

# Pro Mag Power Grid Controller PN 8771

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**Note:** The PN 8771 has a mandated NHRA Top Speed Limiter that is non-adjustable. This Speed Limiter retards the ignition timing at the NHRA authorized specifications for Top Fuel Dragster and Top Fuel Funny Car. This mandated speed limiter is not designed for higher rpm applications such as blown alcohol classes.

### **Parts Included:**

- 1 Controller, PN 8771
- 4 Vibration Mounts and hardware
- 6 Gold Amp Terminals for Mag Pickup Trigger Cables
- 2 Mag Pickup/Deutsch Connector Harness
- 1 MSD View Software CD

### **OVERVIEW**

The Pro Mag Power Grid Controller (PGC) is designed specifically for use with the MSD Pro Mag 44 in top fuel racing applications. The Controller, PN 8771, provides racers the opportunity to control the ignition timing and rpm through the use of a PC. The PGC has dual outputs so it can be used with single or dual Pro Mag 44 Amp systems. It is recommended to use the Controller with a crank trigger system using non-magnetic pickups. (It will function with the Pro Mag's internal pickup, but is not recommended for the most accurate timing.)

Programming the Controller is achieved through proprietary MSD software called MSDView. The software can be installed on a Windows based PC with the supplied CD or can be downloaded at www.msdperformance.com. This software allows users to create and store up to 12 different timing maps that can be loaded quickly as track conditions change. See page 2 for installation of the View software.

For racers that are moving from the MSD Pro Mag Digital Timing Control and Graphic Editor (PN 8971 and PN 7570), the Power Grid allows you to copy your existing timing maps into the new View software program. See page 6 for steps to copy the existing timing maps.

**Note:** A heavy duty microswitch is required as a wide open throttle switch. The micro-switch should be mounted near the top of the pedal so it can react quickly. An air activated switch is not recommended unless it is a very fast responding design.

**IMPORTANT:** When the Power Grid Pro Mag Controller is installed, it is important to note that the ignition timing will be 5° retarded. This is due to the Controller's improved trigger pickup compensation circuit. The timing must be reset to your engine's specifications.

### **MSD VIEW SOFTWARE INSTALLATION**

The View Software is included and can be downloaded. It is also recommended to check www. msdperformance.com for any updates to the software by looking at the version number. To install the software follow the procedure below.

- 1. Insert the supplied installation CD on your Windows based PC. Wait up to 30 seconds and the CD will auto run. If the process does not begin automatically, go to your PC's File Manager and locate the CD drive. Double click on "Setup File".
- 2. Select "Click here to Install Version 3.3.3.0 or higher.
- 3. Once loaded, your desktop will have an MSD View and MSD Review icon. Click on the MSD View icon and accept the agreement. Drive the installation to your program files folder, press the enter key. The installation will complete, select OK.
- 4. The View software is available to open and use. The Controller does not need to be connected to run the software.
- 5. When the View Icon is selected, a window will open. Go to File, Open and scroll down to 8771. Double click to open the program (Figure 1).

MsdView		_		_ <b>_</b> ×
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	Organize 🔻 New folder		:= - 🔟 🔞	
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CLICK FILE	E Desktop	1730	12/17/2014 8:30 PM	
SELECT OPEN	😌 Dropbox	1760	12/17/2014 8:30 PM	
CHOOSE 8771	🖳 Recent Places	7761	12/17/2014 8:30 PM	
	🐌 Downloads	7762	12/17/2014 8:30 PM 12/17/2014 8:30 PM	
	😂 Libraries	7764	12/17/2014 8:30 PM	
	Documents	8771	1/7/2015 10:20 AM	=
	Music	77631	12/17/2014 8:30 PM	
	Pictures	Jacob 87712	1/5/2015 4:18 PM	
	Videos	🐌 Log	1/8/2015 8:05 AM	-
		▼		-
	File name:	•	mff files (*.mff)	
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Figure 1 Open the View Program.

# PROGRAMMING

The View Software can be opened without having it connected to the Power Grid Controller. This is recommended to get comfortable with the navigation and menus before connecting the PC to the Controller.

