

INSTALLATION INSTRUCTIONS

Atomic LS EFI Master Kit LS2/LS3, PN 2950

ONLINE PRODUCT REGISTRATION: Register your MSD product online. Registering your product will help if there is ever a warranty issue with your product and helps the MSD R&D team create new products that you ask for! Go to www.msperformance.com/registration.

Thank you for selecting the Atomic LS EFI System! MSD's Atomic EFI systems are designed with two major goals; to simplify EFI and deliver better overall performance from your engine. Simplicity is achieved through wired-less technology to ease installation plus the Atomic is simple to program with no PC required! Performance is delivered through advanced control of the fuel and ignition, just as you'd expect from MSD.

Parts Included:

- | | |
|--|----------------------------------|
| 2 - Integrated Fuel/ECU Rail Assemblies | 1 - TPS Sensor Harness |
| 1 - Power Module | 2 - 90° -6 AN fittings |
| 1 - Handheld Monitor | 4 - -6 AN fittings |
| 1 - Wideband O2 Sensor, Bung and Plug | 1 - 18" High Pressure Fuel Hose |
| 2 - MAP Sensor Adapter Harnesses | 4 - Installation Brackets |
| 2 - Camshaft Sensor Harnesses, 1x and 4x | 4 - Intake Manifold Bolts |
| 2 - Crankshaft Harnesses, 24x and 58x | 8 - Injector Retainers |
| 4 - Injector Harnesses | 8 - 8/32" Socket Head Cap Screws |
| 1 - IAT Sensor and Grommet | 1 - 4G Micro SD Card |

Parts Required, Not Included:

- Injector O-Rings
- Fuel System: Fuel Pump, Regulator, Line
- **LS1 and LS6 Installation Kit** - PN 2955
For use with Master Kit PN 2950. Provides the correct brackets and EV-1 injector connectors for the early car intake manifolds identified by a 3-bolt throttle body.
- Thread Sealer for Intake Bolts

Not legal for use on pollution controlled vehicles: The MSD Atomic LS EFI system is not CARB approved for use on emission controlled vehicles. This system is designed to control the EFI and ignition on LS based engines being retro-fit into older vehicles that do not require emission controls.

WARNING

Installation of this product requires detailed knowledge of automotive systems and repair procedures. Installation of fuel system parts and any fuel tank modifications must be carried out by a qualified automotive technician. Installation of fuel system parts requires handling of gasoline. Ensure that work is performed in a well ventilated area with an approved fire extinguisher nearby. Extinguish all open flames, prohibit smoking and eliminate all sources of ignition in the area of the vehicle before beginning the installation.

When working with fuel systems, eye goggles and other safety apparel should be worn to protect against debris and sprayed gasoline. The finished work must be thoroughly checked to ensure there are no fuel leaks.

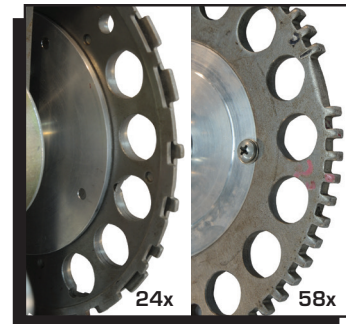
CAPABILITIES

The Atomic LS EFI system is designed to fit OE intake manifolds, as well as some aftermarket intakes. The Atomic EFI is a self-tuning fuel system that continuously adjusts after the basic configuration is complete. There is no laptop programming. Based on the engine descriptors you input, the Atomic will automatically create a base fuel map to get the engine running. Once running, the self learning system will optimize those maps resulting in the best performance possible. If you change altitude, outside temperature, or other factors the Atomic will adjust accordingly, on the fly. This ensures that your engine will produce excellent driveability at all times, even if you drive from the sunny coast to the cold mountains.

The Atomic LS fuel injection system is capable of running the fuel and ignition system of most LS engines. The system incorporates OE style connectors to use with the factory sensors on the engine. The only external sensor required to add is the supplied Wide-Band Oxygen sensor.

There are four main components of the Atomic LS system; the driver's side and passenger side integrated fuel rails, the Power Module and the Handheld Monitor. The ECU of the system is divided onto the fuel rail assemblies and communicate to each other, as well as the Power Module, through MSD's proprietary CAN-Bus technology.

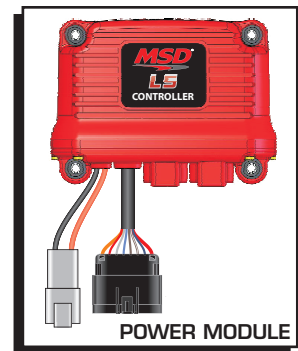
Crankshaft Trigger Wheel ID: It is important to know what crankshaft trigger wheel your engine is fit with. There are two; early engines used a 24-tooth wheel and later model engines use a 58-tooth wheel. These can be identified by removing the crank sensor (located behind the starter) and looking inside the engine (see photo at the right).



Fuel/ECU Rails: The unique fuel rails of the Atomic LS EFI system also incorporate the ECU of the system. The two banks receive power from the Power Module and communicate to the system through MSD's CAN-Bus network. To install the rails to the intake manifold, the covers will need to be removed (which is outlined in the instructions).

Each bank has OEM connectors that plug into the injectors, coils and specific sensors of the engine. Each bank has a ground wire that must be connected to the block. The fuel line inlets of the rail accept -6 AN and -8 AN fittings and internally are equivalent to a -8 line (-6 AN fittings are supplied.)

Power Module: The Power Module of the Atomic LS is the communication hub of the system and provides the high current fuel pump circuit and other input/outputs for optional features. The unit has two ports for the MSD CAN system as well as a wiring harness. There are connections for the WB02, the Handheld Monitor as well as power and communication to the integrated fuel rails.



Programming: The Atomic EFI is a self-tuning fuel system that continuously adjusts after the basic configuration is complete. There is no laptop programming. Based on the engine descriptors you input, the Atomic will automatically create a base fuel map to get the engine running. Once running, the self-learning system will continuously adjust those maps to obtain the desired air/fuel ratio. This feature ensures that your engine will have the right fuel mixture at all times, no matter where you are driving.

Intake Manifolds: The Atomic LS EFI system is designed to fit most OE intake manifolds, as well as some aftermarket intakes. There are different mounting brackets available for several of the key intake manifolds. MSD offers two Installation Kits that are supplied with different injector connects and fuel rail brackets for manifolds such as the LS1 or truck. They are described in the 'Not Included' list of parts above.

Fuel System: The Atomic LS system can be used with return or returnless EFI system. Review the Fuel System Information section starting on page 3 for detailed information.

Wide-Band O2 Sensor: A Wide-Band O2 sensor is supplied in the Atomic LS Master Kit. This sensor is responsible for constantly monitoring the exhaust gases and relaying that information to the ECU where adjustments are constantly made to the fuel delivery in order to meet the air/fuel targets. Only one sensor is required. Page 5 outlines the sensor installation.

Crank Sensor: The LS engine platform has used two different crank position sensors through the years. There is a 24-tooth wheel or a 58-tooth wheel on the crankshaft. The sensor has always been located behind the starter. The 24-tooth sensor has a black connector whereas the 58-tooth sensor has a gray connector. The Master Kits are supplied with connectors for both the 24x and 58x trigger sensors.

Cam Sensor: The Cam Sensor of LS engines has changed throughout the years. Not only it's location, but its wiring as well. Early models have the cam sensor located at the back of the block near the deck surface. During 2005, as a running change, the location changed to the front of the block between the cam and crankshaft. The Atomic LS system can function with both designs.

Throttle Body and Sensors: The Atomic LS requires a mechanically operated throttle body. In the future Throttle by Wire applications will be covered. The Atomic has all of the OE connections for the throttle body including Throttle Position (TPS) and Idle Air Control Solenoid (IAC).

