choosing the correct coil for your ignition system is an important consideration. A coil is responsible for taking in low voltage with higher current and converting it to a high voltage with lower current to fire the spark plug.

Coils may look similar on the outside, but internally they can have a number of variations that affect their overall output and application. Engineers can manipulate aspects such as the turns ratio of the primary and secondary windings, the resistance of the materials used, and even the layout of the coil, all of which change the function and output of the coil.

FAST® offers several coils, all of which are designed to produce the best output when coupled with our ignition controls. There are coils designed to improve the output of factory systems, higher output models to run with our ignition controls, models designed for high RPM racing for the track and even coils to handle high compression and boost.

If you have any questions about selecting the best coil for your application, please contact our customer support team at 877.334.8355 or email tech@fuelairspark.com.

Coil Selection

IGNITION SYSTEM	COIL						
	PS20	PS40	PS50	PS60	I91	E92	E93
Factory Points or Electronic Amplifiers	✓	✓			✓		
I6 Ignition Control			✓	✓	✓		
XR-i	✓	✓					
XR-700	✓	✓					
XR-3000			✓	✓	✓		
E6 for Street						✓	
E6 for Strip or Track						✓	✓
E7 Ignition Control							✓



STAY CONNECTED

Take your pick – Facebook, Twitter, our e-newsletter or one of our forums. You'll receive insider information on new products, specials and free giveaways via social media, as well as access to our highly trained technical staff and our ever expanding library of how-to videos.

facebook.com/FASTWins

CPGNationTV.com

twitter.com/FASTEFI

CPGNation.com

Ignition Coils

CANISTER

The FAST® canister style coils may look traditional on the outside but their internals are designed to pack a high voltage punch. We have you covered with two different style coils.

PS20/PS40 Coils

The PS20 and PS40 Coils are designed to enhance the output of factory ignition systems. They fit in place of most OEM canister coils, and thanks to their lower resistance and optimized turns ratio, will produce a higher output spark when used with breaker points, amplified ignitions or with the FAST® XR-i Points Replacement system.

These coils will reliably deliver a high output spark through 6,500 RPM on mild street performance applications and are oil filled to keep the windings cool. Both coils are supplied with a ballast resistor which is required if you plan to fire up your original breaker point style ignition system.

PS20 Premium Street Coil, Black	730-0020
PS40 Premium Street Coil, Nickel Plated	730-0040



PS50/PS60 Coils

The PS50 and PS60 Coils are ideal for street cars packing a little more power and are running a FAST® I6 Ignition or XR-3000 Breakerless Conversion System.

These coils feature lower resistance windings to ensure the most voltage possible is brought into the coil with an optimized turns ratio for the best output. This combination is ideal for engines that endure higher RPM and performance such as circle track, road racing and off-road racing. The coils are filled with oil for optimum cooling and are housed in a sturdy steel canister that can handle the abuse of racing. They're topped off with an alkyl molded top and brass, screw-type terminals.

PS50 Performance Coil, Black	730-0050
PS60 Performance Coil, Nickel Plated	730-0060



Ballast Resistor

Ballast Resistor, 1.4 ohm	9000-0015
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COIL SPECS

	PS20/40	PS50/60
Primary Resistance:	1.4 ohms	.40 ohms
Secondary Resistance:	5.2 Kohms	3.8 Kohms
Primary Inductance:	7.5 mH	5.3 mH
Secondary Inductance:	26 H	15 H
Leakage Inductance:	1.3 mH	.5 mH
Turns Ratio:	60:1	54:1
Typical Dimensions:	2 1/8" D x 5 3/4" L, 1 3/4 lbs.	



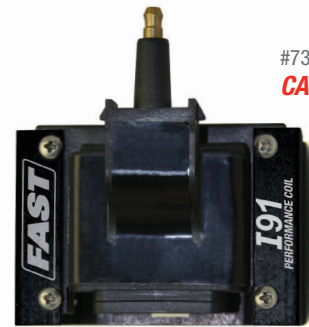
Ignition Coils E-CORE

When your performance ignition plan includes a FAST® Ignition Control, it's time to consider one of our E-core series coils. E-Core coils are a more efficient design than the old canister style coils thanks to a closed magnetic path. This means less inductance loss with improved energy transfer to create an improved spark.

I91 Inductive Coil

The I91 Coil is designed for use with FAST® high output inductive ignition systems such as the I6 Ignition Control or the XR-3000 Electronic Conversion Systems. The internal design is optimized to produce a long duration spark coupled with higher voltage output making it ideal for street and performance applications.

I91 Inductive Coil	730-0891
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#730-0891
CARB EO# D-255-60

E92 Coil Performance/Street

The E92 Coil was designed for high performance street engines running an E6-series Ignition Control. The efficient E-core construction provides a secure housing that can handle the rigors of street and performance use while producing a high output spark. The extruded aluminum housing provides a durable mount and acts as an effective heat sync as well.

E92 E-Core Ignition Coil	308250
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#308250
CARB EO# D-255-60

E93 E-Coil Racing Coil

When it comes to high compression and cylinder pressures with redline revving RPM, the E93 Coil is the best choice. This coil was engineered from the inside out to handle the needs of race engines.

Inside the low profile coil housing is heavy gauge wiring for use on both sets of windings resulting in a highly effective turns ratio of 60:1. The internals are encapsulated in urethane for protection against extreme vibration and abuse from racing environments. The secondary tower is also lengthened to aid in spark isolation and terminal connection.

E93 E-Core Ignition Coil	730-0192
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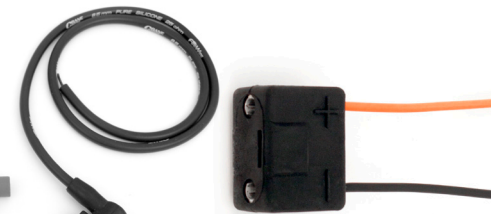


#730-0192
CARB EO# D-255-60

Locking Coil Wire Kit

This coil wire kit is supplied with a locking clip that secures the FireWire® to the coil. Boots, terminals and a 40" FireWire® Spark Plug Wire are supplied.

Locking Coil Wire Kit for I91 & E92 Coils	235-0001
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#235-0001

Coil Adapter Plug For I91 & E92/E93

Coil Adapter Plug For I91 & E92/E93	6000-6718
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#6000-6718

COIL SPECS

	I91	E92	E93
Primary Resistance:	.40 ohms	.23 ohms	.20 ohms
Secondary Resistance:	4.6 Kohms	920 ohms	.82 Kohms
Primary Inductance:	4.7 mH	1.7mH	1.9 mH
Secondary Inductance:	14.4 H	4.5-6.5 H	6.8 H
Leakage Inductance:	.23 mH	.14 mH	.14 mH
Turns Ratio:	57:1	60:1	60:1
Typical Dimensions:	3 3/4" L x 2 1/2" W x 3" H, 1 1/4 lbs.	3 3/4" L x 2 1/2" W x 3" H, 1 1/4 lbs.	4 1/4" L x 3 1/2" W x 3 1/4" H, 2 1/8 lbs.