This installation guide is designed as more of an overview to get you into the software and programming. The View software has a concise and easy to use Help menu, navigation tips and by hovering the cursor over an area will bring up a pop up window with a definition or tip.

🚰 MsdView 8771	
File Edit Connect View Data Acquisition Window Help	gers LOCKED Clear Miss History
SETTINGS GRITION TIMING DATA ACQUISITION	Monitor Gauge 1
SETTINGS	Name Value Units
Function Value Units	
Maximum Timing Reference 65.0 DEG BLUETOOT	H TIMING TRIGGER
LUU SEC	
Pedal Retard 10.0 DEG STATUS	LOCK
Pedal Retard Time 0.00 SEC	MONITOR AREA
Pedal Ramp Time 0.10 SEC	
Î Î	
TO CHANGE VALUES CLICK ON THE NUMBER	
	SELECTIONS Selected Name
	Engine RPM 1
	Engine RPM 2
	Ignition Timing

Figure 2 View Software Settings Screen.

The View Software has three tabs; Settings, Ignition Timing and Data Acquisition. The first two, Settings and Ignition Timing are used for programming the Controller. Data Acquisition will be covered later in this guide.

### **SETTING TAB**

- **Maximum Timing Reference:** This is the timing position of the crank trigger pickup. All timing adjustments are based on this value. It must match the timing light reading (when no retards are active).
- **Inhibit WOT Retard:** This setting provides an amount of time to inhibit the Pedal Retard from occurring. This time is set from the launch point so the driver can pedal the car off the line without the timing being affected until the programmed inhibit time passes. Adjustable from 0-10 second.
- **Pedal Retard:** Program a timing retard value that occurs when the pedal is lifted. Adjustable from 0°-30° in 0.1° increments.
- **Pedal Retard Time:** Set the amount of time that it takes for the timing to ramp back to the timing curve. Adjustable from 0-2.50 in .01-second increments.
- **Pedal Ramp Time:** Set an amount of time for the WOT retard to ramp back to 0° retard. Adjustable from 0-2.50 in .01-second increments.

### **INITIAL CONNECTION - DRAGSTER OR FUNNY CAR**

There is one important step that occurs when the software and unit are initially connected together; to select either Funny Car or Dragster. During the initial connection, a window will come up asking you to declare whether the controller is being used on a Funny Car or Dragster. Choose your application carefully because this setting will be locked into the unit and can only be unlocked by NHRA.

# **IGNITION TIMING TAB**

This tab allows you to easily create, store, compare and activate timing maps. On the left there are up to 12 different timing maps that you can view on the timing chart which shows time horizontally (0-6 seconds) and ignition timing retard from  $0^{\circ} - 30^{\circ}$  retard.

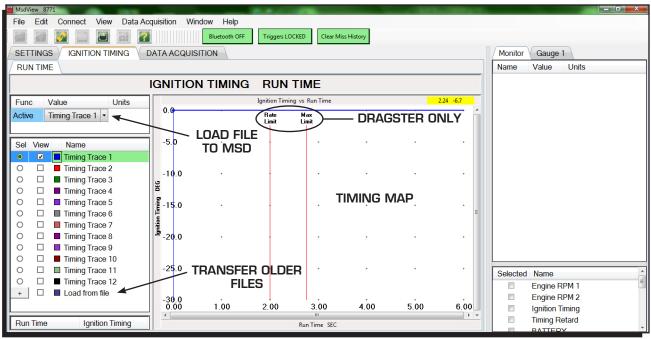


Figure 3 View Software Ignition Timing Screen.

**Note:** When used on a Top Fuel Dragster, the timing chart has two red lines; Rate Limit and Max Limit. These limits are part of the NHRA mandated speed limiting setting and only pertains to dragsters. These indicators will limit the timing values that can be programmed.

# TIMING TRACE BOX

The timing trace box on the left of the screen shows 12 Timing Traces. This allows you to program different files for use as track and weather conditions change. Each trace can be viewed on the timing map, but only one can be modified at a time. There are two columns, Sel for Select and View.