Intake Air Temperature (IAT) Sensor: This sensor is supplied and it is recommended to install it in the air intake duct before the throttle body. A 3/4" hole is required for the sensor.

Rev Limiter: There are two settings for a rev limiter; one through fuel, one through ignition. There is an optional 2-Step Rev Limiter that can be used on the starting line for a low rpm limit. This is temporarily activated through the Dark Blue wire of the Power Module to produce consistent launch rpm.

Power Adders: The Atomic LS system can accept wet nitrous systems and boost through a turbo or supercharger. For nitrous, there is a program that allows you to set a target air/fuel ratio when the nitrous is activated as well as an selection to set a timing retard. For boosted applications there is a target air/fuel ratio setting for times of boost pressure. See the advanced settings on pages 15-16.

FUEL SYSTEM REQUIREMENTS

The Atomic LS fuel injection system requires a high pressure fuel pump system. The fuel system is not supplied due the large variety of applications incorporating the LS engine platform. Depending on your engine combination, the Atomic LS requires a minimum of 58-62 psi to operate. When selecting a pump, regulator and lines, be sure each component is designed to perform at high pressure. MSD offers fuel pumps, hose and accessories to complete your installation. Following are some guidelines in helping set up a fuel system for your Atomic as well as components available separately from MSD.

- The Atomic is capable of operating with a return or returnless style system. For best results with either system, MSD strongly recommends an in-tank pump. Installing the fuel pump in the tank results in quieter operation, less chance of cavitation and a reduction in pump temperature.
- When running a returnless fuel system (Pulse Width Modulated) the fuel pump must be mounted in the tank. It is recommended to use an MSD Atomic Fuel Pump, PN 2925 or PN 2926.
- MSD supplies -6 AN Push-Lock style fittings for the fuel rails. These fittings must be used with MSD's high pressure EFI hose. Refer to page 9 for installation.
- If mounting the pump in the tank is not an option, install the pump as close as possible to the tank. Within 2-feet of sending unit is recommended.
- Do not use hard line when plumbing the fuel system. When using a PWM fuel system, pulsations and harmonics could cause unstable fuel pressure resulting in pump cavitation or poor engine performance.

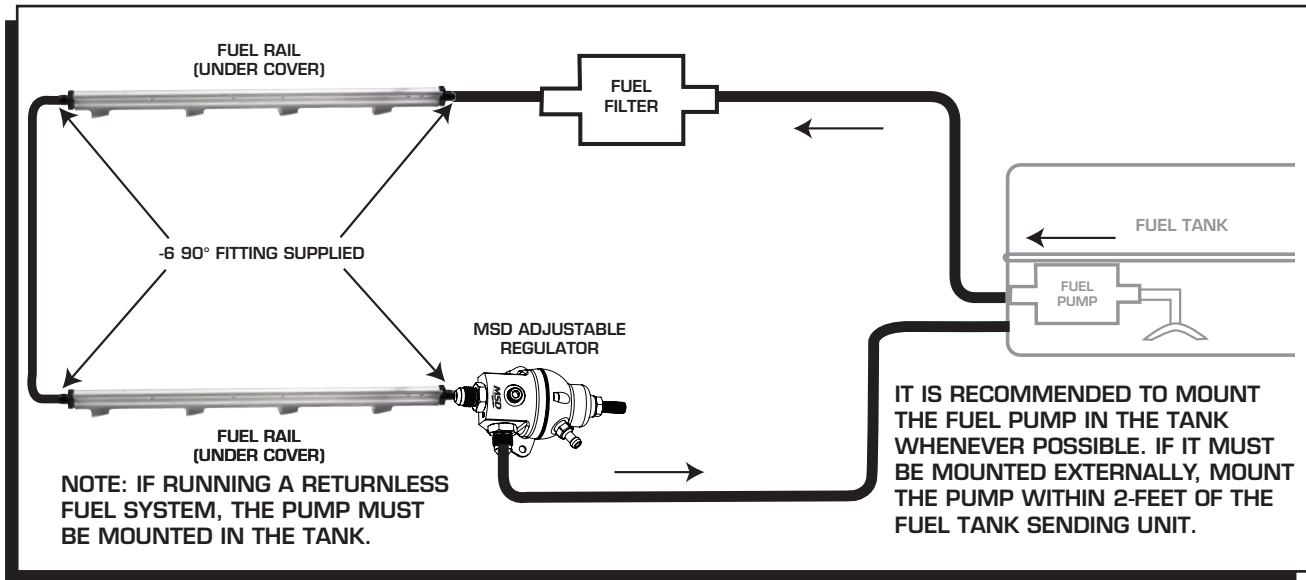


Figure 1 Atomic LS Return Fuel System.

In-Tank Pumps

The MSD Atomic Fuel Pump (not supplied) can be used in the tank however it would require a sock, or filter element, on the pickup side. It is important to note that the wiring used to run the pump will need to meet requirements to be submersed in fuel. When wiring an in-tank pump, it is recommended to use a wire that conforms to SAE specifications J1128 and J378. This wiring features a Thermoplastic insulated wiring with polyvinyl chloride insulation for protection against gasoline, oil, and more. In addition, different fuel line will be required internally if the pump is to be mounted in the tank. Fuel line that meets SAE 30R10 specifications MUST be used. Failure to do so will cause severe damage to your engine and/or fuel system.

WARNING: Improper installation or use of fuel system components can cause severe damage your engine and/or fuel system that will not be covered by the manufacturer's warranty.

Atomic Fuel Pump, PN 2925: This pump features 3/8" inlet and outlet. The pump will support approximately 525 hp and is approved for in-tank use (no wiring or in-tank mounting hardware/pickup element are supplied).

Fuel Pump Kit, PN 2920: This Kit is supplied with MSD's PWM Fuel Pump, a pre and post-filter, 15-ft of 3/8 fuel injection line and mounting hardware.

Fuel System Return Kit, PN 2922: If you plan on running a return line with your Atomic LS, this kit provides another 15-ft of 3/8" injection line, an MSD Regulator and two push-lock fittings.

High Horsepower Fuel Kit, PN 2921: This pump will support the power demands of engines up to 650 horsepower. The pump features 3/8" inlet and outlet. The pump will support approximately 650 hp and is approved for in-tank use (no wiring or in-tank mounting hardware/sock are supplied).

WARNING: MSD's Push-Lock fittings are designed for use with the MSD fuel hose only. Do not use the MSD fuel hose with other fittings. Do not use MSD Push-Lock fittings with other fuel hose. Compatibility issues may cause fuel leaks.

WIDE BAND OXYGEN SENSOR INSTALLATION

The MSD Atomic EFI system requires a single Wide Band Oxygen Sensor (WBO2) for operation. MSD suggests that the bung for this sensor be installed prior to starting any other part of the conversion process. By having the WBO2 in place first, there is a reduced chance of the vehicle being immobilized for an extended time. The bung for the WBO2 provided by MSD has a plug included so that the vehicle can be driven between the time of exhaust modification and installing the rest of the Atomic system, if needed.

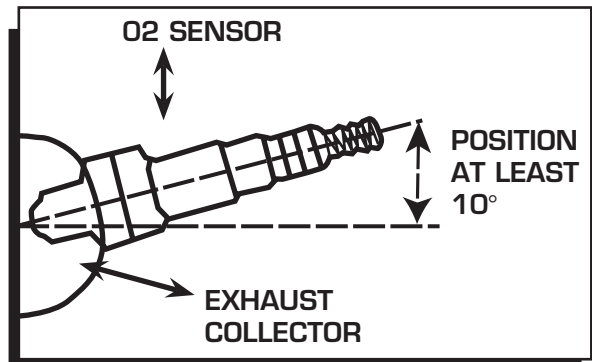


Figure 2 WBO2 Sensor Location.