Points Conversion

XR-i

XR-i

Tired of setting your points, or hitting that magical point at higher RPM where they seem to float, costing you power and performance? It's time to pull out those ancient contacts and benefit from modern day, digital technology with the FAST® XR-i Replacement Module.

The XR-i is a compact module that bolts directly in place of the breaker point assembly. It simply triggers from the factory cam lobe, making installation a breeze with only two wires to connect. The microcontroller of the module manages the signal and dwell time in the coil to produce a much higher output spark that will improve the performance and driveability of your classic as well. Another great feature is a built-in rev limiter to protect your engine in the event of driveline failure or a missed shift.

A number of applications are available and more are coming soon.

For more information on the PS20 Coil, see page 14.

	XR-i Only	XR-i w/ PS20 Coil Kit
Chevrolet V8, 1957-1974	750-1710	750-1715
Ford V8, 1959-74	750-1700	750-1705
Oldsmobile V8, 1967-1974	750-1720	750-1725
Pontiac V8, 1957-74	750-1720	750-1725



**CARB E.O. D-225-67
50-STATE LEGAL**

- The easiest points upgrade available
- Triggers from the factory cam lobe with precision timing
- Increases spark output for improved driveability
- Simple two wire connection to retain factory appearances
- Set an engine saving rev limit

SPECS

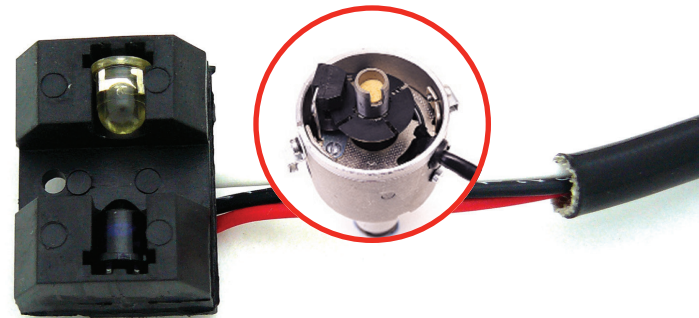
Operating Voltage:	6V-18V, Reverse Polarity Protected, Negative Ground Only	Primary Voltage Output:	400V (Inductive Discharge)
Current Draw:	3.0 Amps Max. at 5,500 RPM	Primary Energy Output:	45mJ w/ PS20 Coil & 1.65L Ballast Resistor
Operating Range:	8,000 RPM	Peak Spark Gap Current:	50 Milliamps w/ PS20 Coil & 1.65L Ballast Resistor
Limiters Range:	4,000-8,000 RPM	Spark Duration:	2100 Microseconds @ 2,000 RPM

Optical Trigger Points Replacement

Replace your breaker points with the accuracy and reliability of an optical trigger. These kits are supplied with everything you need to bolt the optical trigger into your factory distributor to send a reliable trigger signal to an E6 or I6 ignition control.

The Optical Trigger and an Installation Kit are required. Installation kits include the shutter wheel, brackets and installation hardware.

Optical Trigger Conversion Unit (Installation Kit Required)	715-0020
Trigger Installation Kits	
Domestic 4, 6, & 8 Cyl. Engines, CARB E.O D-47-2	700-2226
VW/Bosch 009 Distributors, CARB E.O D-47-2	700-2226
Universal Imports, 4, 6 & 8 Cyl. Engines, CARB E.O D-47-2	700-2231
1974-1983 Imports, 4 & 6 Cyl. Engines w/ Bosch, Hitachi or Nippondenso OE Ignition Modules, CARB E.O D-47-3	700-2292
1979-1983 British 4, 6, & 8 Cyl. Engines w/ Lucas OPUS Distributor	700-2300



- Convert breaker points to a reliable optical pickup
- Provides a trigger signal for a FAST® I6 or E6 series ignition control
- Maintenance-free with no adjustment or replacement
- Stable timing from idle to high RPM

SPECS

Operating Voltage:	6-18V, Reverse Polarity Protected, Negative Ground Only. Not Compatible w/ 6V Electrical Systems.
Trigger Output:	Points/Module Type (12V Square Wave). Triggers Spark on Rising Edge. 1/4 Amp Max. Note: Output Cannot Directly Drive Any Coil or Part #6000-8910 Tach Adapter.



Points Conversion

XR-700

MADE IN USA

XR-700

The XR-700 Points Replacement System is designed as an affordable and better performing alternative to many factory points/electronic module systems such as those from Hitachi, Nippondenso, Bosch, Lucas and others.

The system starts with the reliable FAST® optical trigger that bolts in place of the breaker points in the distributor. From there, it triggers the XR-700 Ignition Module. This compact inductive ignition module is compatible with 12-volt systems and even accepts positive ground systems. It improves the spark output and delivers up to 400 primary volts with about 60mJ of spark energy so your engine will rev quicker and pull through the straights like never before.

The XR-700 Ignition Module, Optical Pickup and Installation Kit may be purchased separately.

Recommended Coil: The best coil for use with the XR-700 is the FAST® PS20 or PS40 Coil, see page 14.



50-STATE LEGAL

XR-700 Ignition Module ONLY	700-0001
XR-700 Optical Trigger ONLY	700-0020
Complete Kits	
Domestic 4, 6, & 8 Cyl. Engines, CARB E.O D-47-2	700-0226
VW/Bosch 009 Distributors, CARB E.O D-47-2	700-0226
Universal Imports, 4, 6 & 8 Cyl. Engines, CARB E.O D-47-2	700-0231
1974-1983 Imports, 4 & 6 Cyl. Engines w/ Bosch, Hitachi or Nippondenso OE Ignition Modules, CARB E.O D-47-3	700-0292
1979-1983 British 4, 6, & 8 Cyl. Engines w/ Lucas OPUS Distributor, CARB E.O D-47-2	700-0300

- Replaces the points and ignition module of many Bosch, Lucas, Hitachi and Nippondenso systems
- Compatible with positive ground electrical systems
- Improved timing accuracy and ignition output
- Optical trigger provides precise and reliable trigger signals
- Higher energy and voltage in a more reliable package

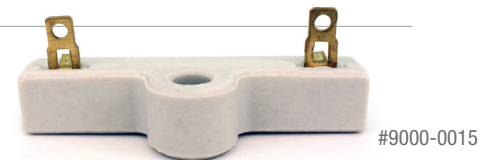
Note: The OE OPUS pickup must have three wires. If it has two, the optical trigger cannot be used.

SPECS

Operating Voltage:	6-18 volts, Reverse Polarity Protected, Negative or Positive Ground. Not Compatible w/ 6 volt systems	Primary Voltage Output:	60mJ w/ PS20/PS40 Coils
Coil Current Limit:	4.5 Amps	Peak Spark Gap Current:	60 Milliamps w/ PS20/PS40 Coils
Operating Range:	6,000 RPM on V8 (Higher on 4 & 6 Cyl. Engines)	Spark Duration:	300 Microseconds @ 6,000 RPM
Primary Voltage Output:	400V (Inductive Discharge)	Dimensions:	3 1/2" L x 3" W x 1 1/2" H, 1 lb.

