

Ignitions for Racing and Street Applications

Installing an ignition “box” from Crane Cams in any vehicle can provide many important benefits. For example, the multiple-spark feature accounts for quicker engine starts, improved low-end combustion efficiency, and better fuel economy. This occurs because the spark plug is ignited up to 12 times (at one millisecond intervals) at each combustion cycle. Above 3000 RPM it fires one powerful pulse per cycle with a spark-gap energy significantly higher than comparable aftermarket ignitions.

Crane Cams pioneered digital ignition technology in 1994, and all units are manufactured in the U.S.A. using advanced surface mount (robotic) assembly. What’s more, they are fully sealed using a soft urethane to protect the components from heat, dirt, vibration and moisture.

Another key advantage of all Crane ignitions is a built-in rev limiter that is easily adjustable in 100 RPM increments using external dials (no extra “RPM chips” to purchase). Easy “plug ‘n go” installation is also assured.

Ignitions are available in six variations, with features tailored to the application. Each of these represents the best value in its class, and carries with it a reputation for outstanding performance and long-term reliability.

STREET DRIVEN—HI-6

Crane’s most popular model, the HI-6 delivers higher spark-gap current (when used with a companion Crane FireBall LX-92 coil) than the competition and can handle engines with compression ratios to 14.5:1. Important features include surface-mount construction, fully digital components that are sealed. It supports points, module or magnetic triggers.

STREET/RACE—HI-6R

The HI-6R is ideally suited for use with high compression (to 14.5:1) normally aspirated engines or those equipped with power-adders (blowers, turbos, nitrous). It offers exclusive cross-fire protection for supercharged or turbo installations, and has a built-in timing retard (with optional control module, p/n 6000-6425 for in-car adjustments). Shock mounts included for racing applications. Great for circle track racing.

STREET/RACE—HI-6TRC

This powerful CD ignition comes complete with a 0-20° driver adjustable (under dash) timing retard, and perfect for use with nitrous oxide, superchargers or turbochargers. The rev limiter (600 to 9900 RPM) features sequential rev limiting, which eliminates the engine damaging “popping and banging” common to others. The HI-6TRC incorporates cross-fire protection for superchargers and turbochargers.



DRAG RACING—HI-6DSR

Engineered for drag racing, the HI-6DSR features a dual stage rev limiter to facilitate setting separate RPM limits for staging and downtrack control. It delivers exceptional spark-gap current that can optimize combustion in normally aspirated (to 14.5:1 ratio) and boosted (nitrous, turbo, blower) applications. It can also be equipped with a remote timing retard.

CIRCLE TRACK—HI-6N

Perfect for oval track use, the HI-6N is a powerful but compact ignition that features a MOSFET regulated power supply that continues to supply full spark-gap energy even when the battery voltage drops as low as 8 volts. Clear component sealing and removable bottom facilitate inspections. Approved for use in, and available with 6-pin Weatherpak® or Deutsch® plug, per NASCAR® rule 20-6.1.

TOWING—HI-6S

Designed for street, towing and RV applications, the HI-6S is an inductive ignition with a long duration spark. It’s ideal for use with engines having a maximum compression ratio of 9.5:1, and performs excellently at engine speeds up to 8000 RPM. It provides up to 70% more spark energy than stock ignitions and can improve performance and fuel economy. Points or Module Triggered.