The WBO2 can be installed in downstream of either exhaust bank. The sensor connects to the Power Module, so install the sensor on the bank closest to where you plan to mount the Module. The bung should be installed by a qualified exhaust technician and pressure tested. Proper installation of the oxygen sensor is critical to the performance of the Atomic EFI. Improper installation could lead to engine damage.

1. Locate the ideal spot to install the WBO2.
 - a. This location should be 2-4 inches after the exhaust collector. The sensor must be more than 18 inches forward of the exhaust tip. For applications where short or open headers are used, install the WBO2 in the primary tube of the rear cylinder at least 8 inches away from the exhaust port. The Atomic will not work on "Zoomie" style headers.
 - b. The WBO2 sensor should be at least 10° above horizontal to allow condensation runoff. Without this angle the sensor is significantly more likely to sustain water damage (Figure 2).
 - c. Never place a WBO2 on the outside of a bend.
 - d. The WBO2 **must** be mounted in the exhaust prior to any catalytic converter, if applicable.
2. Drill a 7/8" hole in the exhaust where the WBO2 will go.
3. Weld in the supplied bung. Ensure the weld goes completely around the bung and is air tight.
4. Insert supplied plug in bung. Never run the vehicle with a WBO2 installed but not powered; it will damage the sensor.
5. When completing the Atomic EFI installation, remove the plug and insert the WBO2 for use. MSD suggests using a small amount of anti-seize on the threads.

Note: The Atomic EFI is extremely sensitive to air leaks in the exhaust system. Any air leak between the engine and the WBO2 will cause the Atomic to have false readings, which can lead to poor engine performance, misfires, and an inability to properly auto-tune. Extended running of the Atomic EFI with an exhaust leak can result in detonation and severe engine damage. Improper installation of the oxygen sensor, and any damage that may result from such an installation, is not covered by the manufacturer's warranty.

INSTALLING THE INTEGRATED FUEL/ECU RAILS

The integrated fuel/ECU rails are supplied with the covers installed. The rails are designed to install to OEM intake manifolds and many aftermarket designs. To prepare the rails for installation, locate the four intake manifold bolts supplied with the Atomic LS Master Kit, as well as the four mounting brackets.

It is important to note at this point, that you have the correct injectors for your application as well as O-ring seals and the injector retainers. These components are not supplied in the master kit.

WARNING: Care must be used when installing the fuel injectors and rail assemblies.

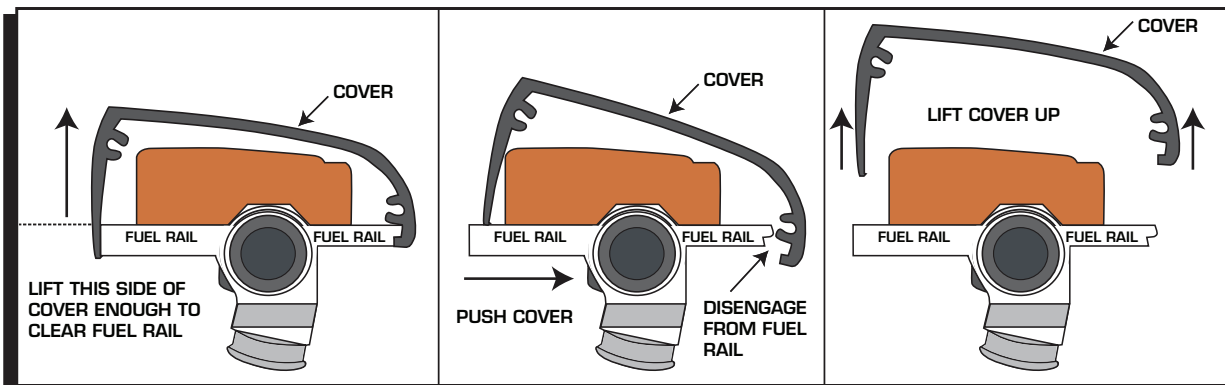


Figure 3 Removing Fuel Rail Covers.

The following steps will guide you through the installation of the two fuel rail assemblies.

1. The fuel rails are supplied with the covers in place. Remove the covers to prepare and install the rail assemblies (Figure 3). Also, determine which rail is which by reviewing the sensor connectors and location as shown in Figure 9 on page 8.
2. Figure 4 shows the location for the fuel rail brackets. Remove the hardware from the intake manifold and install the brackets as shown using the supplied longer intake bolts. Use GM 1245383 thread sealant or equivalent on the intake manifold bolts. Note that the passenger rear bracket requires a spacer (supplied) as shown in Figure 4. Torque the new intake bolts to 89 in-lbs.

NOTE: If installing the intake manifold for the first time follow the torque sequence in Figure 4. Torque in steps; 44 in-lbs first, followed by 89 in-lbs. It is recommended to hold a straight edge against the brackets to ensure alignment while torquing.

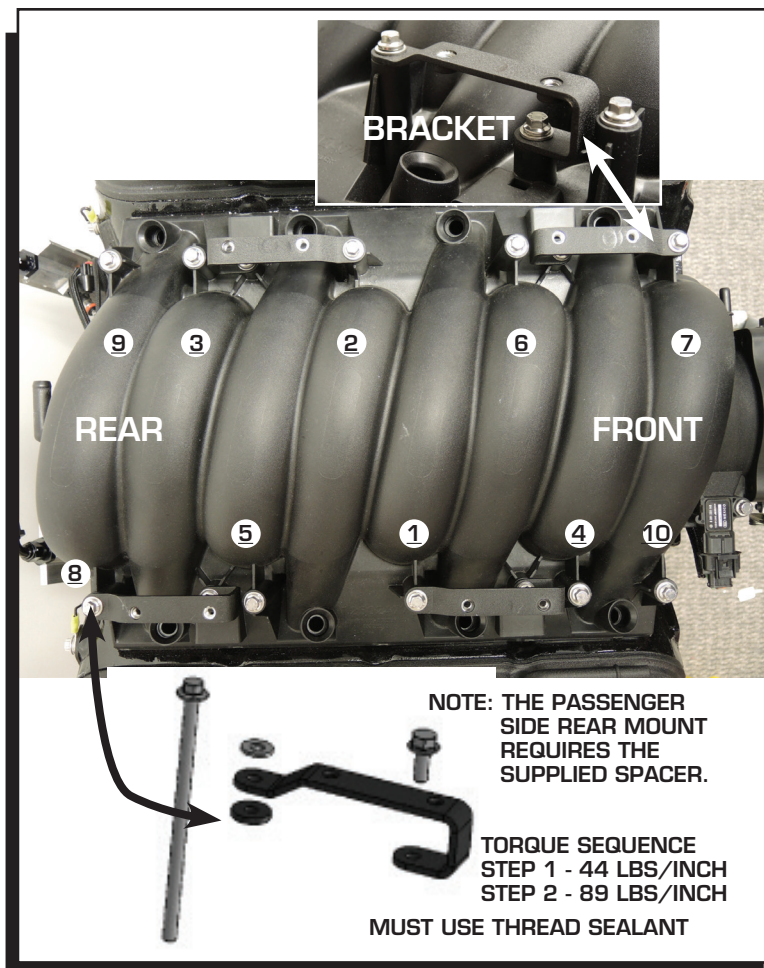


Figure 4 Fuel Rail Bracket Locations.

3. Locate the four injector harness pigtails. These need to be connected to the fuel rails (Figure 5).
4. With the brackets and injector pigtails installed on the intake manifold, it is time to install the injectors to the fuel rails. Apply a dab of engine oil to the o-ring seals of the injectors. Insert the injector with its connector facing towards the outside of engine into the fuel rail. Install the injector retainer securely and check that it is properly installed and sealed to the rail (Figure 6). Continue with the other three injectors.
5. With the injectors installed, it is time to install the fuel rail assembly to the engine. Position the rail assembly over the intake manifold with the injectors aligning with their mounting pockets on the intake (Figure 7).
6. With the injectors lined up, lightly press down on the fuel rail using caution not to bind any of the injectors or connectors. The fuel rail assembly should come close to contacting the manifold brackets with very little pressure. Use caution not to bind or tear any injector O-rings.

