DIS 8
Installation and Instruction Manual

For Accel DFI part number: 75610

VER11

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Introduction

Congratulations on the purchase of your new Accel DFI Digital Ignition System (DIS 8). This **Multi-Strike** system uses the latest available technology to offer unparalleled accuracy, repeatability, and reliability.
The DIS 8 unit operates multiple coil applications using one of two triggering configurations: 8-Channel Mode or Cam/Crank Mode. The DIS 8 is also capable of timing retard and rev limit functions.
Included with the DIS 8 is a handheld controller which will allow you to have control directly from the driver's seat.

Cautions and Warnings: Refer to Page 25

8 Channel Mode:

In the 8 channel mode, a trigger signal *(Sink signal-ground)* on any input channel will result in a coil firing on the corresponding output channel. This is true whether or not the unit is in the waste spark or Coil-Per-Cylinder (CPC) mode. The firing order set in the handheld controller is ignored in 8 channel mode, since that is determined by the input triggering. The coil inputs and outputs must be wired in the correct engine firing order. **NOTE**: The cylinder selection must match the actual engine configuration so that the RPM limiters and timing retards will work correctly.

The vehicles stock ECM can trigger the DIS 8 in 8 channel mode. The trigger signal is sent to the Coil Input Harness. The DIS 8 then sends it to corresponding coil output harness lead witch is connected to the coil.

Cam/Crank Mode:

In the Cam/Crank mode, channel 1 input is the Electronic Spark Timing (EST) trigger, and channel 2 input is the cam position trigger. The DIS 8 uses the EST and Cam inputs and processes the inputs into 8 separate outputs allowing the use of coil-per-cylinder operation. The firing order must be set with the handheld controller in Cam/Crank mode. The crank position trigger / EST / Points Trigger signal is a rising edge (low to high), and the cam position is a falling edge (high-to-low) transition.

NOTE CAM Sensor Must be a Hall Effect (12 volt square wave signal)

Waste Spark Mode

In this mode a coil pack is normally used, but individual coils may be used firing two coils at once. In the waste spark mode one cylinder will fire on the compression stroke, and the other coil will fire on the exhaust stroke. When using coil packs, a typical V8 engine will use four twin tower coils or two Ford EDIS style coils (ACCEL part #140018). When using individual coils, the DIS 8 will fire two coils at once. The coils must be paired with the proper firing order.

Typical Chevy Firing order 18436572	Typical Ford Firing order 13726548
Cylinder # 1 gets paired to cylinder # 6	Cylinder # 1 gets paired to cylinder # 6
Cylinder # 3 gets paired to cylinder # 2	Cylinder # 3 gets paired to cylinder # 5
Cylinder # 5 gets paired to cylinder # 8	Cylinder # 4 gets paired to cylinder # 7
Cylinder # 7 gets paired to cylinder # 4	Cylinder # 2 gets paired to cylinder # 8

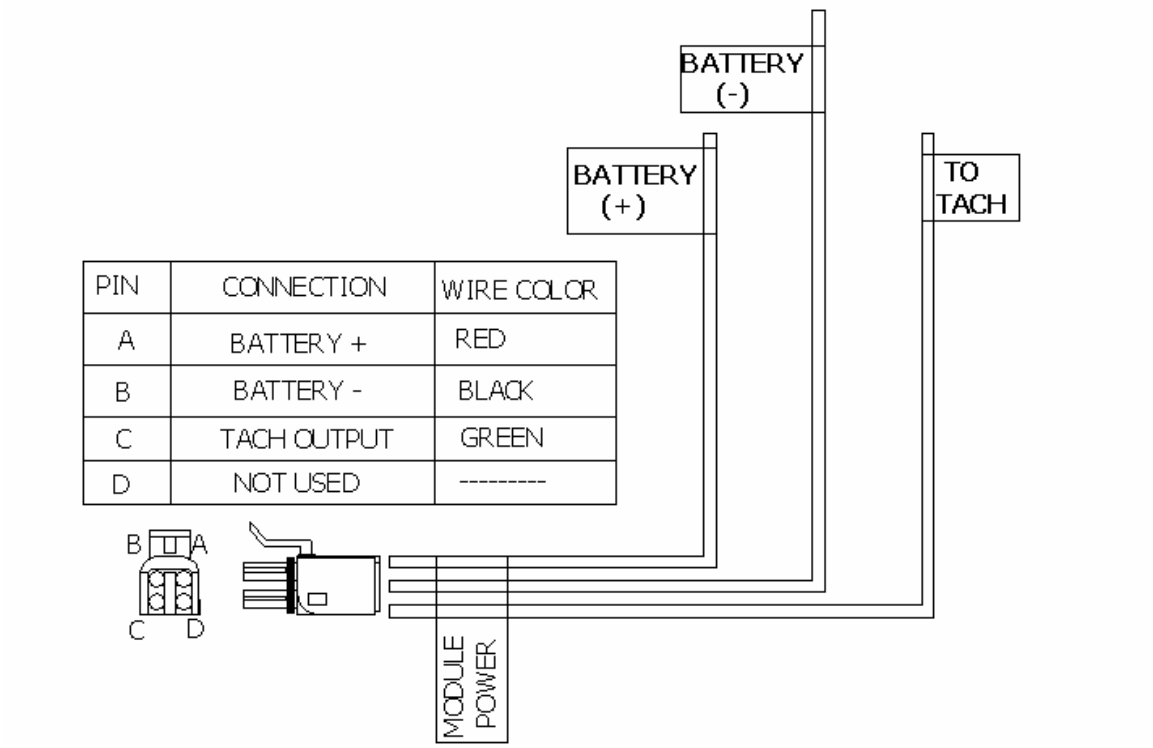
Installation

Read over this entire document before beginning installation!

The DIS 8 may be located inside the car or in the engine compartment. If you are mounting the controller in the engine compartment, select a location with minimal exposure to water as a safeguard. When mounting the unit in the inside of the car find a well ventilated area to reduce heat created by unit. Route the wiring well away from any moving parts or extreme heat sources like header pipes, etc. Connect the harness as per the diagrams in this manual.

Power Input Harness

The Power to the DIS 8 module is supplied through the 4 pin connector.
Battery connection should be made directly to Battery.
Do not connect battery positive to alternator.



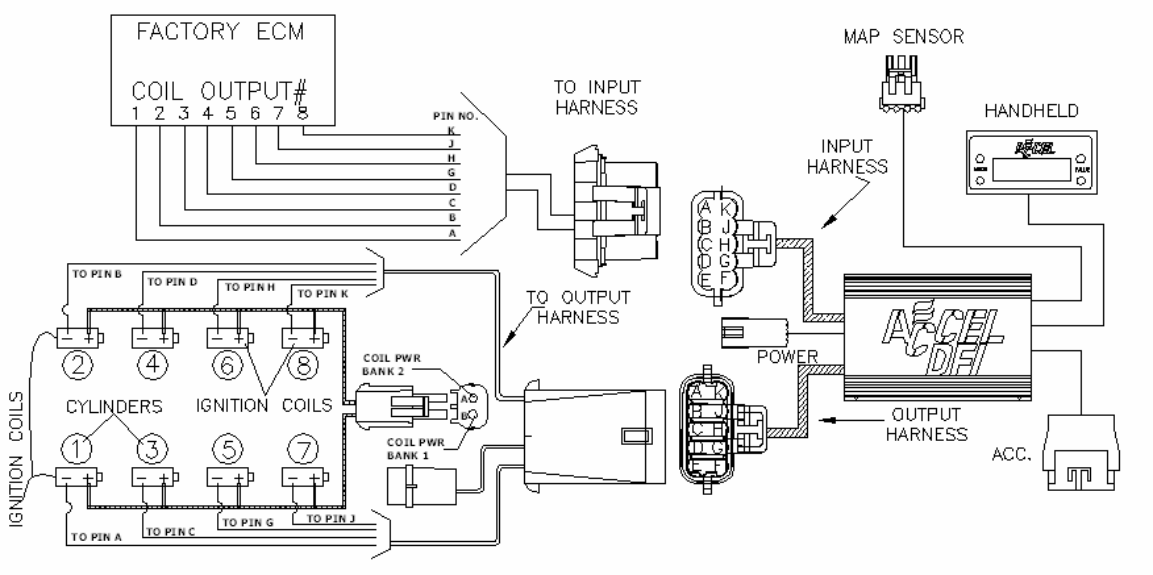
PIN	CONNECTION	WIRE COLOR
A	BATTERY +	RED
B	BATTERY -	BLACK
C	TACH OUTPUT	GREEN
D	NOT USED	---------

8 Channel Mode Wiring Harness

In the 8 Channel Mode the DIS 8 is connected inline to the coils. The coil negative trigger signal from the ECM is sent to the DIS 8 coil Input harness and amplified, and then sent to the negative side of the coil.