Ballast Resistor

Ballast Resistor, 1.4 ohm	9000-0015
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TECH TIPS: BALLAST RESISTANCE

HOW CAN I TELL IF MY VEHICLE HAS A BALLAST RESISTOR ?

Here's a quick test for ballast resistance. Run the engine at fast idle and measure battery voltage using a volt meter. It should be about 14 volts. Then measure the voltage at the Coil+ terminal. If there is a difference of more than 3 volts, a ballast resistor is present.

WHEN IS A BALLAST RESISTOR REQUIRED?

A ballast resistor is required with XR-700 systems. Without proper ballast resistance, the XR-700 and coil will overheat. All vehicles with original equipment points ignition are factory equipped with ballast resistance. This can be in the form of a ceramic ballast resistor or a resistance wire between the ignition key and COIL- terminal. It can also be in the form of internal resistance within the coil, such as Bosch blue coils (typical on VW) and Lucas coils found on older British vehicles.

Points Conversion

XR-3000



**MADE
IN USA**

3000-0001
CARB EO# D-225-5



700-0020
CARB EO# D-225-52

XR-3000

The FAST® XR-3000 is the most powerful system to replace breaker points or OEM points/module combinations. It all starts with our proven optical trigger kit that replaces the breaker points in the distributor. From there, it triggers a high output ignition module, the XR-3000.

This ignition module is a high output inductive ignition that produces higher voltage and current that will fire up your engine. You'll notice faster revving, improved pulling and whip-like throttle response from the increased spark energy reaching the gap – up to 150% more spark energy!

The XR-3000 is CARB approved for use in all states. An installation kit may be purchased separately.

Recommended Coil: The best coil for use with the XR-3000 is the FAST® I91 Coil, see more on page 15.

XR-3000 Ignition Module ONLY	3000-0001
XR-3000 Optical Trigger ONLY	700-0020
Complete Kits	
Domestic 4, 6, & 8 Cyl. Engines, CARB E.O D-47-2	3000-0226
VW/Bosch 009 Distributors, CARB E.O D-47-2	3000-0226
Universal Imports, 4, 6 & 8 Cyl. Engines, CARB E.O D-47-2	3000-0231
1974-1983 Imports, 4 & 6 Cyl. Engines w/ Bosch, Hitachi or Nippondenso OE Ignition Modules, CARB E.O D-47-3	3000-0292

- Upgrade from points to a maintenance-free optical trigger combined with a high energy ignition
- Ideal for vintage racing classes
- Up to 150% more spark energy over the OE points ignition
- Fully sealed for protection from vibration and moisture
- Improved timing accuracy and ignition output

SPECS

Operating Voltage: 6-18 volts, Reverse Polarity Protected, Negative or Positive Ground. Not Compatible w/ 6 volt systems

Coil Current Limit: 4.5 Amps

Operating Range: 6,500 RPM

Primary Voltage Output: 400V (Inductive Discharge)

Primary Energy Output: 90mJ w/ I91 Coil

Peak Spark Gap Current: 100 Milliamps w/ I91 Coil

Spark Duration: 2800 Microseconds @ 2,000 RPM

Dimensions: 5" L x 3" W x 1 1/2" H, 1 1/2 lbs.



Ignition Control

I6 INDUCTIVE IGNITION



MADE IN USA



- Compact inductive ignition produces up to 70% more spark energy than stock
- Multi-strike spark series below 2,000 RPM for crisp low RPM operation
- Long duration spark with max output through 8,000 RPM
- Built-in rev limiter is adjustable in 100 RPM increments
- Circuitry is encased in soft urethane for protection against moisture and vibration

CARB E.O. D-225-59

I6 Inductive Ignition Control

Looking for an economical way to enhance the spark output of your street rod or muscle car? The compact I6 Ignition Control is easy to install with breaker points or electronic triggers and delivers multi-strike, high-output sparks to improve your engine's idle, throttle response and driveability.

The I6 is an inductive ignition control that improves the spark output and enhances the current and dwell control of the coil resulting in higher spark energy – up to 70% over OEM systems. From cranking speed through 2,000 RPM, there is a series of multi-strike sparks to enhance starting, idle and low speed cruising.

The I6 also has a smooth rev limiter that is adjustable within 100 RPM increments. For the most output, it is recommended to run the FAST® I91 Coil.

I6 Inductive Ignition Control – Universal	6000-6300
I6 Inductive Ignition Control & I91 Coil Kit – Universal	6000-6305

Compatible with 4, 6 & 8 cyl. engines with a distributor

SPECS

Operating Voltage:	6V-18V, Reverse Polarity Protected, Negative Ground	Primary Voltage Output:	450V (Inductive Discharge)
Current Draw:	5.0 Amps Max. at 7,000 RPM	Spark Duration:	2,800 Microseconds at 2,000 RPM
Operating Range:	8,000 RPM w/ V8; 10,000 RPM w/ 4 Cyl.	Trigger Input:	Module Trigger (12V Square Wave)
Limiter Range:	3,100-9,900 RPM	Dimensions:	5.5"L x 3"W x 1.5"H, 2 3/8 lbs.
Multi-Strike Duration:	20° Crankshaft Rotation Below 2,000 RPM		

NEED TIMING CONTROL?

If you do a lot of cruising, you've probably run into a little detonation due to elevation or fuel changes. The FAST® TRC-2 Module allows you to retard the ignition timing from the driver's seat to adjust for changing driving conditions. It is also useful for boosted or power adders. See page 9 for more information.

POINTS REPLACEMENTS

We're in the 21st century – why are you still running points? Check out our Optical Trigger Kits to update your factory breaker point distributor starting on page 16.



Distributors

HEI

Street HEI Distributors

The FAST® Street HEI is designed for Small and Big Block Chevy engines running a carburetor or aftermarket EFI. The cast distributor is all new, including the high output ignition module and coil. This module was designed with an isolated RPM output signal making it ideal to trigger EFI systems or for aftermarket tachs that require a clean 12 volt square wave signal. This digitally controlled ignition module utilizes a rugged coil driver and is paired with a high output coil that will produce full power sparks through higher RPM.

The FAST® Street HEI Distributor is equipped with a new steel gear that is compatible with many cam grinds and features a mechanical advance and adjustable vacuum canister.

HEI Street Distributor – Chevrolet V8 Engines	303051
HEI Street Module ONLY – Fits Most 4-Pin HEI Distributors	303050
HEI Street Ignition Kit – Includes Module, Coil, Rotor and Black Cap	1000-2514

HEI Upgrade Kit

If you already have an HEI distributor that is mechanically sound but needs a serious spark upgrade, this kit is supplied with our street HEI module and coil, plus a new cap and rotor.

HEI Upgrade Kit - Includes Street HEI Module, Coil, Cap & Rotor	1000-2513
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Performance HEI Coils

Designed to produce optimum spark energy and voltage when using a FAST Street Performance HEI Module.