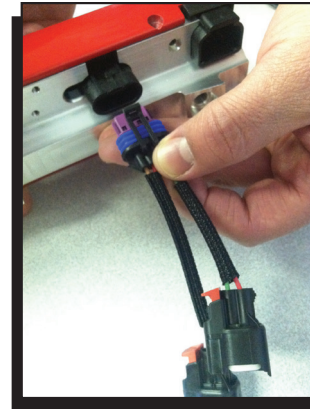


Figure 5 Connecting Injector Pigtail.



Figure 6 Installing the Injectors.

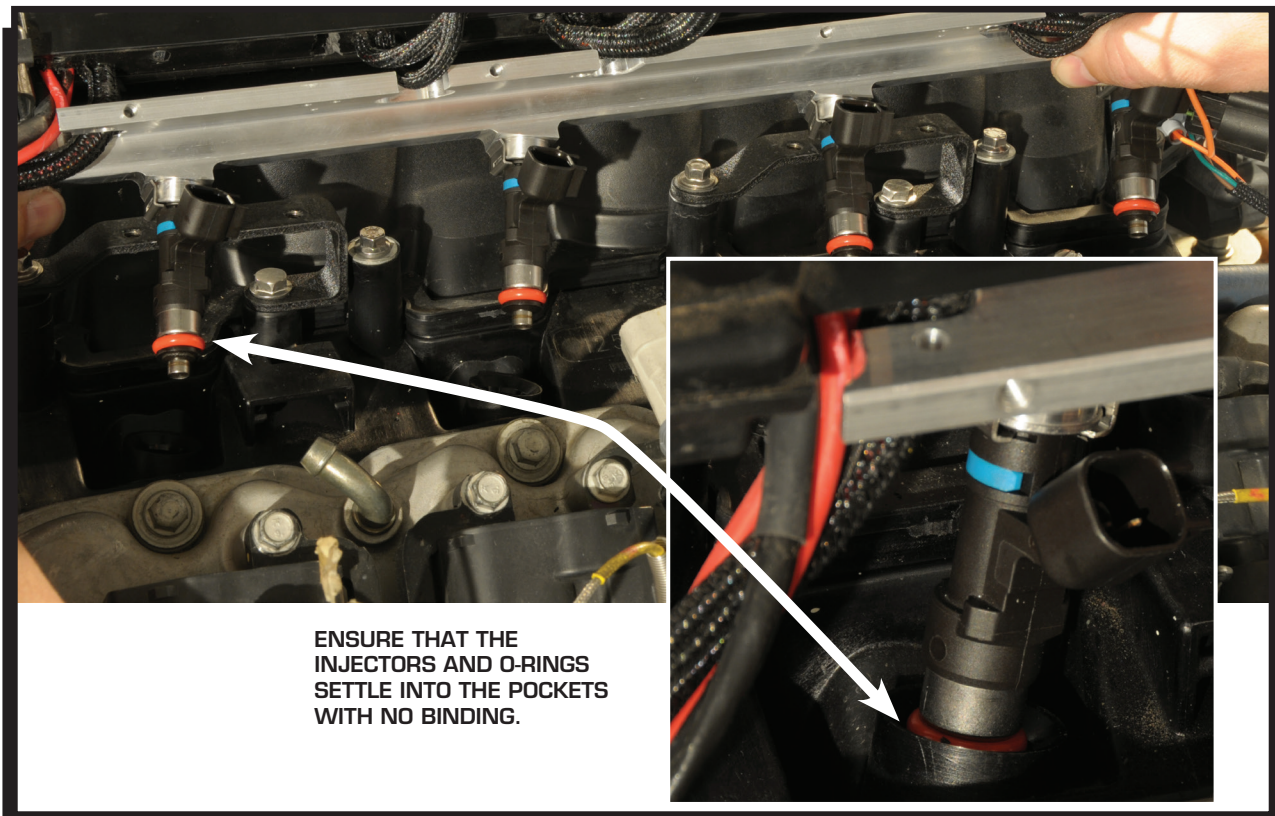


Figure 7 Installing the Rail Assemblies.

7. Install the retaining bolts and washers to secure the fuel/ECU rails to the mounting brackets. Move between the retainers as they are tightened to ensure even pressure (Figure 8).
8. Connect the injector wiring, coil packs and other wiring.
9. Repeat (Figure 9) the procedure for the opposite engine bank.



Figure 8 Tighten the Fuel Rail Bolts.

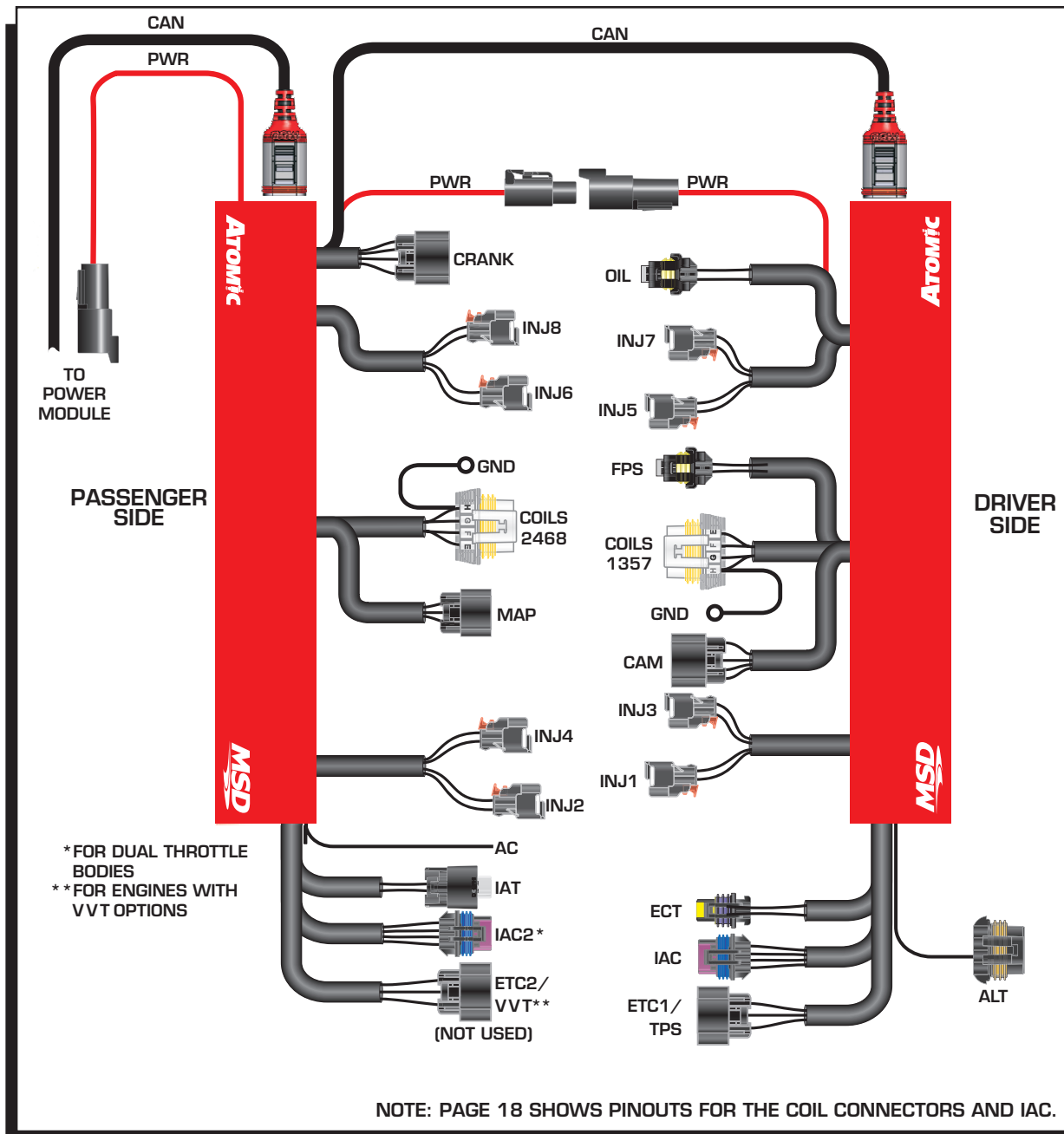


Figure 9 Fuel Rails and Connections.