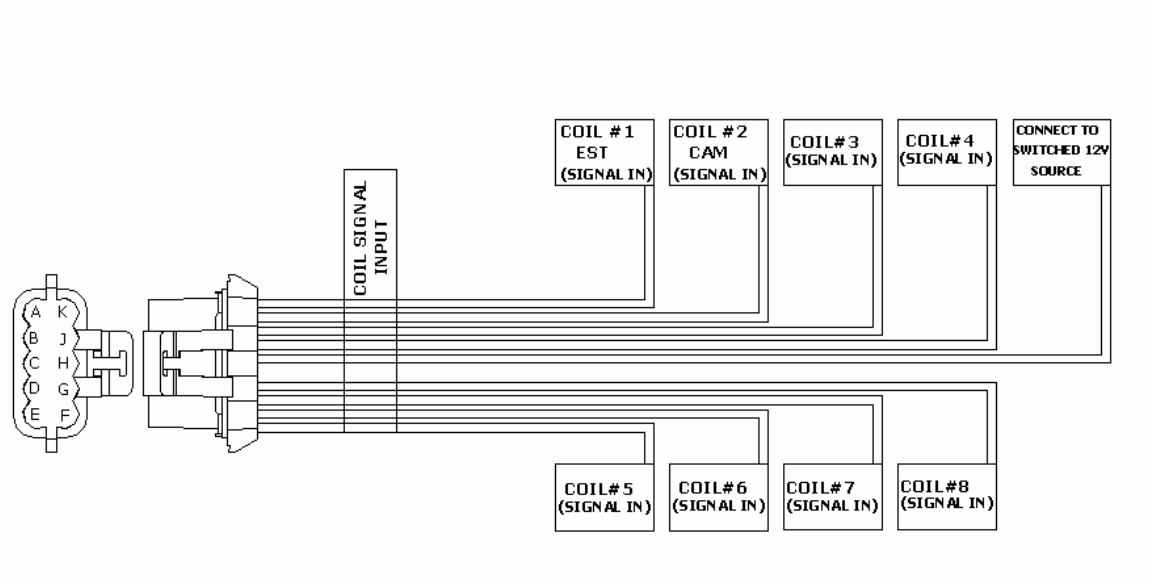
8 Channel wiring overview

DIS 8 module used with factory ECM.



Coil Input Harness

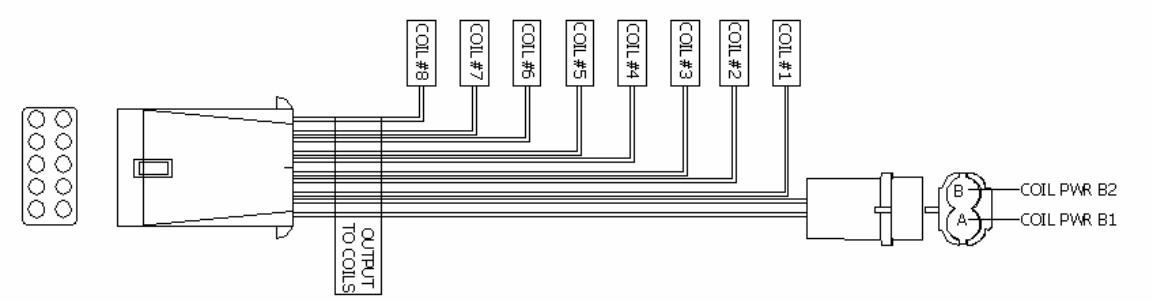
PIN	CHANNEL	WIRE COLOR
A	Coil 1 Input	Purple
B	Coil 2 Input	Red/White
C	Coil 3 Input	Blue
D	Coil 4 Input	Green/White
E	Switched Ignition	Pink
F	Not Used	
G	Coil 5 Input	Green
H	Coil 6 Input	Blue/White
J	Coil 7 Input	Red
K	Coil 8 Input	Purple/White



Coil Output Harness

In the 8 channel mode, a trigger signal on any input channel will result in a coil firing on the corresponding output channel.

PIN	CHANNEL	WIRE COLOR
A	Coil 1 Output	Purple
B	Coil 2 Output	Red/White
C	Coil 3 Output	Blue
D	Coil 4 Output	Green/White
E	Coil Positive	Pink/Black
F	Coil Positive	Pink/Black
G	Coil 5 Output	Green
H	Coil 6 Output	Blue/White
J	Coil 7 Output	Red
K	Coil 8 Output	Purple/White



<u>Do Not</u> touch output/primary coil wires with key ON or while the engine is running. *<u>(Primary and Secondary outputs contain High Voltage that can be lethal or can cause severe injuries)</u>*

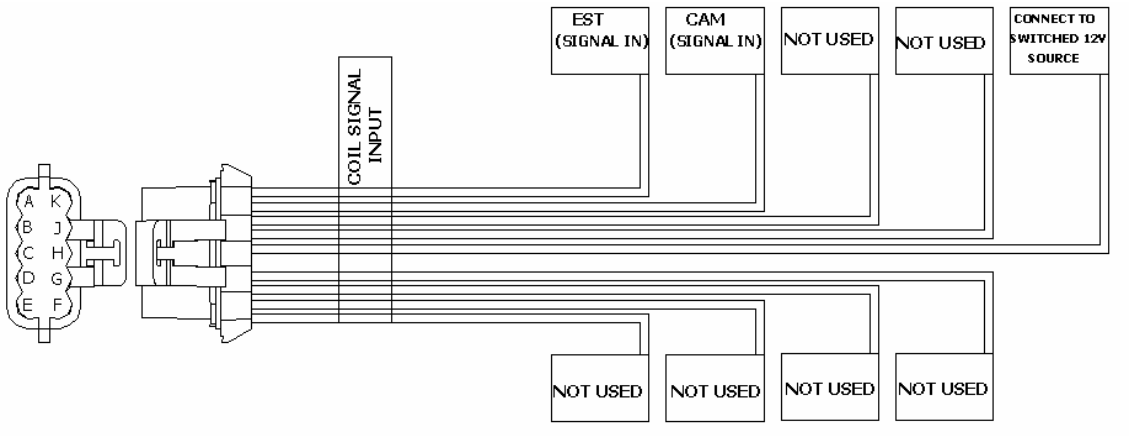
CAM/CRANK Mode Wiring Harness

In the Crank/Cam mode the DIS 8 receives a Crank (EST) and a Cam input. The DIS 8 then processes the input signals into 8 separate output signals. The signals are sent to the negative side of the coils in the order set by the firing order in the handheld controller. The crank position trigger / EST / Points Trigger signal is a rising edge (low–to-high), and the cam position is a falling edge (high-to-low) transition.