Internal HEI Coil, Clockwise Rotation Distributor, Red/Yellow Wiring	730-0291
Internal HEI Coil, Counter Clockwise Rotation Distributor, Red/White Wiring	730-0191

Race HEI Distributors

Racers asked for a high output, precision HEI for circle track racing and FAST® delivered. New from the steel gear up to the top of the plug wire retainer, this HEI distributor means business. The heart of the unit is a digital ignition module that drives the paired coil with up to 8.5 amps to create a powerful spark that remains at full power from warm-up laps to high RPM. The module also manages the trigger signals to keep the locked-out timing solid at all RPM. Since there is no centrifugal advance, there is a built-in 20° start retard to ease cranking. There is also a separate tach signal that provides a clean 12V square wave signal to trigger a tachometer or EFI system.

HEI Race Distributor	1000-2500
HEI Race Module ONLY - Fits Most 4-Pin HEI Distributors	1000-2511

*Fits most 4-Pin HEI Distributors. For more HEI distributor accessories, see page 25.

HEI Low Resistance Bushing

When running a higher output HEI Module, such as the FAST® unit, this Lower Resistance Rotor Button is required.

HEI Low Resistance Bushing	730-8412
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#1000-2500



#303051

#1000-2513



#730-8412



#730-0291



Distributors BILLET RACE

Billet Race Distributors

The FAST® Race Billet Distributors were designed to deliver the most accurate trigger signal possible throughout the entire RPM range of your race engine. This is accomplished through the use of an advanced Hall-effect style pickup which is then converted to a signal that most CD ignition controls accept. The benefit of a Hall-effect pickup is there is no retard, commonly called magnetic pickup compensation, so you can ensure your timing remains stable from idle to race RPM.

Inside the CNC-machined billet housing is a polished stainless steel shaft that is supported with sealed ball bearing on the top and a long bushing on the bottom. FAST® also has gone through great strides to reduce end play in the distributor to take out any timing variations and damage to the gear.

Each distributor is supplied with a high-quality rotor and distributor cap. A FAST® Ignition Control (E6 or E7 series) must be used. Note that there is no mechanical advance, the timing is locked out.

Race Billet Distributors are available with a large diameter Ford style cap or smaller diameter GM points size cap with HEI terminals. Also, each application is available with either a steel, bronze or composite gear or even without a gear.



LARGE CAP

	Steel Gear	Bronze Gear	Composite Gear	No Gear
Small Block & Big Block Chevrolet	1000-1510	1000-1510B	1000-1510C	1000-1510NG
Chevrolet Hex Drive	1000-1512	1000-1512B	1000-1512C	1000-1512NG
Chrysler LA 273-360	1000-1810	1000-1810B	1000-1810C	1000-1810NG
Small Block Ford	1000-1610	1000-1610B	1000-1610C	1000-1610NG
Ford Windsor	1000-1612	1000-1612B	1000-1612C	1000-1612NG
Ford 351C, 429-460	1000-1614	1000-1614B	1000-1614C	1000-1614NG
Ford FE	1000-1616	1000-1616B	1000-1616C	1000-1616NG
Holden	1000-1710	1000-1710B	1000-1710C	1000-1710NG

SMALL CAP

	Steel Gear	Bronze Gear	Composite Gear	No Gear
Small Block & Big Block Chevrolet	1000-1511	1000-1511B	1000-1511C	1000-1511NG
Chrysler LA 273-360	1000-1811	1000-1811B	1000-1811C	1000-1811NG
Chrysler B Engine 383-400	1000-1812	1000-1812B	1000-1812C	1000-1812NG
Chrysler RB Engine 426-440	1000-1813	1000-1813B	1000-1813C	1000-1813NG
Small Block Ford	1000-1611	1000-1611B	1000-1611C	1000-1611NG
Ford Windsor	1000-1613	1000-1613B	1000-1613C	1000-1613NG
Ford 351C, 429-460	1000-1615	1000-1615B	1000-1615C	1000-1615NG
Ford FE	1000-1617	1000-1617B	1000-1617C	1000-1617NG
Holden	1000-1711	1000-1711B	1000-1711C	1000-1711NG

For replacement distributor caps, rotors, gears and accessories see page 25.

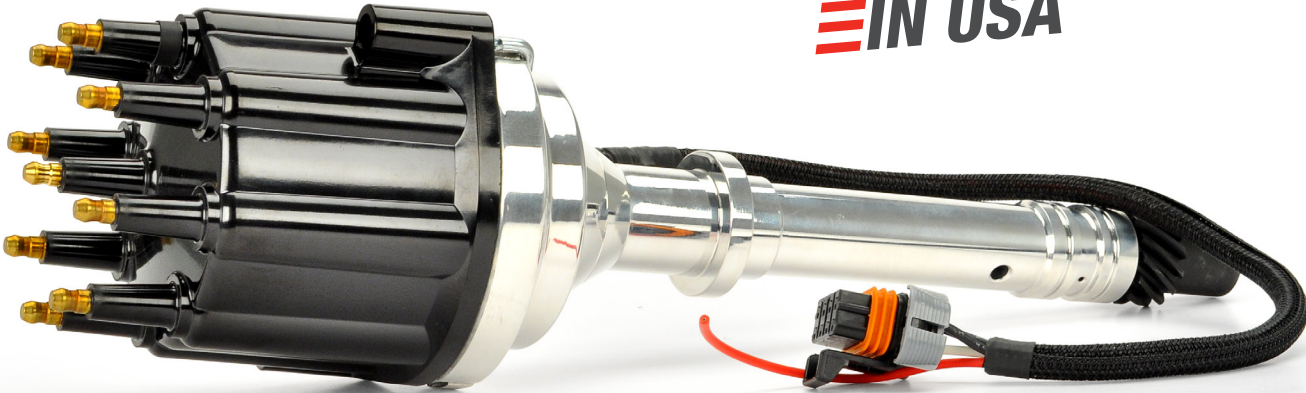
Race Billet Distributor Replacement Parts

Race Billet Distributor Deutsch 3-Pin Connector/Terminal Kit	6000-6724
Slip Collar for Chevrolet Race Billet Distributors	1000-1209

Distributors

DUAL-SYNC

MADE
IN USA



#305007

Dual-Sync Distributors

FAST® Dual-Sync Distributors are designed for a simple drop-in, plug-and-play solution for V8 engines running a fully sequential EFI system. Each distributor feature reluctors and pickups that are properly aligned saving you a lot of time during setup with no need to worry about rotor phasing.

Each Dual-Sync Distributor is based on an accurate CNC-machined 6061-T6 aluminum housing that fits with a ball bearing guide to ensure long life and stability at higher RPM. Hall-effect pickups are used to trigger both the ignition circuit as well as the cam sync signal and all of the wiring is routed into a single connector for a sealed and locked connection to a FAST® XFI™ or EZ-EFI 2.0® fuel injection system.