Select: This determines which Trace you want to modify on the map. Only one can be selected at a time.

View: When selected, this shows the Trace on the map. Multiple Traces can be viewed at one time to compare.

**Renaming:** The name of each file can be modified by right clicking on the name.

Color: The color of each trace can be changed by clicking on the color box and selecting a new color.

### **GENERAL TIPS TO CREATING A TIMING MAP**

The best way to familiarize yourself with the software is to use it and create different curves and changes but following are a few steps and tips.

- Select the Timing Trace to be modified.
- With the cursor positioned over the timing map, right click to add a dot to create the timing points. Also note that when you right click, you have the ability to Copy, Paste, Zoom and Pan.
- When a dot is highlighted, the values are shown on the screen
- A dot can be moved with the keyboard arrows as well as with the mouse
- To input values manually, place the cursor in the Run Time or Ignition Timing columns under the Timing Trace menu. Note that any timing values MUST be entered with a negative (-) value
- · Any modifications to a curve are instantly saved as that Trace

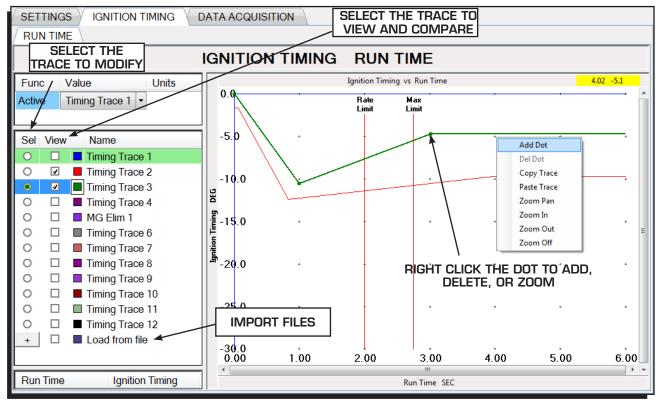


Figure 4 View Software Ignition Timing Screen.

# TRANSFERRING A TIMING CURVE TO THE CONTROLLER

To activate a Timing Curve, the Controller must be connected via the USB or through Bluetooth. Locate the area above the 12 Timing Traces that shows "Active" with a pull down menu next to it. Select the Timing Trace to be loaded and click on it. Notice that the bar at the bottom of the screen that is green with "On Line" changes to orange while the file transfers. Also, note that the Trace that is active in the Controller is now highlighted with a green bar in the list of timing traces.

### **IMPORTING TIMING FILES FROM AN MSD PN 8971 CONTROL**

For racers moving from the PN 8971 Control and Touch Screen Module there is a Copy-Paste feature that allows you to import your original timing maps.

- 1. From the Ignition Timing screen, locate the 'Load from file' title at the bottom of the Timing Trace menu. Select the + button.
- 2. This takes you to the PC's file manager. Locate the map you want to transfer and double click.
- 3. The file comes up in the Timing Trace menu. Select it and right click to Copy
- 4. Move the cursor over the Timing Trace to select the file to and select it. Right click and to paste.

When copying a file, a window will open and ask if you want Offset the File? This allows you to shift the file by timing, time or the first/last or max points on the map.

### **MONITOR AND GAUGES**

The View Software allows you to monitor the engine in real time during warm up or anytime the PC is connected. On the right of the screen there are two tabs, Monitor and Gauge. At the bottom there is a selection of parameters to view. By selecting one, or all of the choices, the engine parameter will show up in the top window.