NOTE CAM Sensor Must be a Hall Effect (12 volt square wave signal open collector)

Coil Input Harness

PIN	CHANNEL	WIRE COLOR
A	1 Crank (EST) Input	Purple
B	2 Cam Input	Red/White
C	Not Used	Blue
D	Not Used	Green/White
E	Switched Ignition	Pink
F	Not Used	
G	Not Used	Green
H	Not Used	Blue/White
J	Not Used	Red
K	Not Used	Purple/White

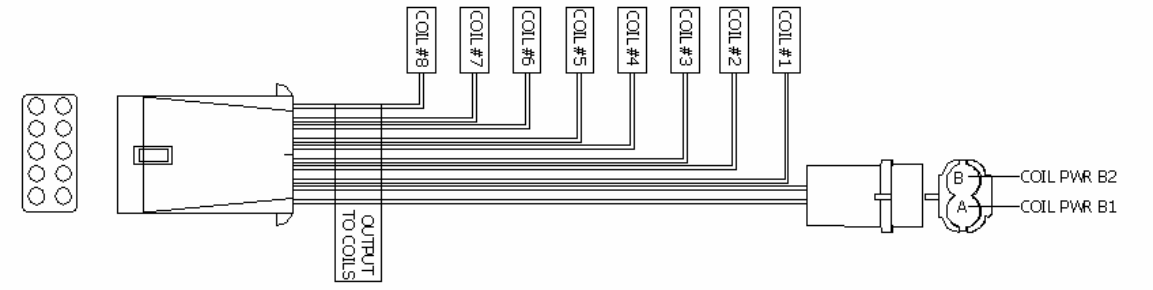


Coil Output Harness

Unless you intend to operate the module in Sequence Firing Order, you should wire the coil outputs so as to match up with the physical cylinder number on the engine. The module will fire each output in the firing order programmed via the handheld controller.

In Sequence firing order, the module will fire the coil outputs in order (1, 2, 3, 4, 5, 6, 7, 8). You must wire the individual coil outputs to the proper physical cylinder number on the engine as needed to create the desired firing order.

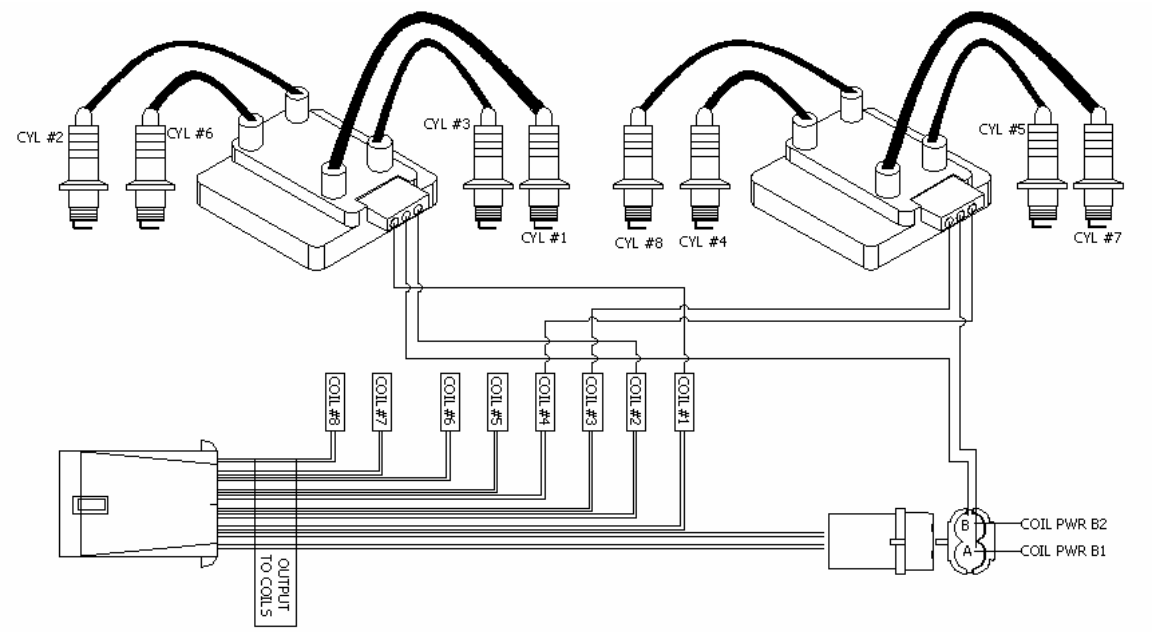
PIN	CHANNEL	WIRE COLOR
A	Coil 1 Output	Purple
B	Coil 2 Output	Red/White
C	Coil 3 Output	Blue
D	Coil 4 Output	Green/White
E	Coil Positive	Pink/Black
F	Coil Positive	Pink/Black
G	Coil 5 Output	Green
H	Coil 6 Output	Blue/White
J	Coil 7 Output	Red
K	Coil 8 Output	Purple/White



<u>Do Not</u> touch output/primary coil wires with key ON or while the engine is running. *<u>(Primary and Secondary outputs contain High Voltage that can be lethal or can cause severe injuries)</u>*

WASTE SPARK MODE

DIS 8 module used in Waste Spark Mode (typical Chevy)



Set Ignition Type to Waste Spark Mode. Then go to Firing Order and select Custom Firing Order (see page 11). Set the firing order to 1432 when using above diagram.

Note when in Waste Spark mode the timing value will be doubled when viewed with a timing light. Example if the timing light flashes at 20 degrees BDTC the actual timing is 10 degrees BDTC.

Do Not touch output/primary coil wires with key ON or while the engine is running. *(Primary and Secondary outputs contain High Voltage that can be lethal or can cause severe injuries)*

Setting Custom Firing Order

Note: You must set the Number of cylinders before entering the custom firing order.
To set the Custom Firing order:

1. Use the Mode keys on the handheld controller and scroll down to the FIRING ORDER.
2. Use the Value UP or DOWN keys and go to CUSTOM SET.
3. Depress the Mode UP key to enter the custom firing order. Depressing the Value UP or DOWN keys will change the highlighted cylinder number.
4. Mode UP key will highlight the next cylinder. After all the cylinders are set the firing order is set. If you enter the wrong number go back to step 1 and enter the firing order again.
5. Turn the ignition power off for 10 seconds in order for the changes to take effect.

Sequence Firing Order

In Sequence firing order, the module will fire the coil outputs sequentially in order (1, 2, 3, 4, 5, 6, 7, 8). You must wire the individual coil outputs to the proper physical cylinder number on the engine as needed to create the desired firing order.

Example: Standard Chevy V-8 with 18436572 firing order.
HO Ford V-8 with 13726548 firing order.

CHANNEL	PIN	WIRE COLOR	Chevy F/O	Ford F/O
Coil #1 Output	A	Purple	1	1
Coil #2 Output	B	Red/White	8	3
Coil #3 Output	C	Blue	4	7
Coil #4 Output	D	Green/White	3	2
Coil Positive	E	Pink/Black		
Coil Positive	F	Pink/Black		
Coil #5 Output	G	Green	6	6
Coil #6 Output	H	Blue/White	5	5
Coil #7 Output	J	Red	7	4
Coil #8 Output	K	Purple/White	2	8

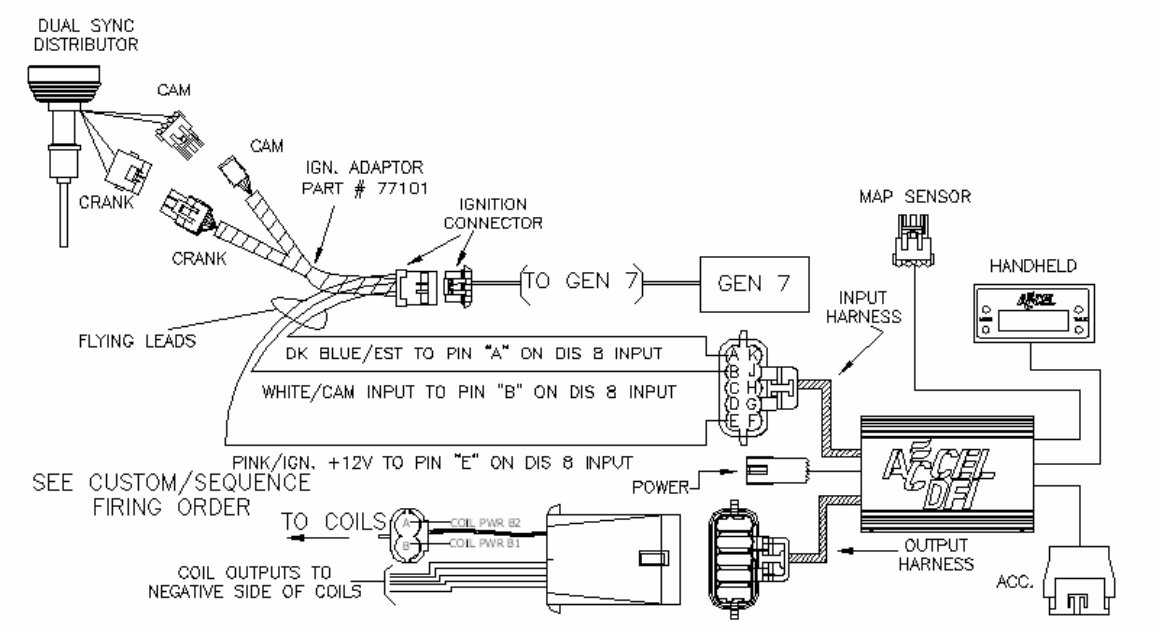
Do Not touch output/primary coil wires with key ON or while the engine is running. *(Primary and Secondary outputs contain High Voltage that can be lethal or can cause severe injuries)*