- Dual pickups deliver the required signals for the ignition and fuel injection
- Reluctors and pickups are properly aligned out of the box for easy installation
- Strong signal magnetic pickups are impervious to electronic noise and are maintenance-free
- CNC-Machined billet aluminum housings for absolute strength and accuracy
- Direct plug-in installation to FAST® XFI™ and EZ-EFI 2.0®

Small/Big Block Chevrolet	305005
Tall Deck Big Block Chevrolet	305017
Small Block Ford	305007
Ford Windsor	305009
FE Ford	305010
Ford 351C-460	305015
Chrysler LA 273-360	305011
Chrysler B Engine 383-400	305012
Chrysler RB Engine 426-440	305013
Pontiac	305016
Oldsmobile	305018

For replacement distributor caps, rotors, gears and accessories see page 25.



WE WORK WEEKENDS

Saturday Tech Office Hours

9:00 a.m. - 4:00 p.m. CST

We're here when you really need us!

MADE
IN USA

Circle Track Pro Race Distributors

When it comes to high end circle track racing where engines demand the most accurate timing and reliable trigger signals, FAST® Pro Race Distributors are the only choice. These distributors are engineered from the inside-out to deliver the precise control and super-speedway endurance race teams require.

For the most reliable and accurate trigger signal, we incorporated dual optical trigger pickups. The signal from these optical pickups is then synthesized into a common magnetic trigger signal that can be used with most racing ignitions such as the E6 series. A stainless steel trigger wheel is incorporated which also allows for modifications so a custom cylinder-to-cylinder timing order could be created.

The wiring is routed into Weatherpak connectors that will plug into common wiring harnesses for sealed and locked connections. For high RPM endurance, the stainless steel distributor shaft rides in a ball bearing guide with two seals for optimum oil and vacuum control.

Each distributor is supplied with a bolt-down distributor cap, wire retainer and rotor. A FAST® E6 or E7 race series ignition is required (see page 5). Distributor gear is NOT supplied.

- **The most accurate and advanced distributor for racing**
- **Approved for use in NASCAR competition**
- **Dual optical triggers are synchronized to within $\pm 0.2^\circ$**
- **Electronically synthesized magnetic pickup signals trigger most CD ignitions**
- **Double lip seals for oil and vacuum control**
- **LED displays operation status of each optical pickup**
- **Stainless steel reluctor can be modified for individual timing capability**

Small Block & Big Block Chevrolet	1000-1400*
Small Block & Big Block Chevrolet Single Trigger	1000-1430
Small Block Ford	1000-1441
Ford Windsor	1000-1401*
Ford Windsor 90° Trigger	1000-1421
Ford FR9 Forward/R45	1000-1451*
Toyota (Deutsch)	1000-1412*

*Approved for use in NASCAR competition

For replacement distributor caps, rotors, gears and accessories see page 25.



CUTAWAY VIEW

Distributors

CRANK TRIGGER & GEARS

Crank Trigger Distributors

You can't beat the accuracy of a crank trigger when it comes to timing signals, however you still need a distributor to transfer the high voltage from the coil to the spark plugs. FAST® Crank Trigger Distributors are designed for strength and reliability.

Small & Big Block Chevy	1000-1520
Small Block Ford	1000-1620
Ford Windsor	1000-1622
Ford 351C, 429-460	1000-1624
Holden	1000-1720

For replacement distributor caps, rotors, gears and accessories see page 25.

- Strong and precise housing is CNC-machined from 6061-T6 aluminum
- High-quality injection molded cap and rotor resist spark scatter
- Large diameter cap allows for rotor phasing changes during timing retard
- Supplied with copper alloy gear



#1000-1620

DISTRIBUTOR GEARS

STEEL GEARS

These gears are made to work with induction hardened and carburized steel billet roller cams and flat tappet camshafts.

BRONZE GEARS

On race engines running an 8620 steel billet cam or high volume oil pumps, these high silicon copper alloy (aluminum bronze) are required.

RACE BILLET DISTRIBUTOR GEARS

Application	Steel	Gear I.D.	Bronze	Gear I.D.	Shaft O.D.
Chevrolet	11951-1	.492	11990-1	.491	.491
Small Block Ford	36971-1	.500	36989-1	.499	.499
Ford 351W	44970-1	.531	44990-1	.530	.530
Ford 351C	52971-1	.531	44990-1	.530	.530

CIRCLE TRACK PRO RACE DISTRIBUTOR GEARS

Application	Steel	Gear I.D.	Bronze	Gear I.D.	Shaft O.D.
Chevrolet	11950-1	.500	11979-1	.499	.499
Ford Small Block	44970-1	.531	44990-1	.530	.530
Ford 351W	44970-1	.531	44990-1	.530	.530



Miscellaneous Accessories

Distributor Gear Pin – 3/16" x 7/8" for GM	1000-1560
Distributor Gear Pin – 3/16" x 3/4" for Ford	1000-1561



Distributors ACCESSORIES

HEI Distributor Accessories and Replacement/Maintenance Components

Advance Lock-Out Kit	1000-2503
Adjustable Vacuum Canister	1000-2512
Distributor Cap, Coil Cover & Rotor Kit – Black	1000-2506

External Coil Kit For An HEI

This kit allows you to install an external coil with on an HEI distributor and includes an adapter and FireWire® coil wire (coil not included).

External Coil Kit For HEI	730-0590
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HEI/CD Ignition Conversion Kit

This kit allows you to run a remote-mount coil and E6 Ignition Control.

HEI/CD Ignition Conversion Kit - Includes E6 Circle Track Ignition & E92 Coil	6000-2500
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Race Billet Distributor Replacement/Maintenance Components

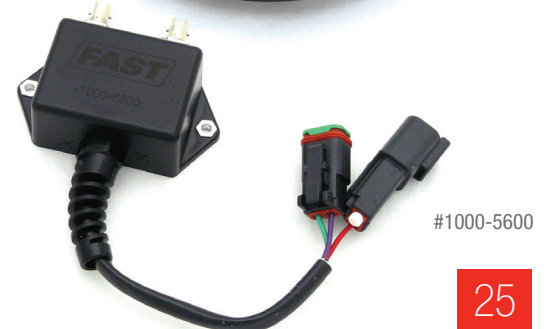
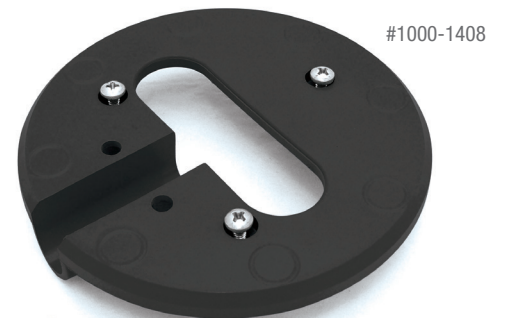
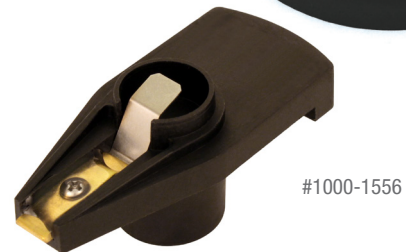
Distributor Cap – Large	1000-1550
Distributor Cap Adapter	1000-1551
Distributor Cap – Small	1000-1552
Rotor – Small	1000-1556
Rotor – Large	1000-1557
Car Side Harness – Race Billet Distributor	6000-6717
Car Side Harness – Race Billet Distributor to MSD Ignition	6000-6719