Fuel Inlet Fittings and Cross-Over Line: LS engines require a cross-over fuel line to route the fuel from one bank to the other. This is typically done at the front of the engine. Due to the variety of intake manifolds and accessories a cross-over line must be made for each application.

MSD supplies a length of fuel hose and two 90° -6AN fittings to prepare a fuel crossover line. The fittings utilize Push-Lock technology and are designed exclusively for use with the supplied hose. These fittings do not require clamps, however it is imperative to follow the installation instructions.

Proper installation begins with a clean, square cut of the hose. A hose cutting tool or new razor blade are recommended. When installing the hose it is important that the hose is pushed on all the way to the thin beauty ring. This means the hose should fully overlap the inboard barb. Too little of engagement, as well as over-engagement, will result in a compromised connection that is prone to failure. Figures 12 and 13 illustrate the required installation of the hose and fittings.

1. Determine the length of hose needed. Mark the hose and cut it using a hose cutter or new razor blade. There should be minimal disturbance of the outer jacket, braids and inner liner. The cut plane should be perpendicular to the hose axis. (Figure 12).
2. Before installing the hose to the fitting, it is important to anchor the fitting. Proper installation cannot be achieved by holding the hose and fitting in your hands. For best results, the hose should be installed with minimal twisting or pausing.
3. Apply a light coat of oil to the barbs on the fitting. Use care not to get oil on the outside of the hose as it will be impossible get a firm grip on the hose.
4. With the fitting anchored securely, push the hose over the barbs. The hose is properly installed when it is flush with the thin edge of the beauty ring (Figure 13). At this point, the hose end should have rolled over the inboard barb.

WARNING: The supplied MSD Push-Lock AN fittings are designed only for use with the supplied fuel hose (Aeroquip AQP FC598). We do not recommend mixing Push-Lock style fittings and hoses from different manufacturers. Doing so may result in fuel leaks and expose other dangerous incompatibilities.



Figure 10 Installing Fuel Hose to the Push-Lock Fittings.

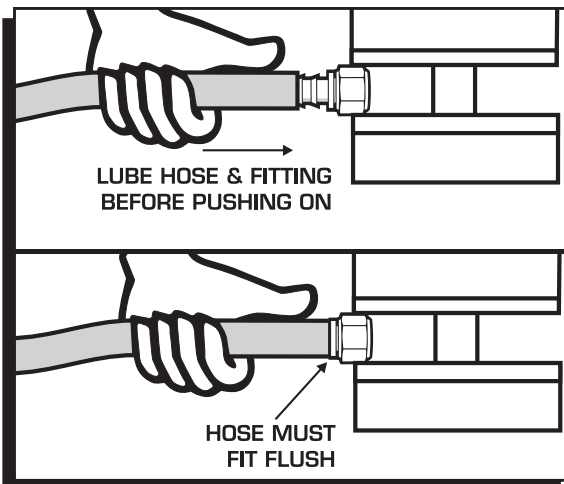


Figure 11 Installing Fuel Hose to the Push-Lock Fittings.



Figure 12 Severing the Hose Properly.

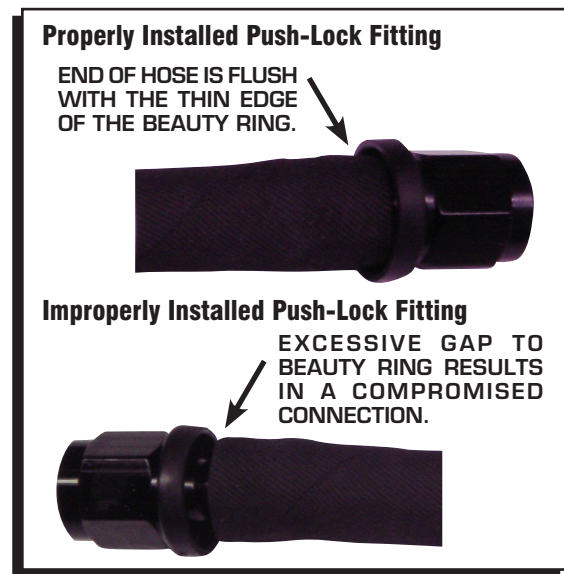


Figure 13 Installed Push-Lock Fitting.

POWER MODULE INSTALLATION

The Power Module of the Atomic EFI system handles high current circuits such as the fuel pump and WBO2. The unit has two ports for the MSD CAN system as well as a wiring harness. The CAN ports will provide communication between the Power Module, the passenger side fuel/ECU rail and the Handheld Monitor.

It is important to select a proper mounting location for the Power Module. The unit can be mounted in the interior or the engine compartment as long as it is away from direct heat sources. It is not recommended to mount the unit in an enclosed area, such as the glovebox. When a suitable location is found, make sure all wires reach their connections. Also be sure that the CAN port can be accessed for use with the Handheld Monitor.

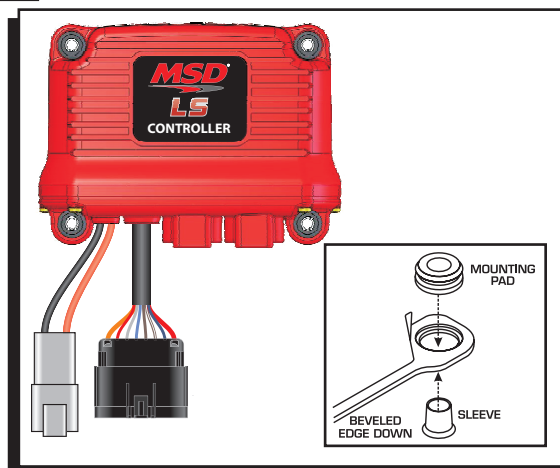


Figure 14 Power Module Wiring Diagram.

Use the Power Module as a template and mark the location of the holes. Use a size #20 drill bit to prepare for the supplied self tapping screws. Install the supplied rubber grommets (Figure 14).

POWER MODULE WIRING

There are a number of electrical connections on the Power Module that are required for proper operation (Figure 15). Other wires, such as the nitrous input, 2-step rev control or electric fan controls, only need to be connected if their optional functions are being used. In the chart below, wires marked "REQ" must be connected for the system to operate while those marked "OPT" are optional depending on the features being used. For the installation it is recommended to connect only the required wires.

