LIGHT SPEED IGNITION

PLASMA II PLUS CDI

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

PLASMA III CDI

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

PLASMA CAPACITIVE DISCHARGE IGNITION SYSTEMS

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

Description	Part No.	Price
Plasma II Plus: 4 Cylinder Hall Effect Module	08-06295	---
Plasma III: 4 Cylinder Hall Effect Module	08-00676	---
Plasma III: 6 Cylinder Direct Crank Sensor	08-00677	---
Plasma III: 4 Cylinder with Mini DC Sensor	08-12136	---
Plasma III: 6 Cylinder with Mini DC Sensor	08-12137	---
Dual Plasma CDI Systems		
Dual Plasma II Plus: 4 Cylinder Direct Crank Sensor	08-06296	---
Dual Plasma III: 4 Cylinder Direct Crank Sensor	08-06298	---
Dual Plasma III: 4 Cylinder Hall Effect Module	08-06299	---
Dual Plasma III: 6 Cylinder Direct Crank Sensor	08-06300	---
Dual Plasma III: 4 Cylinder with Mini DC Sensor	08-12139	---
Dual Plasma III: 6 Cylinder with Mini DC Sensor	08-12140	---
Options		
LSE Plasma Super-C Turbo	08-06301	---
LSE Franklin and Continental engine ignition systems	08-06302	---

LSE ALUMINUM BRONZE REACH SPARK PLUG ADAPTERS

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

1/2" Reach Spark Plug Adapter .....P/N 08-14009 ..... ---
3/4" Reach Spark Plug Adapter .....P/N 08-14010 ..... ---
HHP Long Reach Spark Plug Adapter.....P/N 08-14011 ..... ---

NGK SPARK PLUGS

- 98% pure copper core increases heat dissipation for more reliable starts and prevents spark plug from overheating
- High-grade alumina silicate ceramic insulator for superior strength and heat transfer
- Cold-rolled threads to prevent cross-threading and damage to cylinder heads
- Trivalent plating eliminates need for anti-seize and corrugated ribs prevent flashover

Note: The spark plugs listed are not for aircraft application

Size	Description	Part No.	Price
10mm	CR5HSB	08-06263	---
12 mm	DCPR7E	08-00504	---
12 mm	DCPR8E (Removable Terminal Nut)	08-01228	---
12 mm	DCPR8E (Solid Terminal Nut)	08-07044	---
12 mm	DR8EA	08-00693	---
14 mm	BR8EIX	08-00650	---
14 mm	BR8ES	08-00736	---
14 mm	BR8ES (Removable Terminal Nut)	08-00736-1	---
14 mm	BR7ES	08-07041	---
14 mm	BR9ES	08-07042	---
14 mm	BR7EIX	08-07045	---
14 mm	BR9EIX	08-07046	---
12mm	DP9EA-9	15-05219	---
14mm	IK24	15-05204	---

SPARK PLUG HOLE PROTECTIVE CAPS

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

LSE BLACK TWIN TOWER IGNITION COIL

Ignition coils are typically mounted on the top center of the engine. They can also be mounted on the motor mount tubes using Adel clamps or on the firewall to a piece of angle aluminum. Ignition coils should be mounted so that spark plug lead length will be kept to a minimum for maximum spark energy and minimum noise. It is important that each coil connects to opposing cylinders, i.e. one coil fires cylinders 1 and 2 and the other coil fires 3 and 4.....P/N 08-17193 ..... ---

AN4062-1 DEHYDRATOR PLUGS 18MM

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

18MM .....P/N AN4062-1 ..... **--- ea**

SILICA GEL. Indicating type, for refilling plugs.

1/4 Lb. Bag.....P/N 07-00731 ..... ---
1 Lb. Can .....P/N 07-03400 ..... ---

DEHYDRATOR PLUG 18MM MS2721501 NON-REFILLABLE

Dehydrator Plug 18mm MS2721501 Non-Refillable - Single Unit.

Single Unit .....P/N 08-17377-1 ..... ---
Can of 20 .....P/N 08-17377 ..... ---