Dual-Sync Distributor Replacement/Maintenance Components

Distributor Cap & Rotor	305014
Distributor Cap	305014C
Module	305014M
Rotor	305014R

Circle Track Pro Race Distributor Replacement/Maintenance Components

Distributor Cap	1000-1403
Distributor Cap Adapter Kit	1000-1411
Wire Retainer Distributor Cap	1000-1408
Rotor	1000-1558
Fiber Optic Trigger	1000-5500
Dashboard Mount Fiber Optic Trigger Interface Converter	1000-5600
Optical Trigger Sensor Unit – Weatherpak	1000-1424
Replacement Hardware Kit	1000-1406



*When Every Detail Matters,
FAST™ Is Always The*
TRUSTED CHOICE

**& WE WORK
WEEKENDS**

*Saturday Tech Office
9AM - 4PM CST.*



FUEL



AIR



SPARK



TECHNOLOGY

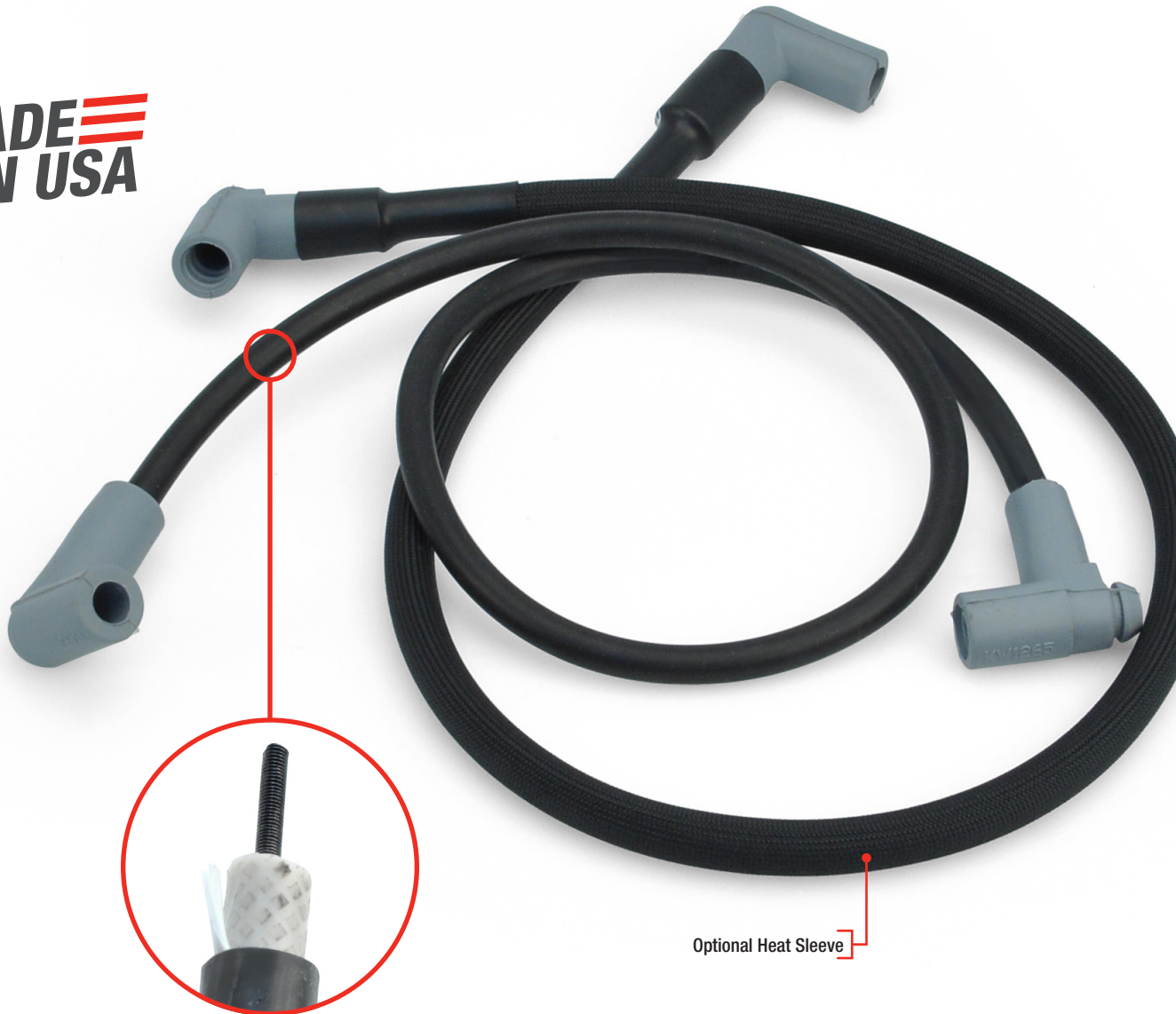




FireWire® Spark Plug Wires

INTRO

MADE
IN USA



FireWire® Spark Plug Wires

Having a high powered ignition control is only half the equation when it comes to your engine's performance – you also need to ensure that the voltage makes it to the spark plug! The FAST® FireWire® Spark Plug Wire was designed for performance and racing from the inside-out!

For FAST®, one of the most important aspects of engineering the low resistance FireWire® was to ensure it could effectively filter the electro-magnetic interference and “noise” that occurs within all spark plug wires. The answer lies within a unique reactive core design that effectively suppresses EMI ensuring trouble-free operation of the ignition control, EFI system and other on-board electronics.

From a performance standpoint, the conductor of the FireWire® features the lowest resistance, less than 25 ohms per foot. Less resistance means the most spark energy reaches the plug gap for every firing. To combat the extreme conditions that wires face under the hood, the core and conductor are protected with a sleeve of double-layered silicone. This design is effective against header heat, oils and abrasion, and to complete the package, our silicone boots can withstand 550°F!

- **The lowest resistance wire available with only 25 ohms per foot**
- **Extreme suppression capabilities prevent electronic interference**
- **Low resistance means more spark energy reaches the spark plugs**
- **Silicone plug boots handle 550°F for long life**
- **Silicone-on-silicone sleeve construction resists high temperatures and abrasion**
- **Available in custom, universal and sets with heat sleeve installed**

1.877.334.8355

FireWire® Spark Plug Wires KITS

FireWire® with Heat Sleeve

We understand the needs and desires of racers, which is why we also offer our low resistance FireWire® Plug Wires in kits with a special heat sleeve. The FAST® Heat Sleeve is a braided fiberglass sleeve that provides an extra level of protection against heat. In fact, the heavy-duty sleeving will withstand up to 1,200°F!

These FireWire® sets are also supplied with cylinder number heat shrink ends to secure the sleeve and help you identify each wire. Sets are available in custom and cut-to-fit applications.