DIS 8 With ACCEL DFI or other fuel Injection systems using the ACCEL DUAL SYNC DISTRIBUTOR.

A Dual Sync distributor can be used with the ACCEL DFI Generation 7 or other fuel Injection system with an EST output to operate in Cam/Crank mode.
For ACCEL DFI Generation 7 systems an adaptor harness part# 77101 can be used.
The adaptor harness has 3 flying leads-

- **Dark Blue Wire** – This is the EST lead to be connected to pin "A" Coil Input 1 on the Coil Input Harness.
- **Pink Wire** – This is the switched +12 volts lead to be connected to pin "E" on the Coil Input Harness.
- **White Wire -** This is the Cam Sync lead to be connected to pin "B" on the Coil Input Harness.

DIS 8 module used with Dual Sync Distributor and ACCEL DFI THRUSTER Or GEN 7+ Engine Management System



Note:
When using a GEN7 or THRUSTER EFI flying lead kit or plug & Play Harness, you will use 5 pins or wires for the incoming Crank/Cam Signals.
These are the correct color of wires and pin order.
Pin A = 12 Volts (12 volts comes from pink wire at ECM harness)
Pin C Black = Crank -
Pin D Clear = Crank +
Pin E Black= Cam -
Pin F Clear = Cam +

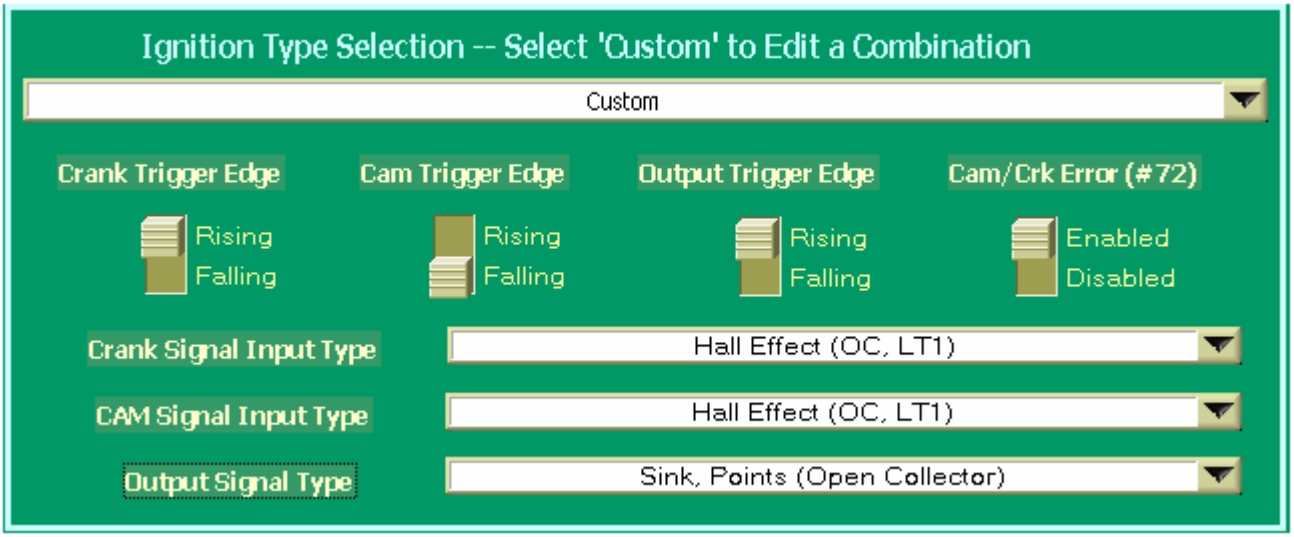
If you are using an ACCEL/DFI Dual Sync distributor for the cam/crank signals.
Crank Pin A Red = 12 Volts Key On - to Pin A **Cam** Pin A Red = 12 Volts Key On - to Pin A
Crank Pin B White = Crank + to Pin D **Cam** Pin B White = Crank + to Pin F
Crank Pin C Black = Crank – Pin C **Cam** Pin C Black = Crank – Pin E

Cam/Crank Mode with GEN 7 / THRUSTER EFI:
In the Cam/Crank mode, channel 1 is the Electronic Spark Timing (EST) trigger, and channel 2 is the cam position trigger. The DIS 8 uses the EST and Cam inputs and processes the inputs into 8 separate outputs allowing the use of coil-per-cylinder operation. The firing order must be set with the handheld controller in Cam/Crank mode. The crank position trigger / EST / Points Trigger signal is a rising edge (Low to high), and the cam position is a falling edge (high-to-low) transition.

NOTE CAM Sensor Must be a Hall Effect (12 volt square wave signal open collector)

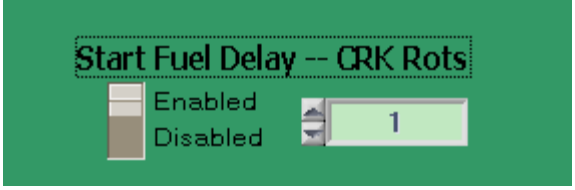
Under Ignition Type, Select Custom in the Systems Screen.

Then:
Select Hall Effect under Crank Signal Type, switch crank trigger edge to rising.
Select Hall Effect under Cam Signal Type, check cam trigger to make sure switch is on falling edge.
Select Sink, Points (Open Collector) for Output Signal Type.
Hit F10 after each selection or Send all to ECM.



Crank Delay

Under Configuration, go to fuel or (Ctrl-U) and set the Start Fuel Delay to 1 Crank Rotation and Enable, then hit F10.
This will prevent excess fuel during startup by synchronizing the ECM & DIS 8.



Installing the ACCEL/DFI Dual Sync Distributor.