Monitor Gauge 1 Gauge 2				
Name	Value	Units		
Engine RPM 1	0		1	
Engine RPM 2	0			
BATTERY	15.3	VOLTS		
CAM SYNC	OFF			
WOT Input	OFF			
Input Difference		DEG		
Ignition Timing	64.0	DEG		
Selected Name				
🛛 Engin	Engine RPM 1			
	Engine RPM 2			
Ignitic	Ignition Timing			
	Timing Retard		Ξ	
	BATTERY SELECT EACH VALUE			
	CAM SYNC TO MONITOR IN REAL			
WOT WOT		TIME ABOVE		
	Reset Input			
	Recordings			
	Run Time			
	Input Difference Current Input Miss 1			
Curre	nt Input N	/IISS I	-	

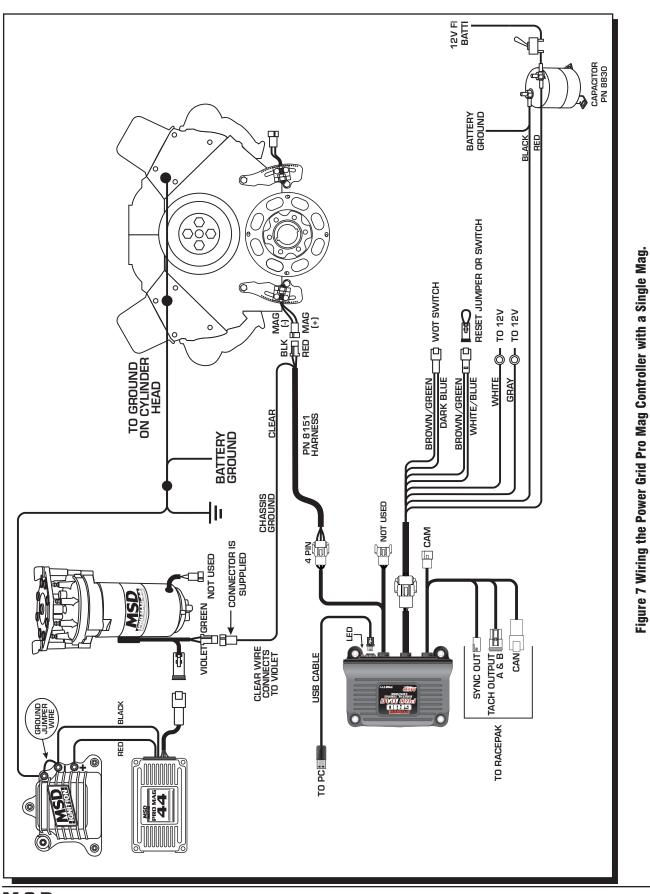
Figure 5 View Software Monitor.



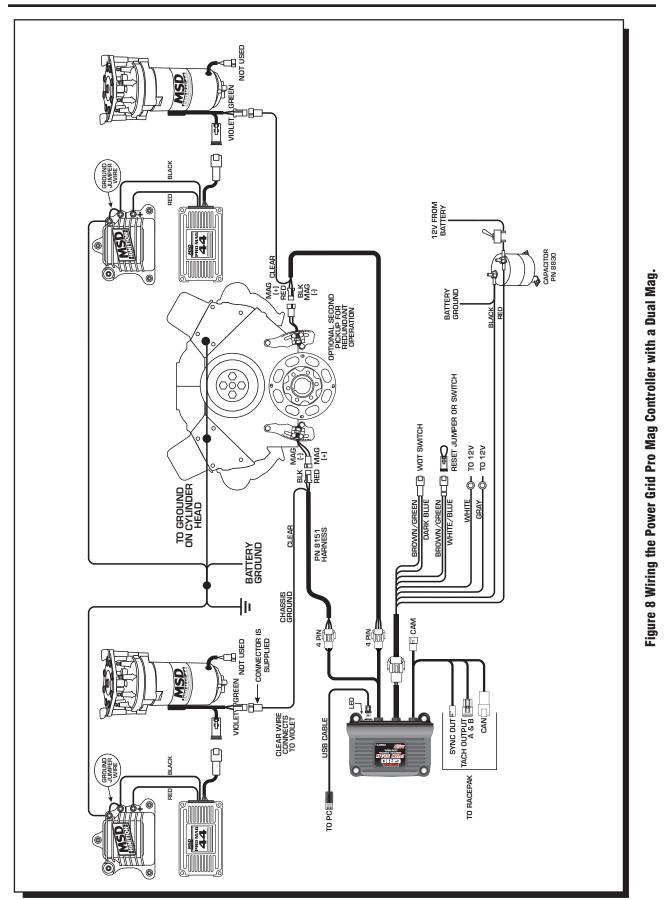
Figure 6 View Software Gauges.