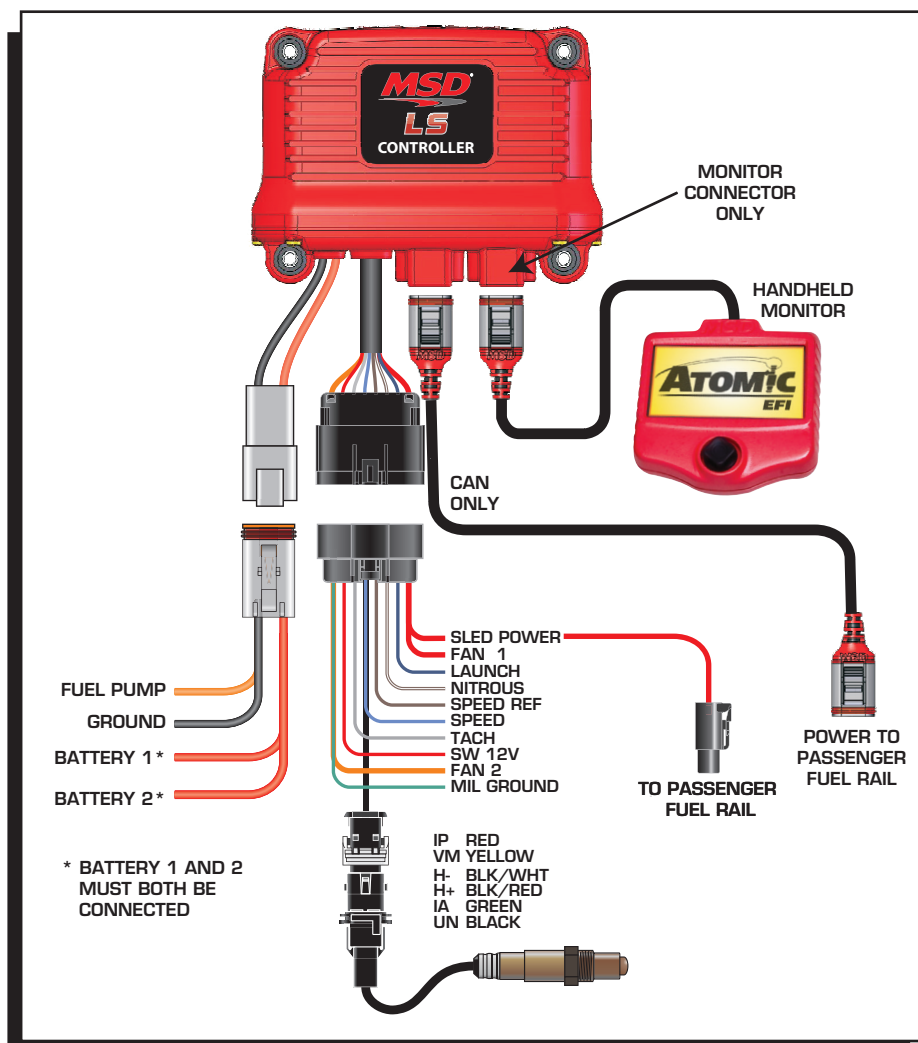


Figure 15 Power Module Wiring Diagram.

Power Module

CONNECTOR Deutsch 4-Way	Pin	Color	Use	Function	
	1	Red	REQ	Battery 1, Connect to Positive Battery terminal.	
	2	Black	REQ	Ground, Connect to solid, clean engine ground.	
	3	Orange	REQ	Pump, Connect to Fuel Pump Positive terminal.	
	4	Red	REQ	Battery 2, Connect to Battery Positive terminal.	
CONNECTOR GT Series 16 Way	A	Red	OPT	Fan 1, Supplies ground to activate Fan 1	
	B	Blue	OPT	Launch, Connect to 12 volts to activate 2-step RPM limit.	
	C	Bro/Wht	OPT	Nitrous, When supplied with 12 volts, timing will be retarded and the air/fuel ratio will be corrected to the target nitrous setting.	
	D	Brown	OPT	Speed Ref.	
	E	Lt Blue	OPT	Speed Signal	
	F	Gray	OPT	Tach, Supplies 12V square wave signal	
	G	Red	REQ	Switched 12V, Connect to ignition switch	
	H	Orange	OPT	Fan 2, Supplies ground to activate Fan 2 at desired temperature.	
	J	Red	REQ	Supplies power to the Fuel Rail	
	K	Red	REQ	WBO2	IP
	L	Yellow	REQ		VM
	M	Blk/Wht	REQ		H-
	N	Blk/Red	REQ		H+
	P	Green	REQ		IA
	R	Black	REQ		UN
	S	Lt Green	OPT	MIL Ground	It is recommended to connect a Malfunction Indicator Lamp (MIL) to your dash. A simple bulb is required with switched 12 volts on one side and this Light Green wire on the ground side. If there is a malfunction in the system, ground will be supplied through this wire to illuminate the lamp.

STOP HERE

REVIEW YOUR INSTALLATION

It is recommended to review your installation at this point. The O2 Sensor should be installed and connected as well as the Power Module and corresponding wiring. Confirm that all of the rail wiring connections are complete including the injectors and sensors. Ensure all fuel lines and fittings are tight and secure from any heat sources or sharp edges. The next section will require powering the Atomic LS to go through the Initial Setup menus and the fuel pump will run. **DO NOT START THE ENGINE AT THIS TIME!**

PROGRAMMING

The Handheld Monitor is the interface to the Atomic LS EFI system, there is no connection for a PC or laptop. It simply plugs into the Power Module and can be removed once your setup is complete, or can remain connected so you can use features such as the dash or digital gauge displays.

The Handheld Monitor features a joystick to scroll through the settings. Scroll up and down to the setting, then push the joy stick to the right to select the options. When the selection is made, either push in, or simply go back (push to the left) to save/confirm your settings.

WARNING: Before turning the ignition key to the On position, confirm all fuel line connections are tight and all electrical connections are correct.

After confirming all your connections and fuel lines, turn the ignition key to the On position – **DO NOT START THE ENGINE.** Check every hose and fitting connection for any signs of fuel leaks. The Handheld screen will illuminate and take you to the Main Menu.

MAIN MENU

Six selections will come up the Monitor under the Main Menu. If this is the first time powering up the Atomic LS, select Initial Setup (Figure 16).

Atomic LS Dash: This selection allows you to view a variety of engine functions in real time when the engine is running.

Atomic LS Gauges: This setting puts five important values in gauge form to ease viewing the data. This includes engine rpm, oil pressure, engine coolant temperature, speed (when connected), battery voltage and air/fuel ratio.

Initial Setup: These are values that are required to start the engine.

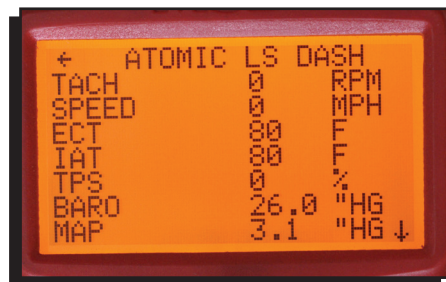
Advanced Setup: Optional settings for features and optimized driveability settings.

Diagnostics: This screen will help you troubleshoot and identify potential issues.

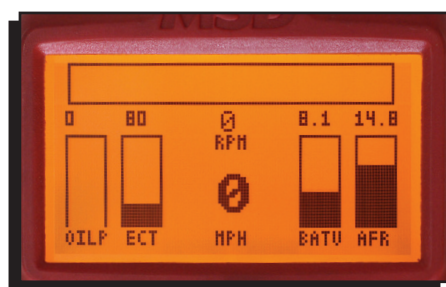
Display Setup: Provides adjustments for the appearance of the monitor screen.



Main Menu



Atomic LS Dash



Atomic LS Gauges

Figure 16 Monitor Main Menu

ENGINE IDENTIFICATION INFORMATION

GM has produced a number of different LS based engine platforms. When setting up your Atomic LS system, it is helpful to know the model engine you have. If you don't know what engine you have, locate the casting number on the back of the block, below the driver's side cylinder head (Figure 17). That number will assist in determining what engine you have and can be looked up at www.atomicEFI.com.

If you still have no idea of your engine's origin, you can select a base calibration from the menu to get the engine started.