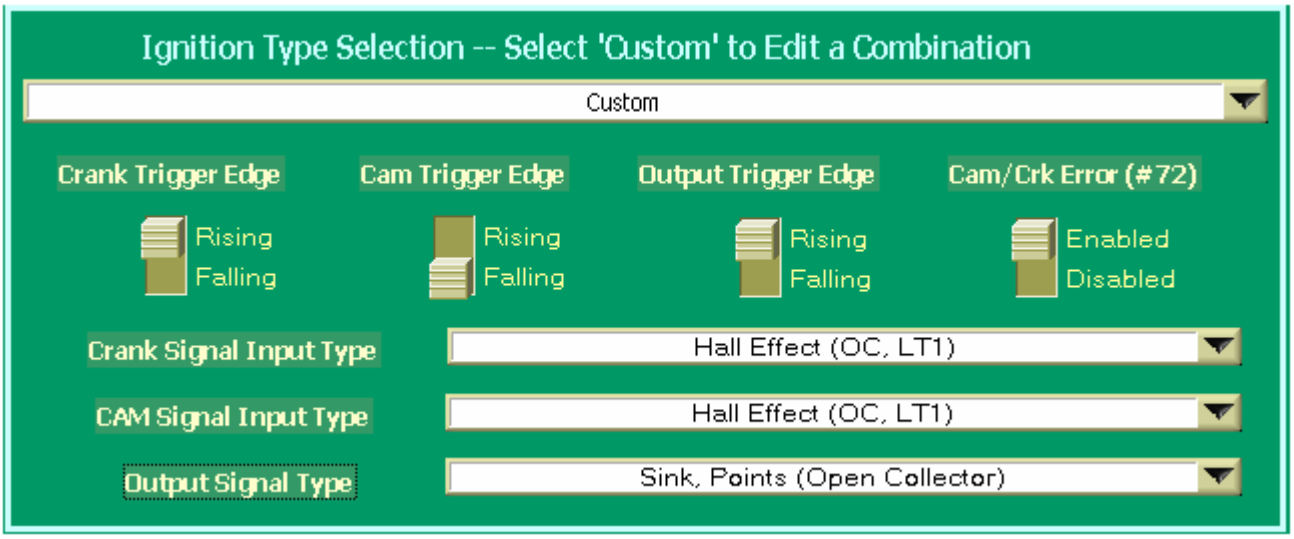
Example using Small Block Chevy application:

1) Rotate balancer until Top Dead Center # 1 Cylinder.
2) Install distributor in engine and plug in connectors. Make sure 8 Channel box is fully connected.
3) ***(Note: disconnect fuel injector harness, remove any tools that might be attached to any rotating part of the engine, rotating the distributor housing can cause engine kick back or rotation if fuel exists in the combustion chamber, make sure all spark plug wires are connected, and do not touch coils primary wires while key is on or while cranking engine***. Refer to Caution section on page 3 for all warnings).
4) With ignition key ON, rotate the distributor housing counter clock wise until **Blue Light** goes out; continue until the **Red light** goes out and when the **Red Light** comes back on ***STOP.*** Your crank trigger edge is now on the rising edge, tighten distributor. Disregard if **Blue Light** comes back on. Now your Dual Sync Distributor is in Sync with the ECM and 8 Channel ignition. ***(Note: always rotate housing opposite rotor rotation on any engine application when setting up dual sync distributor to set cam/crank trigger positions.)***
5) Reconnect Injector harness, start the engine, Check the Force Timing box and set to 25 Degrees, hold RPM at 2000 to stabilize valve train, using a timing light check and make sure the timing is synced with the Forced Timing Value. If timing if incorrect, loosen distributor and adjust accordingly. When finished, click on the Force the timing box to return timing control to ECM.
6) Now you are ready to tune.

DIS 8 With ACCEL DFI or other fuel Injection systems using the Crank Trigger / Cam trigger with Hall Effect Sensors

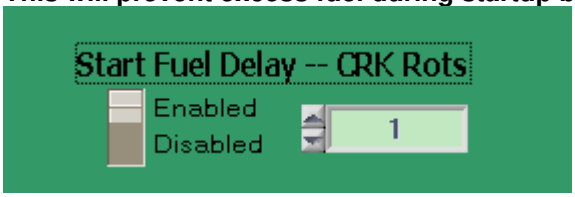
Under Ignition Type, Select Custom in the Systems Screen.

Then:
Select Hall Effect under Crank Signal Type, switch crank trigger edge to rising.
Select Hall Effect under Cam Signal Type, check cam trigger to make sure switch is on falling edge.
Select Sink, Points (Open Collector) for Output Signal Type.
Hit F10 after each selection or Send all to ECM.



Crank Delay

Under Configuration, go to fuel or (Ctrl-U) and set the Start Fuel Delay to 1 Crank Rotation and Enable, then hit F10.
This will prevent excess fuel during startup by synchronizing the ECM & DIS 8.



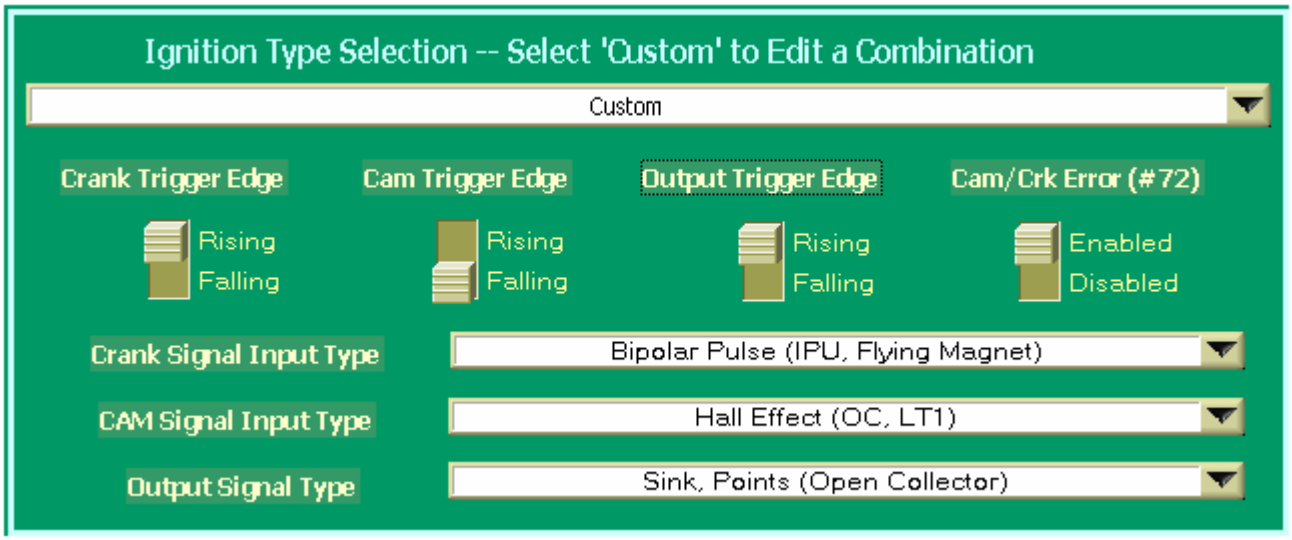
Cam/Crank Deg Position when not using Hall Effect Sensors

1) Rotate Crank to 45 Degrees Before Top Dead Center # 1 Cylinder, set Cam Sensor to falling edge of trigger. **NOTE CAM Sensor Must be a Hall Effect (12 volt square wave signal open collector).**
2) Rotate crank to # 1Top Dead Center, set crank sensor on rising edge of trigger.
3) Start the engine, Check the Force Timing box and set to 25 Degrees, hold RPM at 2000 to stabilize valve train, using a timing light check and make sure the timing is synced with the Forced Timing Value. If timing if incorrect, loosen distributor and adjust accordingly. When finished, click on the Force the timing box to return control to ECM.
4) Now you are ready to tune.

DIS 8 With ACCEL DFI or other fuel Injection systems using an IPU Crank Trigger / Hall Effect Cam trigger.

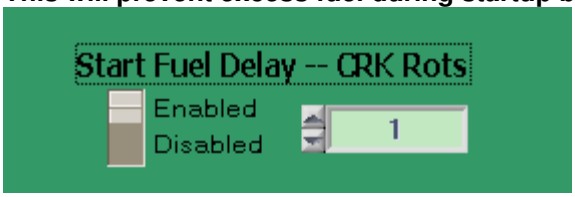
Under Ignition Type, Select Custom in the Systems Screen.

Then:
Select IPU (Bipolar Pulse) under Crank Signal Type, switch crank trigger edge to rising.
Select Hall Effect under Cam Signal Type, check cam trigger to make sure switch is on falling edge.
Select Sink, Points (Open Collector) for Output Signal Type.
Hit F10 after each selection or Send all to ECM.



Crank Delay

Under Configuration, go to fuel or (Ctrl-U) and set the Start Fuel Delay to 1 Crank Rotation and Enable, then hit F10.
This will prevent excess fuel during startup by synchronizing the ECM & DIS 8.



