

# Overview of Aftermarket Ignition Systems for the Fiat Dino, Ferrari Dino and Lancia Stratos Stradale

V 3.4, 12/2012, www.dinoplex.org, info@dinoplex.org

Ignition System	Points Trigger	Optical Pickup	Magnetic Pickup	Hall Pickup	Crankshaft Sensor	Inductive Ignition	Current and Dwell Control*	Capacitive Ignition	Electronic Advance	Programmable Advance	Trigger Setup	Ignition Controller	Maximum Coil Current (Inductive Ignitions)	Coil	Cost	Requires a tach adapter*	Recommended Spark Plug	Good Value	Advantages	Originality	Time to install & setup	Spark Output Power	Comment	
<b>Ferrari Dino 206 GT &amp; 246 L Series</b> Factory installed, S125 AX-15/BX-15	X							X			Two set of Points, three lobe cam. Points are wired in parallel.	Magneti Marelli Dinoplex C AEC 101 D/DA Electronic capacitive discharge ignition	n/a	Magneti Marelli BZR 205A	€400-800 (used, good condition) Rarely offered.	no	ES	•	•	++	++	++	Magneti Marelli Dinoplex C capacitive ignition. Powerful CD ignition and relatively easy to repair if it breaks. Requires BZR 205A coil with three terminals, won't work with standard/CDI coils with only two terminals.	
<b>Ferrari 246 GT Ignition, up to '70/'71</b> Factory installed, S125 AX-15/BX-15	X							X			Two set of Points, three lobe cam. Points are wired in parallel.	Magneti Marelli AEC 103A Electronic capacitive discharge ignition	n/a	Magneti Marelli BAE 200A	€300-600 (used, good condition) Rarely offered.	no	ES	•	•	++	++	++	Magneti Marelli AEC103A ignition. Very difficult to repair if it fails as the internals are potted in epoxy.	
<b>Ferrari 246 GT Ignition, '70/'71 - '74</b> Factory installed, S125 C	X							X			Two set of Points, six lobe cam. Second set of points retards ignition and is activated via throttle microswitch.	Magneti Marelli AEC 103A Electronic capacitive discharge ignition	n/a	Magneti Marelli BAE 200A, 203A	€300-600 (used, good condition) Rarely offered.	no	ES	•	•	++	++	++	Magneti Marelli AEC103A ignition. Very difficult to repair if it fails as the internals are potted in epoxy.	
<b>Lancia Stratos HF Stradale Ignition</b> Factory installed, S125 C	X							X			Two set of Points, six lobe cam. Second set of points retards ignition and is activated via throttle microswitch.	Magneti Marelli AEC 103A Electronic capacitive discharge ignition	n/a	Magneti Marelli BAE 203A	€300-600 (used, good condition) Rarely offered.	no	ES	•	•	++	++	++	Magneti Marelli AEC103A ignition. Very difficult to repair if it fails as the internals are potted in epoxy.	
<b>Superformance AEC103A Replica</b> www.superformance.co.uk	X					X					Standard Marelli S125 Distributor/points	Super4 OEM transistor ignition installed in an AEC103A replica enclosure	3.6 A	Bosch Red Coil (0221 119 030) with resistor	€299.50 (ignition, coil and resistor) \$120 + Coil	no	EVX EIX	+	•	++	++	-	AEC103 replica based on the Super4 transistor ignition. Dwell is controlled by the original points setup so you need to take care that your point dwell setting is ok.	
<b>Pertronix Ignitor I</b> www.pertronix.com			X			X					Marelli S125 converted to contactless Magnetic Pickup and trigger sleeve.	Pertronix Ignitor MR-161 (S125AX/BX) with a magnetic sensor. Use sleeve MR-1121A3 for a S125C distributor with 6 cams.	4.0 A	Pertronix FlameThrower 40001 or third party coil with a minimum of 3.0 Ohm resistance		yes	EVX EIX	+	•	+	+	-	Distributor conversion to magnetic trigger, easy to install. Not recommended as full ignition setup for the Dino as the Ignitor I output current is too low and the Ignitor considerably lowers the coil output current when it overheats. Good choice though for triggering a Dinoplex, MSD 6A or other points triggered ignition.	
<b>Crane XR700 (700-0231)</b> www.cranecams.com		X				X					Marelli S125AX/BX/C converted to Crane Optical Trigger pickup	Crane XR700 Ignition Module	4.5 A	Crane PS20/PS40	\$107 + coil	yes	EVX EIX	++	+	-	+	•	Electronic transistor ignition, distributor conversion to optical trigger.	
<b>Lumenition Performance Optronic CEK150</b> www.autocar-electrical.com		X				X	X				Marelli S125 converted to Lumenition optical pickup CET150	Lucas CEM Power Module	5.5 A	Lumenition CEC Constant Energy Coil	€250 (Kit, contains all)	yes	EVX EIX	+	+	-	+	+	Points to optical pickup conversion, uses Lumenition transistor amplifier PMA50. Fixed dwell. O550 optical pickup and rotor (Part# FK425 or FK9)	
<b>Pertronix Ignitor II</b> www.pertronix.com			X			X	X				Marelli S125 converted to contactless Magnetic Pickup and trigger sleeve.	Pertronix Ignitor 9MR-161A (S125AX/BX) with a magnetic sensor. Use sleeve MR-1121A3 for a S125C distributor with 6 cams.	6.0 A	Pertronix FlameThrower II coil (45001, 45011)	\$145 + Coil	yes	EVX EIX	+	•	+	+	+	Distributor conversion to magnetic trigger, easy to install. Good choice though for triggering a Dinoplex, MSD 6A or other points triggered ignition.	
