

IMPORTANT KV85 FITTING INSTRUCTIONS

Magnecor KV85 8.5mm Competition Ignition Cables (unlike conventional resistive carbon conductor ignition wires) use a 2.5mm Metallic Inductance Suppressed conductor and are specifically designed to conduct the total output of the ignition coil (which, with some racing ignition systems can be considerable) and provide RFI (radio frequency interference) and EMI (electro magnetic interference) suppression. Therefore, to get the best results, care should be taken when fitting Magnecor Cables. Magnecor KV85 Competition Ignition Cables are made entirely of a silicone rubber that is extremely strong and flexible - so it's possible to fit them into 7mm and 8mm separators and retainers - despite their 8.5mm size.

The most important thing to remember is that all sorts of problems can occur if the metal terminals inside the cables' protective boots are not fully engaged with spark plug tops and distributor and ignition coil connectors.

If you are replacing burnt out resistive carbon conductor ignition cables, it would be worthwhile to check spark plugs, rotor and distributor cap for defects such as cracks and excessively burnt metal arcing points, as well as for a badly worn or broken carbon contact (rubs on center of rotor) inside cap. Also, check coil tower for cracks and corrosion.

FITTING CABLE SPARK PLUG ENDS:

To properly fit a spark plug boot/terminal assembly (including those with plastic extensions) onto a spark plug, take care to ensure that the assembly is lined up to follow the angle at which the spark plug is fitted into the cylinder head. Push assembly over spark plug until a click is felt (or heard) as terminal engages the spark plug top.

On some engines it is almost physically impossible to comfortably get both your hand and the spark plug boot/terminal assembly near the spark plug. The best approach in this situation is to get the spark plug boot/terminal assembly onto the spark plug as best you can and to ensure the metal terminal is engaged over the spark plug top - push and gently rock on the top half of the rubber boot (or top cover on plastic connector). There will be a loose spongy feel, and boot or connector will lift off easily if terminal is not engaging, whereas there will be a more solid feel, and more effort will be needed to pull off boot or connector when terminal is engaging the spark plug top.

FITTING DISTRIBUTOR AND COIL ENDS:

Carefully fit distributor and coil boot/terminal assemblies into (or over) distributor cap and coil connectors. The metal terminals inside the boots must fully engage the metal connecting surfaces of both the distributor cap and coil tower connectors.

NOTE: In some instances, due to the 'glove like' fit of the boot, an air pocket can be created when pushing the boot onto the tower. To release the air, simply lift the bottom edge of the boot up before the boot is pushed fully home.

Some aftermarket push-in style distributor caps have brass inserts without a top taper (taper allows ease of fitment of terminal), therefore care should be taken to ensure that terminal (particularly the 90° style) is pushed into cap insert straight and centered. If a resistance

is felt (edge of terminal is hung up against un-tapered lip of insert), do not apply too much force to terminal as it could be distorted and become too loose inside the cap insert. The terminal can be bent back into shape by expanding the section that pushes into the cap insert to its original size.

A worthwhile practice is to again check cable boot/terminal assemblies for proper engagement after the vehicle has run a few miles. The vibration of the vehicle traveling will quickly loosen up any boot/terminal assembly not properly engaged.

REMOVING CABLES FROM SPARK PLUGS:

Important: Some spark plug tops expand inside the terminals when hot, and terminals will lock onto those tops, making removal difficult. If the boots or connectors appear to be locked onto the spark plugs, let engine **COOL** down to avoid damaging the wires.

Short flexible boots: With fingers placed on boot where it fits over spark plug (inside), slightly twist boot to break seal between boot and spark plug's porcelain insulator. Try to pull boot up and off spark plug at the same angle the spark plug is fitted into the engine.

Long Extension type spark plug connectors: Avoid twisting the connector. Pull connector straight up, pulling it to one side could cause the heavy duty terminal to get hooked onto some soft metal spark plug tops, and because extra force will be needed to drag connector off plug top, in extreme cases the ignition cable could be wrenched out of the terminal if enough force is applied, particularly with a multi-part (with plastic tube) connector, as the floating terminal needed for some connectors could be pulled out of position inside the plastic tube, and/or the bottom seal could be jolted off.

Although Magnecor KV85 Competition Ignition Cables are able to withstand a service heat of 600°F, and 1,000°F for short burst race conditions, their jackets and boots could lose their effectiveness if allowed to rest for prolonged periods against headers and turbocharger plumbing that reach temperatures in excess of 1200°F. We recommend that cables are routed so that a gap of at least 20mm is left between these cables and any 1,200°F plus heat source. Severe heat destruction of spark plug boots too close to headers can rarely be cured by shielding boots. Header heat wraps and coatings, etc. can be very effective.

NOTE:

It is possible that the boot/terminal assemblies fitted to the cables enclosed do not resemble the original or replacement ignition cables you are about to replace. The reason is that we have found (after 20 years experience) that the design and construction used for some original and replacement ignition cables, as well as some original engine designs, cause cable assemblies to become inherently unreliable (the reason you are replacing them), and wherever possible we try not to imitate a design that we know will inevitably fail - particularly with our name on it!

**EVERY PART OF ANY MAGNECOR IGNITION CABLE
ASSEMBLY IS AVAILABLE AS A SEPARATE SPARE PART.**

LIMITED 10 YEAR WARRANTY

Magnecor Ignition cables will be replaced or repaired free of charge if the product should fail for any reason other than abuse, accident, negligence, improper installation, alteration or failure attributed to original engine design, engine maintenance (or lack thereof) or engine modification. Warranty applies only to the original purchaser and is limited to replacement or repair of the suspected failed cable and does not include labor charges for removal or replacement. Cable should be returned together with proof of purchase to any authorized Magnecor stockist or Magnecor itself for authorization for replacement or repair.

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