Cam/Crank Deg Position when not using DFI IPU/Hall Effect Sensors

1) Rotate Crank to 45 Degrees Before Top Dead Center # 1 Cylinder, set Cam Sensor to falling edge of trigger. **NOTE CAM Sensor Must be a Hall Effect (12 volt square wave signal open collector).**
2) Rotate crank to # 1Top Dead Center, set crank sensor on rising edge of trigger.
3) Start the engine, Check the Force Timing box and set to 25 Degrees, hold RPM at 2000 to stabilize valve train, using a timing light check and make sure the timing is synced with the Forced Timing Value. If timing if incorrect, loosen distributor and adjust accordingly. When finished, click on the Force the timing box to return control to ECM.
4) Now you are ready to tune.

Handheld Controller

The controller has a 9-pin DSUB socket which plugs into the on the end panel. The controller does not need to be plugged in for the ignition to run, only to change the settings. The control "modes' are as listed below.

Setting	Range / Resolution	Action
Main RPML	1000-12800/100 RPM	Set maximum RPM limit
Auxiliary RPML	1000-12800/100 RPM	12 volts to White wire Pin "F" on the Accessories connector activates the AUX RPML
High Speed Retard #1	.1-15 Degrees/.1 degrees	12 volts to Yellow wire Pin "D" on the Accessories connector activates the High Speed Retard #1
Auxiliary RPML 2	1000-12800/100 RPM	12 volts to Purple wire Pin "E" on the Accessories connector activates the RPM Limit #2
Start Retard	0-10 Degrees/.1 Degrees	Active only below 500 RPM
Window RPM Switch LO Activation RPM	1000-12800/100 RPM	Supplies ground to the Red wire Pin "A" on the Accessories connector. Activation RPM (low end of RPM window)
Window RPM switch HI De-activation RPM	1100-12800/100 RPM	Disables ground on the Red wire Pin "A" on the accessories connector. De-activation RPM (upper end of RPM window)
RPM Switch 2	1000-12800/100 RPM	Supplies ground to the Black wire Pin "B" on the Accessories connector at set RPM.
RPM Switch 3	1000-12800/100 RPM	Supplies ground to the Orange wire Pin "C" on the Accessories connector at set RPM.
Boost Retard	.1-4 Deg/PSI of boost/.1 Degrees	Retards Timing by number of degrees per pound of boost. A 2 or 3 bar MAP sensor is required.
Number of Cylinders	4,5,6,8,10,12	Set number of Cylinders
MAP Sensor	2 is 2-bar sensor, 3 is 3-bar sensor	A MAP sensor that has a .2-4.8 volt output for the full range can be used.

Trigger Mode		Select either "8 Channel/Input" or "Cam/Crank" Input.
Ignition Type		Select either "Waste Spark" (coil fires two cylinders) or "Coil Per Cylinder".
Firing Order		Select a preset firing order or "Custom Set" and enter your own.

To set the modes, plug the controller in and turn on the ignition. After a brief pause, the controller display will light up. Use the "MODE" keys to select the desired mode, and then use the "VALUE" up/down keys on the right side to change the values. Once you have set the values, you can either turn the power off and unplug the controller, or just leave it plugged in. If you hold any key for 1 second, it will auto-repeat.
Note: The ignition key must be turned off for 10 seconds in order for Ignition Type or Firing Order changes to take effect.

Accessories

All outputs are Active Low (DIS 8 supplies ground) Limited to 5 amp maximum.

Window RPM switch Output- This output is set with the handheld controller, in the RPM window HI and the RPM window LO. At the Window RPM LO set point the DIS 8 will ground the RED wire pin "A" on the Accessories Harness at the set RPM *activating* an electrical device. On the Window RPM HI set point the DIS8 will *deactivate the ground*, turning off the device activated with the RPM LO setting. Example: Use this function to turn on and off a nitrous solenoid at a set RPM.

RPM switch #2 Output- With this output the DIS 8 will ground the Black wire pin "B" on the Accessories Harness at the set RPM *activating* an electrical device.

RPM switch #3 Output- With this output the DIS 8 will ground the Orange wire pin "C" on the Accessories Harness at the set RPM *activating* an electrical device.

All Inputs require +12 volts to operate

Retard #1 Input – Supplying 12 volts to the Yellow wire pin "D" on the Accessories Harness will cause the DIS 8 to retard the timing by the amount of degrees set. When 12 volts is removed this function is deactivated. Example: Use this function to retard timing when nitrous solenoid is activated.

Auxiliary RPM Limit #2 Input – Supplying 12 volts to the Purple wire pin "E" on the Accessories Harness will cause the DIS 8 to limit RPM to the AUX RPML 2 set point. When 12 volts is removed this function is deactivated. Example: Use this function to limit RPM during the burn out.

Auxiliary RPML Input- Supplying 12 volts to the White wire pin "F" on the Accessories Harness will cause the DIS 8 to limit the RPM to the AUX RPM set point. When 12 volts is removed this function is deactivated. Example: Use this function to limit RPM while on the trans brake.

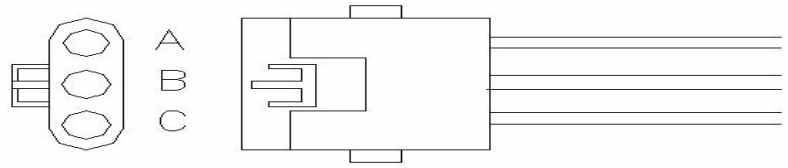
***Note:** Use only the Rev limiters built into the DIS 8. If you use a rev limit from another source (like GEN 7) the DIS 8 will loose the Cam Synchronization causing DIS 8 to stop firing until the next cam sync pulse is received.

MAP Sensor Input

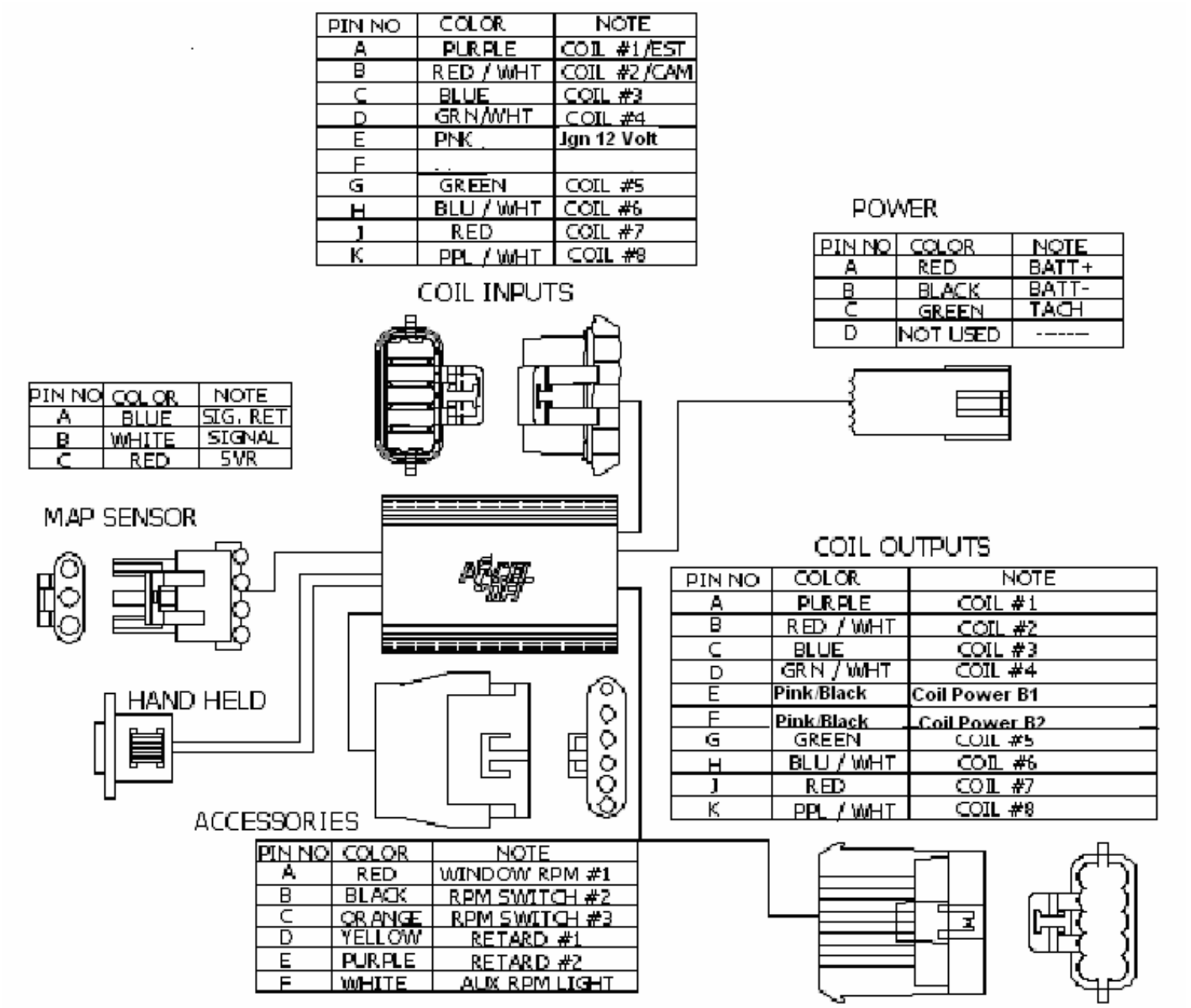
The Optional MAP sensor circuit retards the timing as a function of the boost pressure. Mode "Boost Deg/PSI" sets the number of degrees retard per pound of boost. The reference level for the boost retard system is set by reading the MAP sensor after key-on, but before the engine starts cranking. To ensure a stable reference, turn the key on until the control display light up, and then start the engine. Once the reference is set, subsequent minor barometric pressure variations will not substantially change the calibration. If you go from sea level to high altitude or vice-versa, it is a good idea to reset the reference level, by cycling the ignition key to the OFF then ON position. A MAP sensor that has a .2-4.8 volt output for the full range can be used. ACCEL DFI offers 1, 2 & 3 BAR MAP sensors.