	SYNC OUT 2-PIN SOCKET					
PIN	Color	GA	Function			
1	LT BLUE	18	SIGNAL			
2	BROWN	18	REF GROUND			
			CAM - 3-PIN SOCKET			
1	RED	18	12V			
2	VIO/BLU	18	SPEED			
3	GREEN	18	REF GROUND			
			TACH - 3-PIN DEUTSCH			
1	GRAY	18	ТАСН А			
2	WHITE	18	ТАСН В			
3	BLACK	18	GROUND			
			8-PIN DEUTSCH CONNECTOR			
1	RED	18	SW 12V Via PN 8830 Capacitor			
2	BRN/GRN	18	GROUND OUT When unit is powered ON			
3	BRN/GRN	18	GROUND OUT When unit is powered ON			
4	WHT/BLU	18	TIMER RESET SW			
5	BLUE	18	SIGNAL INPUT - Controller Timer begins when ground is supplied			
6	WHITE	18	LED - Ground, Alerts when Timer begins			
7	GRAY	18	LED - Ground , Alerts when Timer reset and armed.			
8	BLACK	18	GROUND - Battery Negative through PN 8830 Capacitor			
			MAG PICKUP, 4-PIN DEUTSCH			
1	GREEN	18	MAG-			
2	VIOLET	18	MAG+			
3	YELLOW	18	TRIGGER OUTPUT WIRE			
4	BLACK	18	SHIELD			
	CAN, 4-PIN DEUTSCH					
1	WHITE	18	CAN HI			
2	BLACK	18	CAN LO			
3	RED	18	12V			
4	BLACK	18	GROUND			

#### WIRING



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### **INITIAL START UP**

Once the Power Grid Controller is installed and ready to fire, there are a few items to take into consideration. We've outlined a couple of the key items.

#### **Reset Jumper**

A connector is supplied that jumps the Brown/Green and White/Blue wires together that should be installed during engine warm up and burnouts. This keeps the timer of the Power Grid from starting and running through the timing settings. Once the car is poised to make a pass, this connector should be removed. It can also be wired through a switch.

#### **Pickup Input Difference**

During warm-up in the pits, it is required to check the input difference of the two crank trigger pickups

(on dual mag setups). The PC needs to be connected with the engine running. This will help you 'zero-in' on the pickups being at exactly the same timing. It is important to note that if there is a failure to one pickup circuit, the Power Grid will use the other pickup to trigger both channels. If the two pickups are not equal, the change in timing could affect the engine's performance.

With the View software open, go to the Monitor window and select "Input Difference" from the menu in the bottom window (Figure 9). In the gauge window, a gauge will show up and will display the timing difference between the two pickups when the engine is running. Note that the button on top must be selected as "Triggers Unlocked". This can be verified with a timing light.

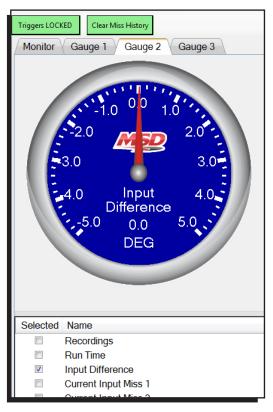


Figure 9 Input Difference Gauge.

#### **BLUETOOTH**

The Power Grid Controller is equipped with Bluetooth technology so a PC does not need to be connected through a cable. Once the Power Grid is paired with a PC, it will always search for that PC first. The connection is password enabled and will not allow a connection from a different PC (more than one PC can be configured).

For the initial setup of the Bluetooth connection, the unit must be powered on and connected through the USB to the PC. Open the View software. Next, locate the Bluetooth icon on your desktop and click it (Figure 10) and select Open Settings. Another window will open and you MUST select "Allow Bluetooth Device to find this computer".