Universal FireWire® Kits

The FAST® FireWire® Universal Kits are designed to allow you to route and cut your wires to fit exactly how you prefer. Each wire is supplied with the spark plug terminal and boot installed and the distributor side loose. HEI style and socket terminals and boots, along with a coil wire side, are included with each kit.

Custom FireWire® Kits

These kits are cut to specific lengths and terminated on both ends for a direct plug-in and fire it up installation!

8.5mm FireWire® Custom Fit

	Spark Plug Boot	Distributor Terminal	FireWire® Set	FireWire® w/ Heat Sleeve
CHRYSLER				
2001-Present 2.4L DOHC, SRT-4, PT Turbo	–	–	255-4040	–
SMALL BLOCK CHEVY				
All Over Valve Covers	90°	HEI	255-2402	–
All Under Headers	90°	Socket	255-2405	–
All Under Headers	90°	HEI	255-2407	–
BIG BLOCK CHEVY				
All Under Headers	90°	HEI	255-2416	295-2416
LS1/LS6				
2002-Present Truck LS1 Vortec	–	–	255-2420*	–
2002-Present Camaro, Corvette, Firebird	–	–	255-2419*	–
GM				
GM Sprint Car	90°	–	255-2404	–
USAR Pro Cup Motor	90°	–	–	255-2401
FORD				
351W	45°	HEI-Style	255-2426	295-2426

*Firewire for LS applications are based on an 8mm sleeve for the best fit to factory style coils

8.5mm FireWire® Universal Cut-To-Fit Sets

	Spark Plug Boot	Distributor Terminal	FireWire® Set	FireWire® w/ Heat Sleeve
4 CYLINDER				
Universal	Straight	HEI/Socket	255-0041	–
6 CYLINDER				
Universal	Straight	HEI/Socket	255-0061	–
8 CYLINDER				
Universal	Straight	HEI/Socket	255-0081	295-0081
Universal	90°	HEI/Socket	255-0082	295-0082
Universal	45°	HEI/Socket	255-0083	295-0083



FireWire® Spark Plug Wires

ACCESSORIES

Bulk FireWire® Terminals & Boots

Whether you're looking for bulk supplies to build a number of FireWire® Plug Wire sets or just like to have a few boots and terminals on-hand for maintenance, FAST® offers a number of terminals, boots and wire separately.

100" Roll Firewire	255-0001	
	2-Pack	25-Pack
Straight Spark Plug Boots & Terminals	255-0011-2	255-0011-25
90° Spark Plug Boots & Terminals	255-0010-2	255-0010-25
45° Spark Plug Boots & Terminals	255-0013-2	255-0013-25
90° Cannister Coil Boots & Terminals	255-0025-2	255-0025-25
90° HEI Spark Plug Boots & Terminals	255-0032-2	255-0032-25



#255-0001

Cylinder Number Shrink Sleeve

Save time in the shop and the pits with these Heat Shrink Cylinder Numbers. They simply slide over the boot and wire or will help secure the Heat Sleeve once heat is applied to shrink them in place.

Cylinder Number Heat Shrink Kit – 8.5mm Universal	230-0007
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#230-0007

Locking Coil Wire For I91/E92

This 40-inch long cut-to-fit wire is supplied with a boot and terminal installed that locks in place on the FAST® coils. A socket and spark plug-style terminal are supplied to install on the distributor cap.

Locking Coil Wire For I91/E92 Coils (Custom Retainer Fitted to Coil Boot)	235-0001
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#235-0001

Replacement Coil Wire

This 10-inch long FireWire® features 90° spark plug style terminals and boots on each side.

Replacement Coil Wire – 10.5" Long w/ 90° HEI Boots	235-0004
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#235-0004

Locking Coil Wire Retainer Boot

This unique retainer locks the coil wire to a FAST® I91 or E92 Coil.

Locking Coil Wire Retainer Boot	235-0003
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#235-0003

Miscellaneous

TESTERS & TOOLS

Digital Tester

This useful tool will not only check and confirm the operation of your FAST® E6 CD Ignition Control and Coil, it will also verify the accuracy of your tachometer, rev limiter and any other RPM controlled device.

The tester simply plugs inline on the 6-pin Weatherpak connector of most E6 ignitions and is supplied with a load/test plug that you install on the coil wire at the distributor cap. With the ignition on, you can simulate a trigger signal that fires the ignition and coil. From there you can compare the tester's accurate digital readout with the tachometer and also test the function of any RPM activated switch such as for a nitrous solenoid or shifter. A very useful tool to have on hand.

CD Ignition & Rev Limit Digital Tester	1000-1050
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Pro Digital Timing Light

When it comes to checking and setting your ignition timing, the accuracy is going to be in the light and the FAST® Pro Digital Timing Light is built for heavy-duty use in the garage or pits. The light has a removable harness that is great for storage (as well as the rare case of pulling off when it contacts a spinning engine component), along with a melt-free metal inductive pickup. There is a backlit LCD screen that displays the RPM and timing of the engine and allows you to digitally dial back the timing to confirm the total timing without revving the engine to the moon in the garage. Supplied with a heavy-duty storage case.

Pro Digital Timing Light	1000-1130
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Pro Internal Engine Inspection Camera

This handy tool allows you to take a peek inside the cylinder or intake ports to inspect for damage or other issues. The fiber optic camera is easy to move around inside the engine and the scene is viewed on the 2.4-inch color monitor of the module.

Pro Internal Engine Inspection Camera	1000-1140
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Miscellaneous MERCHANDISE



#30999911
(Front)

#30999901
(Back)

#30999929



#30999923

Apparel

FAST T-Shirts

	White Shirt	Black Shirt
Logo T-Shirt (Medium)	30999901	30999911
Logo T-Shirt (Large)	30999902	30999912
Logo T-Shirt (XL)	30999903	30999913
Logo T-Shirt (XXL)	30999904	30999914

EFI T-Shirts

EFI T-Shirt (Small)	30999923
EFI T-Shirt (Medium)	30999924
EFI T-Shirt (Large)	30999925
EFI T-Shirt (XL)	30999926
EFI T-Shirt (XXL)	30999927
EFI T-Shirt (XXXL)	30999928

Hat

EFI Hat (Flex Fit)	30999929
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#30059



#30046

Fabric Banner (3' x 8')	30059
Contingency Decal (12")	30046
Decal (24")	30338
EZ-EFI® Badge	170655
XFI® Badge	170656



Frequently Asked Questions

Which FAST® Ignition Control is right for me?

There are several E6 Ignition Controls available which may get a little confusing, but it's easy to figure out by knowing what you plan to do with your car. Is it a street cruiser, weekend bracket racer, racing on a paved oval or down the 1320? The line of E6 Ignition Controls share the same power output but are available with several different features. Check out the chart below to determine what features will work best for your application.