<b>Crane XR3000 (3000-0231)</b> www.cranecams.com		X				X	X				Marelli S125AX/BX/C converted to Crane Optical Trigger pickup	Crane XR3000 Electronic Ignition Module	6.8 A	Crane PS50/PS60	\$139 + coil	yes	EVX EIX	++	+	-	+	++	Advanced electronic transistor ignition featuring dwell and current control, distributor conversion to optical trigger.	
<b>Bosch High Performance Transistor Ignition (AEC101/103 DIY Conversion)</b> see www.dinoplex.org for wiring & howto's		X				X	X				Lumenition CET150 pickup	Bosch 0 227 100 137 Advanced electronic transistor ignition module	7.8 A	Bosch TCI Coil 0 221 119 334	€280 (for all parts)	no	EVX EIX	++	+	++	-	++	Bosch high performance ignition setup for converting a defective Dinoplex C or AEC103A to a modern ignition system while keeping the original appearance. Wiring & howto on www.dinoplex.org	
<b>Perma-Tune PTFR Ignition</b> www.perma-tune.com		X						X			Standard Marelli S125 Distributor/points	Perma-Tune PTFR Ignition	n/a	Perma-Tune SC010 Coil	\$350 + coil	no	ES	+	+	-	+	++	CD based ignition system delivering a single, powerful spark. Similar principle as the original AEC101/AEC103.	
<b>Perma-Tune Dinoplex Conversion</b> www.perma-tune.com		X						X			Standard Marelli S125 Distributor/points	Perma-Tune Ignition (built into AEC 103 box)	n/a	Perma-Tune SC010 Coil	\$1300 + coil	no	ES	-	+	++	+	++	Perma-Tune ignition build into existing Dinoplex box for stock appearance. Price includes conversion of supplied Dinoplex AEC103A unit.	
<b>MSD 6ADigital (#6201)</b> www.msdition.com		X						X			Standard Marelli S125 Distributor/points	MSD 6A #6201 (Digital)	n/a	MSD Blaster II Coil #8200 or #8200	\$180 (ignition, coil and coil bracket)	no	ES	+	+	-	+	++	Multi spark CD ignition. Same CDI principle as the original Dinoplex. Fits Fiat Dino setups, but enclosure a bit too large to replace a trunk installed AEC103 in Ferrari Dino setups.	
<b>MSD 6AL-2 Digital, Rev Limiter(#6421)</b> www.msdition.com		X						X			Standard Marelli S125 Distributor/points	MSD 6AL-2 #6421 (Digital)	n/a	MSD Blaster II Coil #8200 or #8200	€260	no	ES	+	+	-	+	++	Multi spark CD ignition with electronic rev limiter. Same CDI principle as the original Dinoplex.About same size as AEC103.	
<b>Electronic distributor with coil</b> www.dinoparts.de		X				X	X		X		System is based on a new distributor made by 123ignitions, combined with a sleeve adapter to fit the Dino engine.	OEM transistor ignition made by 123ignitions.nl, with one preprogrammed advance curve	3.5 A	Bosch Red Coil (0221 119 030) with resistor	€898 (Kit, contains all parts)	yes	EVX EIX	-	++	-	+	-	Replacement distributor with hall pickup and electronic advance map, no mechanical advance to service anymore. Interesting product, although relatively expensive compared to a 123ignitions distributor for other six cylinder engines. One fixed timing map included, not user programmable. Weak output.	
<b>Black Stallion BSMpdi</b> www.superformance.co.uk www.blackstallionmotors.com.au			X			X	X		X	X	New Distributor using a Bosch cap and Siemens hall sensor	BSM Delta Advanced Ignition Module	7.8 A	Bosch TCI Coil 0 221 119 334	£1395.00 (Kit, contains all parts)	yes	EVX EIX	+	++	-	-	++	Replacement distributor with hall pickup and electronic advance map. Very effective for more torque and a smoother running engine. No mechanical advance to service anymore. Two advance curves can be programmed via a PC and selected from a dashboard switch. Fair price considering it comes with a new distributor, coil, a set of spark wires and is fully programmable.	
<b>Electromotive XDI</b> www.electromotive-inc.com		X		X	X	X			X	X	Crankshaft Sensor and 60-2 trigger wheel, replaces the distributor with a multiple coil pack	Electromotive XDI configurable Ignition Controller	?	Electromotive DFU, wasted Spark OEM Coilpack	\$889 (Kit, contains all parts)	no	ES	++	++	+	--	--	n/a	Advanced distributorless ignition controller with MAP sensor, advance is programmed using knobs on the controller unit. Very interesting price for the kit and does not require a laptop for setup although less configuration options than other systems.
<b>MegaJolt/E</b> www.autosportlabs.com		X			X	X	X		X	X	Crankshaft Sensor and 36-1 trigger wheel, replaces the distributor with a multiple coil pack	MegaJolt/E programmable Ignition Controller	6.0 A	Ford EDIS6 wasted Spark Coil Pack	\$400-500 (includes controller, coil, sensor and trigger wheel)	no	ES	++	++	+	--	--	+	Very advanced system, distributorless ignition controller with MAP or TPS sensor and programmable control unit. Two advance curves can be programmed via PC and selected from the dashboard. Excellent software. Good choice if you want to have absolute control and are not intimidated to set up your Dino on a rolling road. Supports Lambda, temperature and other sensors.

\* Current control ensures that the coil will not overheat  
Dwell control dynamically adapts the coil current based on the RPM

(NGK)  
\* Ignitions which require a tach adapter to be compatible with the electronic Veglia Tacho