PIN	Connection	Wire Color
A	Signal Return	Blue
B	MAP Signal	White
C	5 Volt Reference	Red

Map Sensor	Sensor Range	Part Number
1 BAR	Vacuum Only	74764
2 BAR	Vac to 15 PSI	74776
3 BAR	Vac to 30 PSI	74777



Harness Schematic Overview



PIN NO	COLOR	NOTE
A	PURPLE	COIL #1/EST
B	RED / WHT	COIL #2/CAM
C	BLUE	COIL #3
D	GRN/WHT	COIL #4
E	PNK	Ign 12 Volt
F		
G	GREEN	COIL #5
H	BLU / WHT	COIL #6
J	RED	COIL #7
K	PPL / WHT	COIL #8

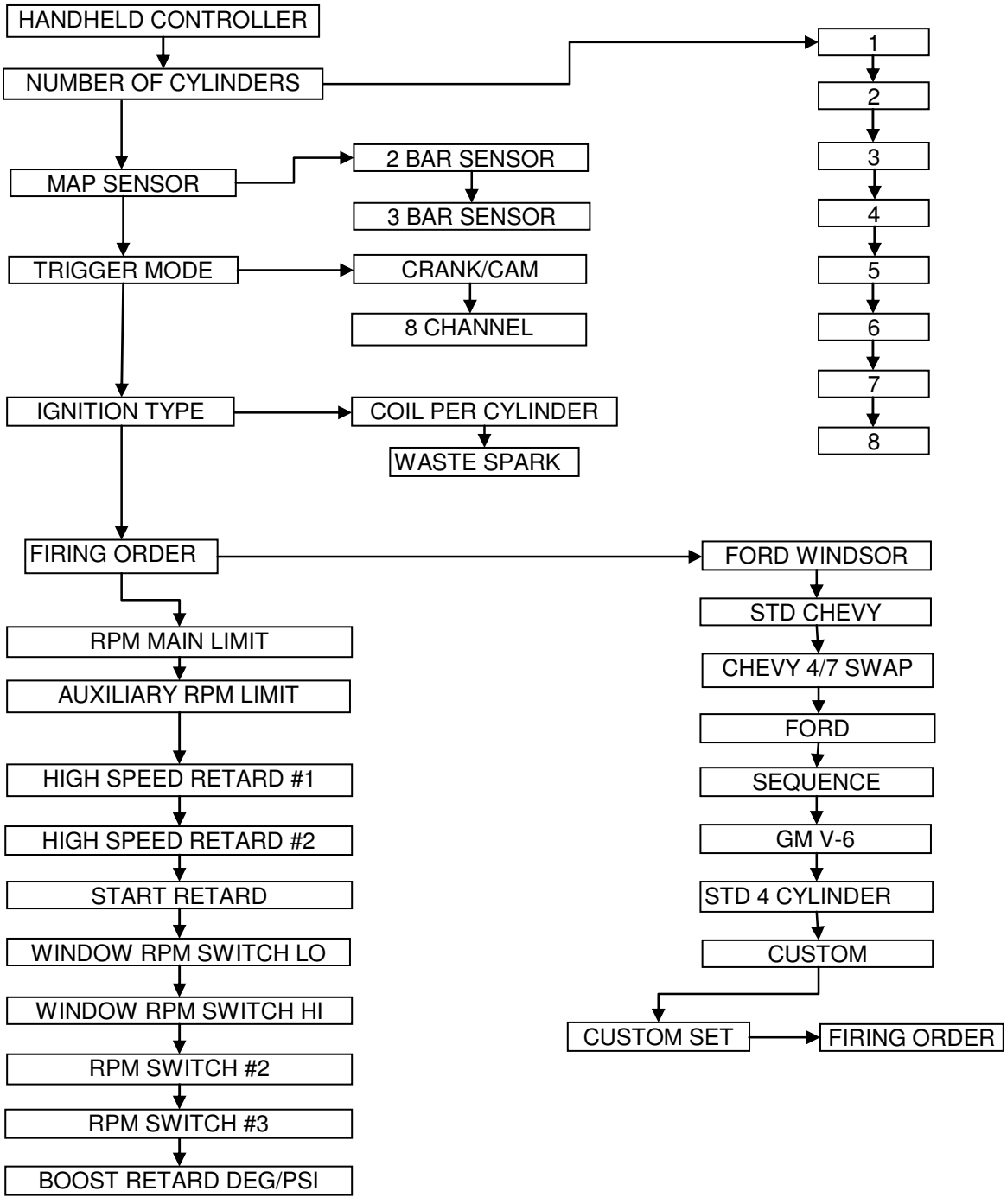
PIN NO	COLOR	NOTE
A	RED	BATT+
B	BLACK	BATT-
C	GREEN	TACH
D	NOT USED	-----

PIN NO	COLOR	NOTE
A	BLUE	SIG. RET
B	WHITE	SIGNAL
C	RED	5VR

PIN NO	COLOR	NOTE
A	PURPLE	COIL #1
B	RED / WHT	COIL #2
C	BLUE	COIL #3
D	GRN / WHT	COIL #4
E	Pink/Black	Coil Power B1
F	Pink/Black	Coil Power B2
G	GREEN	COIL #5
H	BLU / WHT	COIL #6
J	RED	COIL #7
K	PPL / WHT	COIL #8

PIN NO	COLOR	NOTE
A	RED	WINDOW RPM #1
B	BLACK	RPM SWITCH #2
C	ORANGE	RPM SWITCH #3
D	YELLOW	RETARD #1
E	PURPLE	RETARD #2
F	WHITE	AUX RPM LIGHT