Move the cursor back to the View software and click on the green Bluetooth ON button in the top center of the screen. A menu will open and show your device, click Pair to activate the connection. To confirm that the Bluetooth connection at any time, it is verified at the lower left corner of the View software by showing a COM#\_BT, (Figure 11).

**IMPORTANT:** Program changes cannot be made via Bluetooth when the engine is running though you can still monitor the engine's variables. There will be no communication when the engine is running over 3,000 rpm.

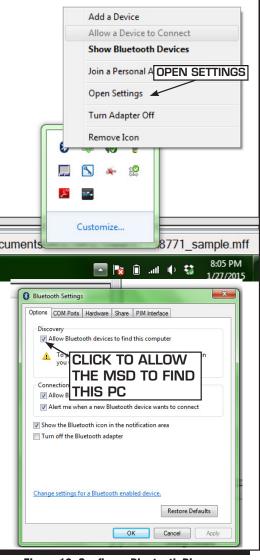


Figure 10 Configure Bluetooth Discovery.

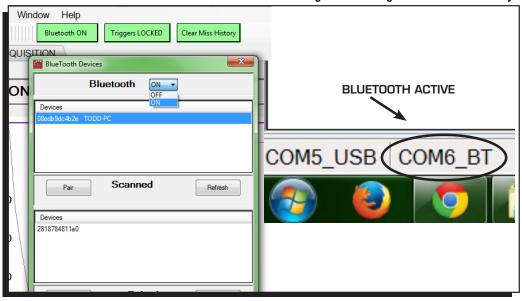


Figure 11 Bluetooth Connection.

The ignition data from each run is saved on an 8M internal flash memory chip that will hold approximately 30 minutes of data recording. After saving events to your PC, erase the files from the Power Grid to ensure new recordings will be available.

MsdView 8771					
File Edit Connect	View Data Acquisition Window Help				
🜌 🍝 🔯 🚞	Bluetooth ON Triggers LOCKED Clear Miss	Histo			
SETTINGS	N TIMING DATA ACQUISITION				
SETTINGS	IELS RACEPAK				
	DATA ACQUISITION SETTINGS				
Function	Value Units				
Start Recording Above	2000 RPM				
Stop Recording Below	1000 RPM				
Post-Trigger Time	1.0 Seconds				

The Power Grid System Controller will also easily send the data it records to compatible Racepak data acquisition systems. To connect the two systems simply plug the included VNet connector into an available space on the on the Racepak system. To be compatible the user must have a Racepak Data VNet Logger using DatLink Software v3.7.4 or higher. Default settings will send 5 channels of data to the RacePak system.

Within the Data Acquistion Tab of the View software, there are three sub-tabs; Settings, Channels and Racepak.

# SETTINGS

This tab has three settings controlling when to start and stop a recording. **Start Recording Above:** Select an rpm value to start the

MsdView 8771 Data Acquisition Window Help File Edit Connect View Bluetooth ON Triggers LOCKED Clear Miss History 1 N 2 SETTINGS IGNITION TIMING DATA ACQUISITION SETTINGS CHANNELS V RACEPAK DATA ACQUISITION **CHANNELS** Function Value Units Engine RPM 1 Enable - Select Engine RPM 2 Enable - Select Engine Timing Enable - Select WOT Input Enable - Select Reset Input Enable - Select Trigger IN 1 Enable - Select Trigger OUT 1 Enable - Select Enable - Select Trigger IN 2 Trigger OUT 2 Enable - Select CAM Sync Disable - Select Input Difference Enable - Select Input Fault Enable - Select Disable Ignition Voltage lct

Figure 13 Data Acquisition Channels.

recording of data when the reset jumper is removed.

Stop Recording Below: Select an rpm value that stops the recording.

Post Trigger Time: Add more recording time after the Stop Recording condition has been met.

### **CHANNELS**

Each available data trace within the Power Grid is listed on the Channels tab. Each trace can be disabled individually in order to remove unneeded data and generate smaller files. The Ignition In channel and the Ignition Out channel are high resolution and they generate the most data at high engine rpm. For definitions of each channel, hover the cursor over the function.