Features	E6 #306425	E6 w/ Rev Limiter #6000-6400	E6 w/ Dual Stage Rev Limiter #6000-6424	E6 Circle Track #6000-6700	E7 #307222	I6 #6000-6300
Carb and EFI Compatible	✓	✓	✓	✓	✓	✓
Single Rev Limiter		✓		✓		✓
Dual Stage Rev Limiter			✓		✓	
20° Start Retard				✓	✓	
Accepts TRC Module	✓	✓	✓		✓	✓
Weathertight Connector		✓	✓	✓	✓	
Vibration Mounts		✓	✓	✓	✓	
Legal to Install in All States, CARB E.O. Approved	✓	✓	✓	✓		✓

What can a FAST® CD Ignition Control be installed on?

A FAST® CD Ignition Control is extremely versatile in its operation. E6 line of ignitions can be installed to nearly any with a 12-volt, negative ground electrical system and a distributor. A distributor is required which can use breaker points, a magnetic pickup or amplifier. The ignition will also accept a trigger signal from a FAST® EFI system such as the EZ-EFI 2.0®, XFI 2.0® or XFI Sportsman™. Note that the E6 ignitions cannot be used with coil-per-cylinder systems.

What wires should be connected to the coil?

There should only be two wires going to the coil; orange on coil positive, black on coil negative. Remember, the ignition control is putting over 450 volts into the coil so no tachometers or other components should be connected to the primary side of the coil. Also, never connect a test light or equipment to the coil terminals – damage or harm can occur.

Does FAST® offer a points replacement kit?

You bet! For muscle cars and early rods, we offer a compact kit called the XR-i. This device mounts in place of the points assembly and triggers the ignition from the original lobes for simple installation and solution. For other applications such as vintage racing, we offer two higher output systems, the XR-700 and XR-3000. We even have an optical trigger kit to use with an E6 ignition. See pages 16-18 for more information.

What about electronic interference from CD ignitions and EFI systems?

FAST® understands all too well the requirements of combating electrical interference and has worked hard to produce EFI controllers and ignition controls that work harmoniously, thanks to proper component selection and engineering. Another area to consider is to use a wire with high suppression capabilities such as the FAST® FireWire®. See pages 27-29 for details on our low resistance plug wires.

Can I trigger the E6 or E7 ignition from my FAST EFI system?

When it comes to controlling an ignition, the FAST EZ EFI 2.0, XFI Sportsman, and XFI 2.0 have a square wave signal output that “looks” like the signal from a points style ignition. Because of this, the output is referred to as a “Points Output”. This allows convenient control of an E6 or E7 ignition through the unit’s “Points Input” wire. On most CD ignitions, this is traditionally a White wire.

Can I run a 16 volt battery with my FAST Ignition?

Yes, a 16 volt battery can be used with all of the E6 and E7 ignitions. Power can be run directly from the battery terminals to the ignition’s heavy gauge power supply wires. Note that the FAST HEI Distributors, street and race, cannot be connected directly to a 16 volt battery.

Do all of the FAST Race Billet Distributors feature locked-out timing?

Other than the street HEI distributor, all FAST distributors feature locked-out timing. In performance and racing applications, we have found that most racers do not need a centrifugal timing curve, or plot a timing map through their FAST EFI system. Therefore our distributors are locked-out and will not accept a centrifugal advance assembly.

Limited Warranty

Limited Warranty and Limited Lifetime Warranty

FAST™ warrants that its EZ-EFI® products are free from defects in material and workmanship for the lifetime of the product. This Limited Lifetime Warranty shall cover only the original purchaser. All other FAST™ products are covered by a Limited Warranty which covers defects in material and workmanship for a period of one year from the date of purchase.

FAST's obligation under this warranty is limited to the repair or replacement of its product. To make a warranty claim, the part must be returned directly to FAST™ at the address listed below with a valid Return Merchant Authorization Number (RMA), freight prepaid. Items covered under warranty will be returned to you freight collect. To obtain an RMA, call 877-334-8355 to report the issue you are experiencing. At that time, FAST™ will attempt to troubleshoot your issue.

Fuel Air Spark Technology™
3400 Democrat Road
Memphis, TN, 38118 USA

It is the responsibility of the installer to ensure that all of the components are correct before installation. We assume no liability for any errors made in tolerances, component selection or installation.

There is absolutely no warranty on the following:

- A. Any parts used in racing applications or subject to excessive wear;
- B. Any product used in marine applications, unless that product is listed by FAST™ as a specific marine product;
- C. Any product that has been physically altered improperly installed or maintained;
- D. Any product used in improper applications, abused, or not used in conjunction with the proper parts.

There are no implied warranties of merchantability or fitness for a particular purpose. There are no warranties which extend beyond the description of the face hereof. FAST™ will not be responsible for incidental and consequential damages, property damage or personal injury damages. Where required by law, implied warranties or merchantability and fitness are limited to terms outline above.

This warranty gives you specific legal rights and you may also have other legal rights which vary from state to state.

Making a Warranty Claim

- A. Contact FAST™ within the warranty period at 3400 Democrat Rd, Memphis, TN 38118 or by phone at (901) 260-3278 Monday – Friday 8:00 a.m. to 5:00 p.m. CST. Before any merchandise is returned for warranty, please contact FAST™ to obtain a Return Material Authorization (RMA). FAST™ will need a specific and detailed description of your problem, along with the type of product and information about you for contact purposes.
- B. Send the merchandise, freight prepaid and insured to FAST™ at the address below, along with dated proof of purchase. All merchandise returned for warranty must be accompanied by an RMA. The purchaser must prepay transportation charges for return of defective parts. FAST™ is not liable for any taxes or duties associated with international shipments.

FAST™ is a proud member of the COMP Performance Group™ family.
Other CPG companies include:



compcams.com
1.800.999.0853



tciauto.com
1.888.776.9824



racingheadservice.com
1.877.776.4323



zex.com
1.888.817.1008



inglese.com
1.866.450.8089



powerhouseproducts.com
1.800.872.7223



quartermasterusa.com
1.888.258.8241



proracingsim.com
901.259.2355

WWW.COMPPERFORMANCEGROUP.COM



The Leading Name In Fuel Air Spark Technology.

FAST® has long been recognized as the leading developer of advanced electronic fuel injection technology. Year after year, our engineers have created innovative new products never before seen in the EFI performance aftermarket. And with technical assistance that is beyond comparison, FAST® has been able to build close relationships with customers, many of which have helped our Research & Development team stay on top.

FAST® continues to drive the aftermarket industry by introducing a full line of ignition products that includes ignition boxes, coils, distributors, points conversion kits and all of the high performance ignition components and accessories you need. With a complete line of superior, easy-to-use EFI systems, intake manifolds, ignition systems and other components, FAST® is committed to bringing you FUEL. AIR. SPARK. TECHNOLOGY.

FAST®
3400 Democrat Rd • Memphis, TN 38118
901.260.3278 • 1.877.334.8355 • www.fuelairspark.com



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twitter.com/FASTEFI

Tech Support Options

If you have a technical question, please contact us by one of these Tech Support Options and a FAST® fuel injection specialist will assist you.



PHONE: 1.877.334.8355



TWITTER: @CPGTech



EMAIL & CHAT: fuelairspark.com



FORUMS: CPGNation.com



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Online!