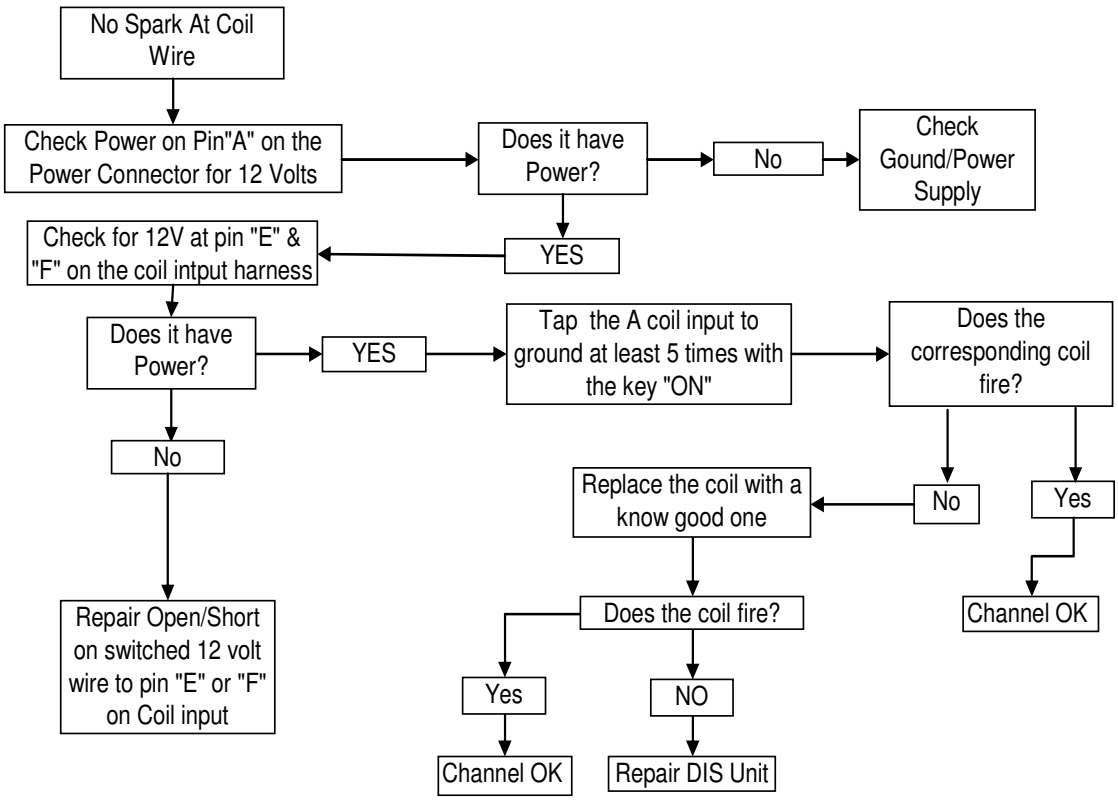
Handheld Controller Menu Flow Flowchart



Trouble Shooting

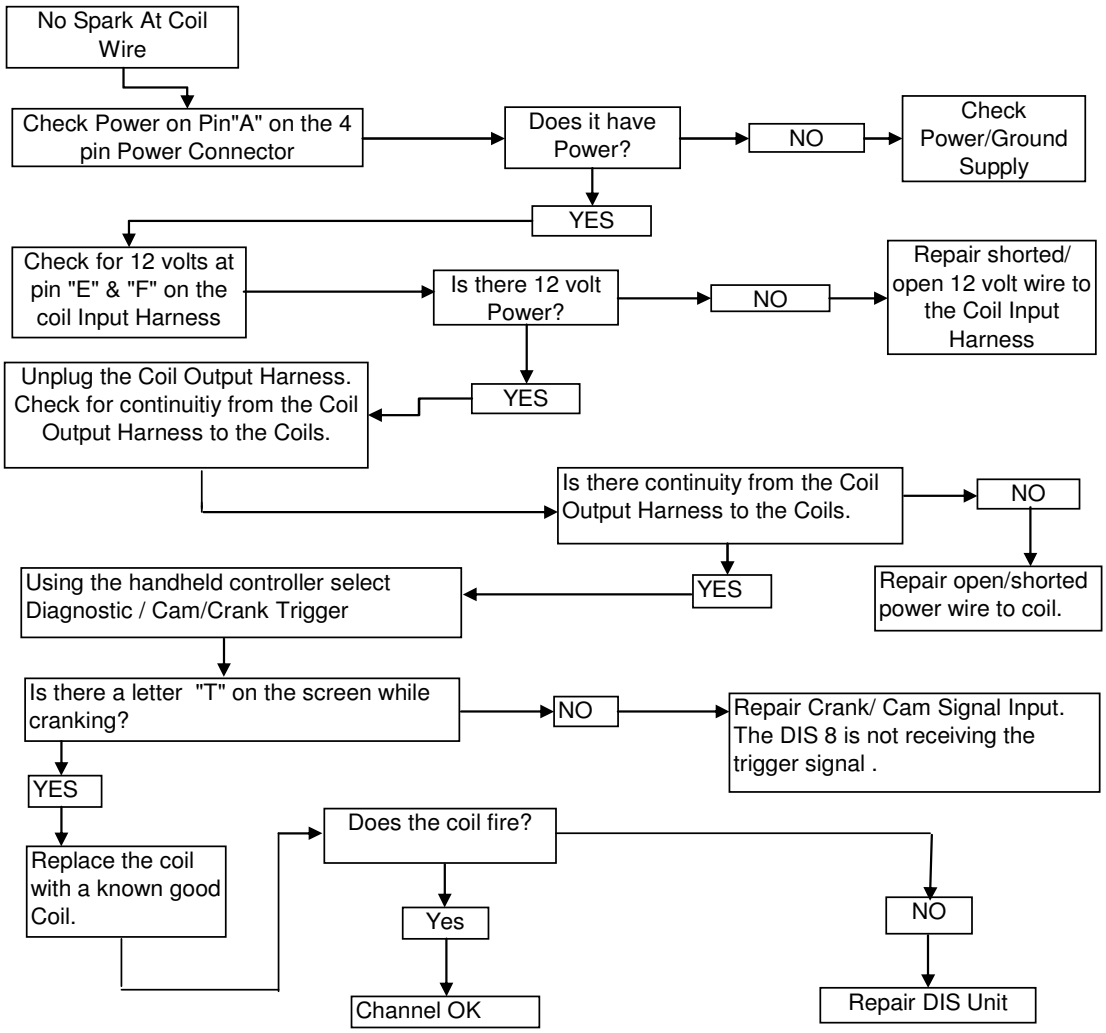
No Spark 8 Channel Mode:

Note: DO NOT Probe the Coil Output Harness. High voltage may cause INJURY.
If you need to check the Coil Output Harness, unplug it from the DIS 8.



No Spark Cam/Crank Mode:

Note: DO NOT Probe the Coil Output Harness. High voltage may cause INJURY.
If you need to check the Coil Output Harness, unplug it from the DIS 8.



Caution/Warnings

Do Not touch output/primary coil wires with key ON or while the engine is running. *(Primary and Secondary outputs contain High Voltage that can be lethal or can cause severe injuries)*
Do Not attempt to weld on vehicle with Ignition box still hooked up.
Do Not leave ignition key on or attempt to crank starter while charging battery; we prefer that the battery is disconnected while being charged.
Never manually rotate the crankshaft with the ignition key on unless injectors are disconnected and all the fuel has been exhausted from the engine. Kick backs or engine rotations can occur resulting in lethal or severe injury.

Installation of this product signifies that you have read this document and agree to the terms stated within.

Due to the technical nature of ACCEL DFI products, we are unable to answer technical questions via the Internet. If you have any questions, Please call the ACCEL DFI Technical Support hotline. **Tech Line: 1-248-380-2780** from 8:30 am – 5:30 pm, Monday-Friday, Eastern Standard Time.

Warranty

Factory Direct Limited Warranty. All Accel/DFI Products* are warranted against defects in materials or workmanship. Accel/DFI liability under this warranty shall be limited to the prompt repair correction or replacement of any defective part of the product which Accel/DFI determines to be necessary. This Limited Warranty is to the original purchaser for as long as he or she owns the vehicle on which the product is originally installed, providing all the information requested is furnished. You must retain a copy of your original sales invoice or receipt. Without proper documentation, this warranty is void.

Resold units are NOT covered under this warranty.