### RACEPAK

The Racepak tab allows the user to configure the Power Grid to their Racepak. There are five values

Figure 12 Recording Parameters.

that can be recorded directly to a Racepak system: Engine RPM, Ignition Timing, Wide Open Throttle (WOT), Reset Input and Input Different. The type of Racepak system being used must be selected, either VNet or Pro III systems.

### **OPEN A DATA FILE**

To open a data file after a pass, click on Data Acquisition on the top menu bar of the View screen and select Recordings (Figure 15). The latest run will always have the highest four digits in the file.

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File Edit Connect Vi	ew Data Acquisition Window Help
Markov 🖌 🖉	Bluetooth ON Triggers LOCKED Clear Miss History
SETTINGS IGNITION	TIMING DATA ACQUISITION
SETTINGS CHANNE	SRACEPAK
	DATA ACQUISITION RACEPAK
Function	Value Units
CAN Communication Type	PRO III - Select
Engine RPM	Enable - Select
Engine Timing	Enable - Select
WOT Input	Enable - Select
Reset Input	Enable - Select
Input Difference	Enable - Select
	Disable Enable

Figure 14 Racepak Settings.

Click Apply. A small window will appear that allows you to input useful data from the run, or can be canceled. From there, the ReView program will launch.

One a file is opened, you'll notice a chart in the middle with the data menu on the left. These are all the items that the Power Grid records. By double clicking on each file, the data will open in the screen for your review (Figure 16).

_								
Data Acquisitio	on Window	Data	Acquisition Recordings				23	J
Recording	s F7 👖							
MSD ReVi	ew F8 🚽	Reco	rding Name	Size	Transfer	Delete	*	
ING DATA	ACQUISTION	8771	_32_0141.dag	156 KB				
RACEPAK		8771_	32_0140.daq	124 KB			E	
TUTOLITAK		8771	62_0139.daq	392 KB				
DATA	ACQUIS	871_	32_0138.daq	64 KB				
	LAST RU	NIS	2_0137.daq	272 KB				1E
Units	HIGHEST		2_0136.daq	500 KB				
00 RPM	4 DIGI		2_0135.daq	532 KB				
00 RPM		8771_	32_0134.daq	180 KB				
1.0 Seconds		0771	22 0122 dag	100 1/2			Ŧ	
		Free Space: 2568 KB Apply		Cancel				

Figure 15 Transferring a Data File.

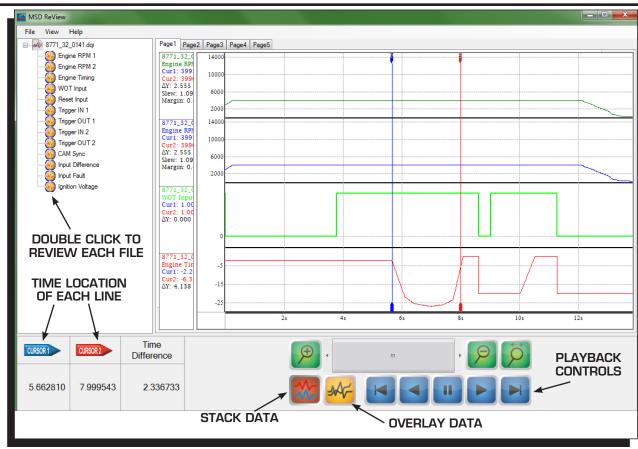


Figure 16 MSD ReView Data Acquisition Files.

### LED

There is an LED on the end panel of the Power Grid that will display Orange, Green or Red. There are also two external wires that can be used to have two cockpit mounted LEDs.

**ORANGE:** During the first 0-1 second of power, the LED will glow Orange when input voltage is greater than 5 volts.

**GREEN:** Once powered up and when the reset wire is 'inactive', the jumper is removed and the inputs are locked, the LED will be a steady Green. If there are any Alerts active, the LED will blink Green.

**RED:** The LED will be a solid RED during the run when the reset wire is 'active'. If there is an Alert, the LED will flash RED. After the run, the LED will be off (when no Alerts are present).