Figure 17 Casting

INITIAL SETUP PROGRAMMING

Scroll down to Initial Setup and push the joystick to the right. This takes you to several selections that **MUST** be programmed. Figure 18 shows screen examples.

Engine Type: This value determines the engine platform that you're running. Select over 26 engine combinations between LS1, LSA, LY9, etc. There is also a Custom setting for highly modified or aftermarket engines. This setting is important as once an engine type is programmed, other settings will default to the OEM components that were supplied on that engine.

For example, if you select LQ9, the coil, injector and MAP sensor will automatically set to the OEM component. (You can still put in different values if modifications have been made.)

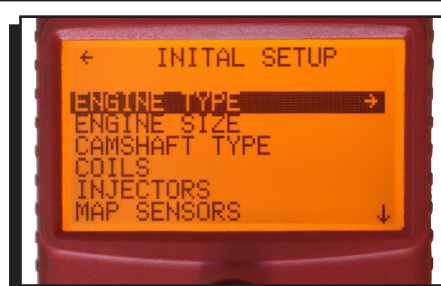
- **Custom:** If you have a custom built engine it is recommended to select the closest Engine Type setting first. This will give you a start-up calibration and default settings including the volumetric efficiency tables for that series of engine. From there, you can go back into each selection and edit to your specifications.

Engine Size: Once you select the engine type, the stock cubic inches will automatically be set. If your engine has been modified with a different stroke or bore, select and input the size. The range is from 100-800 cubic inches.

Camshaft Type: There are three cam selections to choose; Street/Stock, Mild and Performance. Note that if the lobe separation angle (LSA) is less than 108°, it is recommended to input the next larger cam. Cams with over 250° are not recommended for use with the Atomic LS system.

CAM	DURATION AT .050"
Street	Less than 210°
Mild	211° - 230°
Performance	Greater than 231°-250°

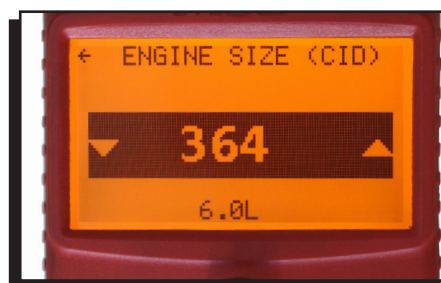
Coils: Once the engine type is selected above, the OEM coil pack will be automatically selected. However, if you are running a different coil or an MSD LS Coil pack, select the part number.



Handheld Main Menu



Engine Type



Engine Size



Camshaft Type



Coils

Figure 18

Injectors: Once the engine type is selected above, the OEM style injector will be automatically selected. However, if you are running different injectors, select the part number. Most LS based injectors have the part number stamped on them. If using different injectors, you may enter the flow rate in pounds per hour.

MAP Sensor: Once the engine type is selected above, the OEM MAP Sensor will be automatically selected. However, if you are running a different sensor, you may enter the slope and offset.

Fuel Pump Type: There are three selections for the fuel pump system. Select the system that you are using on your vehicle.

- **Pulse Width Modulated:** This selection is used only when running a returnless fuel system with NO regulator.
- **Non-PWM with Regulator:** This selection is used when running a return style system with a regulator.
- **PWM with Regulator:** This selection is used when running a return style system with a regulator. It will run the pump at 50% duty cycle at idle producing quieter pump operation and will increase a duty cycle of 100% as the throttle and injector load increase.

Note: It is recommended that you use Non-PWM with a regulator when setting fuel pressure as the PWM setting may decrease fuel pressure slightly at idle depending on the pump used.

Idle RPM Target: Select the rpm that you want the engine to idle at. The rpm range is adjustable in 25 rpm increments.

Rev Limit: There are two rev limit settings to set; Fuel and Ignition. Select the rpm range that you want as a rev limiter. The limiter will be activated by either turning off the ignition or fuel. You can also select both. The range is 3,000 -12,000 rpm and is adjustable in 25 rpm increments. Default for the fuel limit is 7,000 rpm and 7,100 for the ignition.

Once all of the settings in the Initial Setup menu are selected, the Atomic has enough information to start and run the engine. However, we recommend scrolling through the advanced settings to program selections that may be useful after the initial start up (such as the cooling fan activation temperatures).

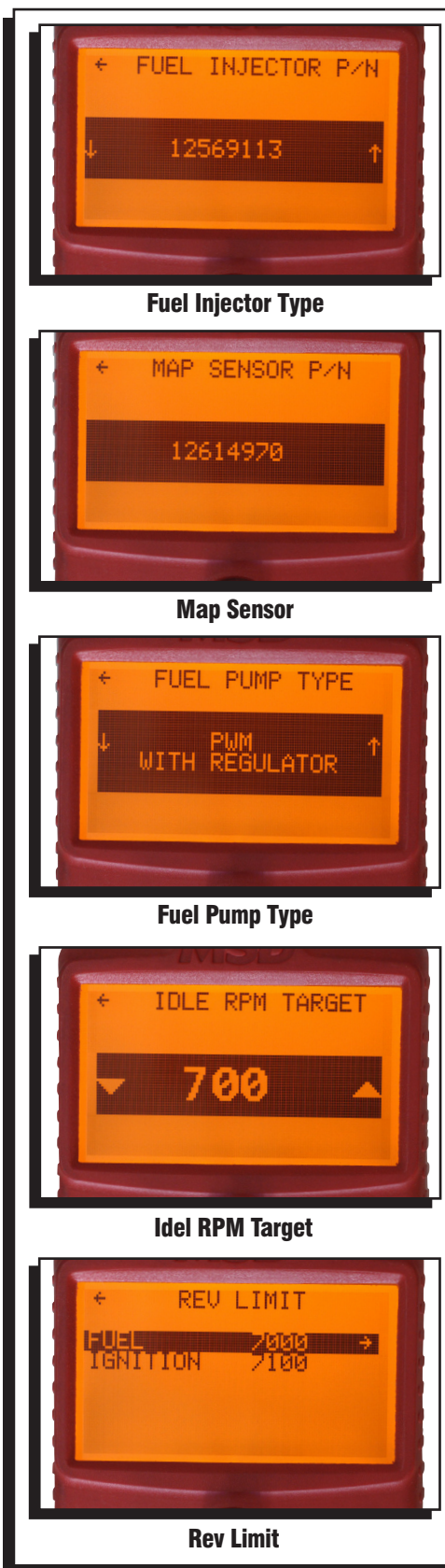


Figure 19

ADVANCED SETUP

The Advanced Setup features are optional as the Initial Setup menu provides the Atomic EFI with the values needed to run the engine. Features in the Advanced Menu are designed to deliver additional features and advanced tuning functions to further enhance the driveability and overall performance of your vehicle. Figure 20 shows several examples.

Fans: The Atomic LS allows you to select temperatures to activate two electric fans. Each circuit will be activated by supplying ground through the Red and Orange wires of the Power Module. A relay is required for both circuits. The fans will be activated at the desired temperature and will remain on until the temperature falls below 10° of the setting. Settings are 100°-300°F.

A/F Targets: The Atomic LS provides an option to set an air/fuel target for Idle, Part Throttle, Wide Open (WOT), Nitrous and Boost. The Atomic will use its self-learning technology to adjust the fuel delivery to meet the target air/fuel ratio. The values are adjusted in 0.1 increments and range from rich at 10:1 to leaner at 16:1. The ideal air/fuel ratio for cruising is called stoichiometric and is commonly referred as a 14.7:1 air/fuel ratio.

Boost: The Atomic will switch to the commanded Boost A/F ratio once manifold pressure reaches 110Kpa.

There is also a timing setting for a Wet Nitrous System. When a nitrous system is activated (as shown by supplying 12 volts on the Brown/White Power Module wire), the timing will be retarded. Timing can be retarded up to 20° in 0.1° increments. Note that in order to alter the timing for nitrous use, the Nitrous Selection in the Advanced menu MUST be programmed to ENABLE (see Figure 21).

