



1710 NW Independence HWY
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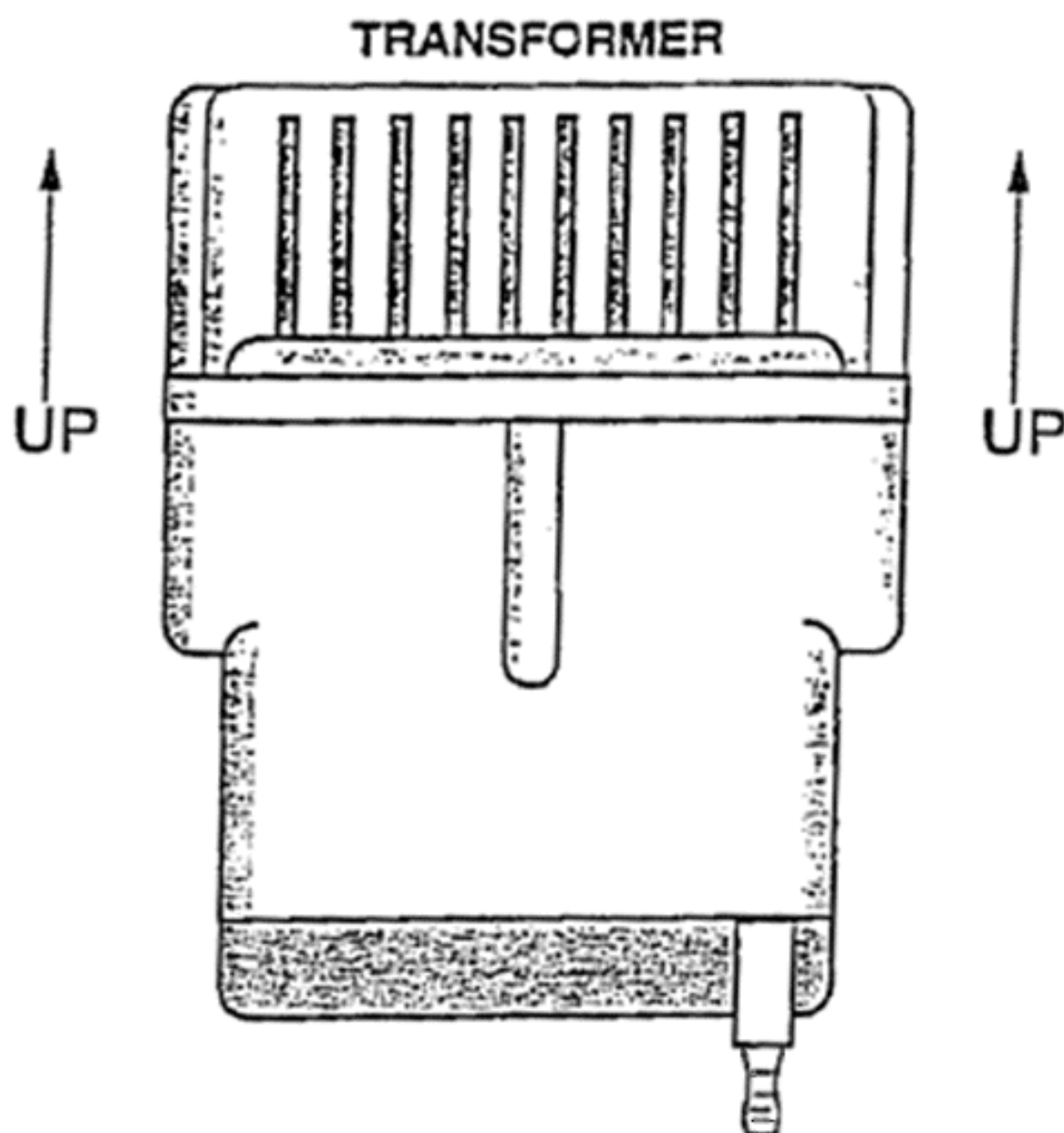
44 PLUS Magneto Transformer Coil

This coil is a direct replacement for the MSD 8142 and the special winding inside is ONLY compatible with MSD electronic mags.

Your new coil will deliver great cranking spark and 10% more voltage and spark duration at the spark plug than the 8142. This coil is serviceable! If anything ever goes wrong with it, it can be returned to the factory for repair. Housing pieces, terminals, the winding...all can be repaired or replaced if necessary. If you experience difficulty, please DO NOT open or disassemble the coil for your own inspection. There are NO USER SERVICEABLE PARTS INSIDE.

This coil is oil-filled. There is an air space inside to allow for expansion due to temperature and changing atmospheric pressure. If you shake it, you should hear oil sloshing inside. **THIS IS NORMAL.** If you see a small amount of oil coming from the housing gasket or fill-screws, don't be alarmed! This is very common if it has just experienced an airplane ride during shipping or travel through high elevation areas. The pressure in the coil is trying to equalize. Simply hold the coil upright and loosen one of the white plastic fill screws until it's loose in its threads and air will either be expelled or drawn in as it equalizes to current conditions. Retighten the plastic screw just "snug". Don't over tighten! There is an o-ring beneath the screw head, so overly tight is not necessary.

The most common way to harm any ignition coil is to have a spark plug wire or coil wire come off while the engine is running and not have a path to ground for the resulting spark(s). This can short the winding of the coil and cause either complete instantaneous failure or dropped cylinders under a load with subsequent use.



The coil can be checked with a multi-meter, but it is not a definitive test. Since a multi-meter uses only a very small voltage, it can only indicate established traces to ground or complete "open" conditions in the winding.

At room temperature, measuring between the two primary terminals (+ and -), a multi-meter should indicate between .1 to .3 ohms. Measuring between the high voltage output terminal on the bottom to either primary terminal should give a reading of **100 – 105 ohms.**

A coil that measures "ok" can STILL be bad when very high voltage is present in the coil. If the readings are very low or 0 ohms, a short is likely present in the windings. If the impedance is infinite, it indicates an "open" condition in the windings.

NOTE: To prevent internal damage, the transformer must be mounted with the high voltage terminal coming from the BOTTOM as pictured and positioned such that it does not come closer than 2.5" from the nearest metallic surface.

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