There are two wires that can be connected to 12 volts to power an externally mounted LED to put into the cockpit or a panel for viewing:

LED 2: This is controlled by the White wire. It will be on when the reset wire is active.

**LED 3:** This is controlled by the Gray wire. It will light when the system is armed and the reset wire is not active with the run-time at zero.

## ALERTS

There are a variety of alerts that can arise in the Power Grid System Controller. If there are any errors or other causes of alert, the LED on the front of the controller will show red. Any time the red light shows the alerts should be checked so that errors can be corrected. By default, a pop-up box will appear as soon as an alert is registered. The pop-up window has a check box to disable the pop-ups if desired. The alerts window can also be opened manually two ways. On the bottom bar of the program window pane there is an alert counter that will show the number of alerts present. A single click on the alert counter at any time will open the alert window. The alert window can also be opened by going to the View menu on the task bar.

Low Battery Voltage	Alert becomes active when battery voltage is less than 5V, and engine speed is greater than 50RPM, for 5 seconds consecutively.
High Battery Voltage	Alert is active if battery voltage is greater than 20V.
No Cam Sync	Remove!
Data Acq. Memory Overflow	Alert becomes active when the data-acquisition event queue overflows.
EEPROM CRC Error	Alert becomes active if the calculated EEPROM data checksum doesn't match with the value stored in EEPROM.
EEPROM Write Error	Alert becomes active if attempting to write to EEPROM failed 3 times.
Data Acq. Memory Protection	Alert becomes active when the data-acquisition queue has 90% of pending events or more.
Flash Write Error	Alert becomes active if attempting to write a flash page failed 20 times.
Bluetooth Configuration Fail	Active if the Bluetooth module could not be initialized correctly.
Trigger 1 Input Fault	Active when 2 or more consecutive Trigger 2 inputs ocurred without a trigger 1 input.
Trigger 2 Input Fault	Active when 2 or more consecutive Trigger 1 inputs ocurred without a trigger 2 input.
Flash Free Space Error	Active if the number of stored recordings is greater than 100 or the Flash chip is running out of usable memory.
Flash Error	Active if the flash chip could not be initialized correctly.



# **TECH NOTES**

#### Service

In case of malfunction, this MSD component will be repaired free of charge according to the terms of the warranty. When returning MSD components for warranty service, **Proof of Purchase** must be supplied for verification. After the warranty period has expired, repair service is based on a minimum and maximum fee.

All returns must have a Return Material Authorization (RMA) number issued to them before being returned. To obtain an RMA number please contact MSD Customer Service at 1 (888) MSD-7859 or visit our website at www.msdperformance.com/rma to automatically obtain a number and shipping information. When returning the unit for repair, leave all wires at the length in which you have them installed. Be sure to include a detailed account of any problems experienced, and what components and accessories are installed on the vehicle. The repaired unit will be returned as soon as possible using Ground shipping methods (ground shipping is covered by warranty). For more information, call MSD at (915) 855-7123. MSD technicians are available from 7:00 a.m. to 5:00 p.m. Monday - Friday (mountain time).

#### **Limited Warranty**

MSD warrants this product to be free from defects in material and workmanship under its intended normal use\*, when properly installed and purchased from an authorized MSD dealer, for a period of one year from the date of the original purchase. This warranty is void for any products purchased through auction websites. If found to be defective as mentioned above, it will be repaired or replaced at the option of MSD. Any item that is covered under this warranty will be returned free of charge using Ground shipping methods.

This shall constitute the sole remedy of the purchaser and the sole liability of MSD. To the extent permitted by law, the foregoing is exclusive and in lieu of all other warranties or representation whether expressed or implied, including any implied warranty of merchantability or fitness. In no event shall MSD or its suppliers be liable for special or consequential damages.

\*Intended normal use means that this item is being used as was originally intended and for the original application as sold by MSD. Any modifications to this item or if it is used on an application other than what MSD markets the product, the warranty will be void. It is the sole responsibility of the customer to determine that this item will work for the application they are intending. MSD will accept no liability for custom applications.

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