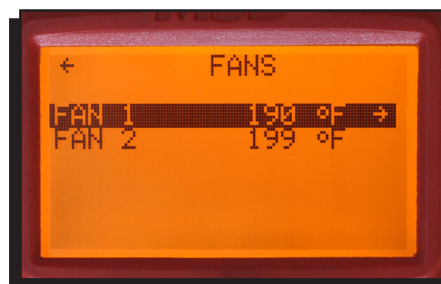
Ignition Timing Adders: The Atomic provides a base timing table for each engine application. You can also modify these settings at idle (closed throttle), part throttle and wide open throttle (WOT). Each setting is adjustable +/- 10°. Note that the values programmed are set for stock engines using 91 octane fuel. For lower octane fuels it is recommended to retard the timing 5° as a starting point.

TPS Enrichment: To assist in throttle transitions the Atomic EFI has a feature to increase fuel delivery by a prescribed percentage any time there is an increase in throttle position. If needed, make small changes in no more than 5% increments without further testing. Most engines will find 25% being sufficient. Most applications will accept 15%-35% enrichment. Adjustable from 0-100% in 1% increments.

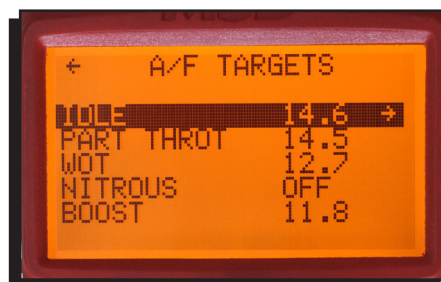
MAP Enrichment: To assist in manifold pressure transitions the Atomic EFI offers a MAP enrichment feature. This functions by adding fuel based on MAP transitions while moving the throttle. Large cam vehicles with low vacuum generally required a slightly smaller number while stock/small camshaft vehicles with a high vacuum



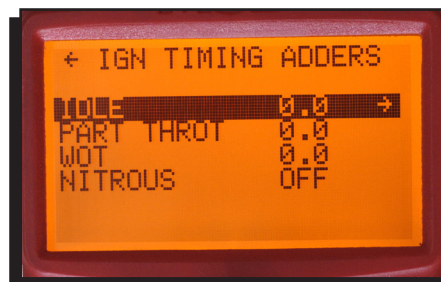
Advanced Setup



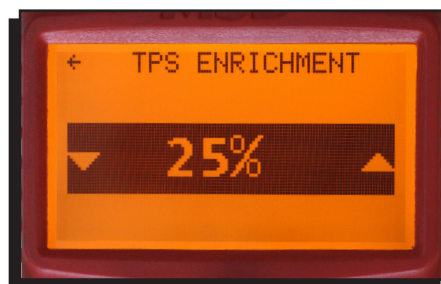
Fans



A/F Targets



Igniton Timing



TPS Enrichment

Figure 20

may require more. If needed make small changes of no more than 5% increments without further testing, 25% is sufficient for most engines but between 15-35% is normal. Typically, the higher the vacuum the higher the percentage needed. Adjustable from 0-100% in 1% increments.

Nitrous: If you are planning on running a wet nitrous system on your LS engine, you will need to select Enable. There is a Dark Brown/White wire from the Power Module that needs to be connected to the switched 12 volts that activate the nitrous solenoids. When 12 volts are supplied (nitrous is activated) the Atomic LS will trim the Target Air/Fuel Ratio and the ignition timing to the programmed setting (see the A/F Target and Timing settings above). The default is Disable.

Calibrate Speed: If there is speed output on the transmission, a reference signal can be delivered to the Atomic LS. This will assist in smooth transitions between shifts or for quick transitions from high rpm to idle conditions. The Power Module has a Brown wire and a Light Blue wire. These wires connect to a magnetic pickup on a driveshaft such as a driveshaft sensor from Racepak. To program the calibration, have a passenger use the Handheld Monitor as you drive to 40mph. Once 40 mph are obtained, select YES on the handheld. This will calibrate the speed input.

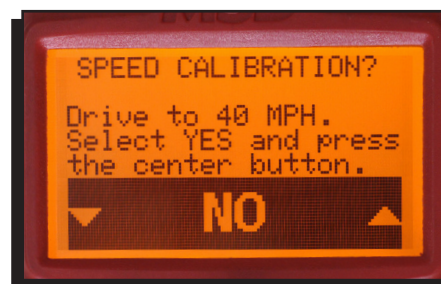
Racepak Dash: If you are running a Racepak Dash, such as an IQ3, the Atomic can communicate information to the unit. Select Enable if using a Racepak dash. Disable is default. Racepak offers an optional V-net sensor to connect their dash to the MSD Can-Bus connector.



MAP Enrichment Setting



Enable or Disable Nitrous



Speed Reference Setting



Racepak Dash Option

Figure 21

PRE-START CHECK LIST

At this point, you're ready to start the engine. Before attempting to start your vehicle with a newly installed Atomic EFI system, MSD recommends running through the following check list to help ensure a safe and successful start.

- Double-check all wiring.
- Power and Ground are run directly to the battery.
- The small Red "12V switched" wire from the Power Module will have power during both Key On and Cranking.
- The Power Module, fuel pump, fuel lines, and wires are securely mounted away from heat sources and pinch points.
- Wide Band Oxygen Sensor is installed in a proper location.
- There are **No** known exhaust leaks.
- Throttle linkage is complete and operational from the pedal.
- Handheld receives power during Key On.
- You have completed each step of the Initial Setup in the Handheld.
- At Key On the fuel pump primes.
- Fuel pressure is adjusted to 58-62 psi if using a regulator.
- There are **No** fuel leaks when system is under pressure.
- Check for proper fuel pressure on Handheld Dash. If you do not see fuel pressure, you may need to prime the pump more than once.
- When ready to start engine, watch for Engine RPM on Handheld Dash to know that Atomic is getting proper input.

HANDHELD DISPLAY OPTIONS

Using the features in this section, users will be able to control the look of the Handheld unit. This section is also home to information regarding the Firmware and resets (Figure 22).

LCD Contrast: Adjust the contrast on the LCD screen if it is hard to see the display. Brightness is adjusted using the joystick to go up or down in five percentage increments.

Backlight Level: The brightness of the screen is determined by this setting. The Backlight Level may need to be adjusted depending on outside light levels. Brightness is adjusted using the joystick to go up or down in five percentage increments.

Display Units: The Atomic can display items in either English (cubic inches, Fahrenheit) or Metric (liters, Celsius).

Set Atomic Defaults: Use this feature to reset the Atomic EFI. Selecting "YES" on this screen will take all setting, including fuel maps, back to the factory defaults. Typically this will only be done when the Atomic is being installed on a different engine.

Firmware Versions - This is where information can be found on what is controlling the Atomic. If MSD releases an update, use this screen to determine which firmware is currently in the system to compare to the number of the release.



Figure 22 Monitor Display Selections

CONNECTOR AND WIRING INFORMATION

The following charts show the color, function and location on each connector in case you need to remove or extend the wiring for relocated coils or a reversed intake manifold mount. More information is available at www.atomicefi.com

COIL CONNECTOR, CYLINDERS 2, 4, 6, 8		
BLACK	Pin-A	Ground
TAN	Pin-B	Coil-2
LIGHT GREEN	Pin-C	Coil-4
BROWN	Pin-E	Sensor Ground
WHITE	Pin-F	Coil-6
LIGHT BLUE	Pin-G	Coil-8
PINK	Pin-H	12 Volts Supply
	Pin-D	NOT USED
COIL CONNECTORS, CYLINDERS 1, 3, 5, 7		
BLACK	Pin-A	Ground
BLUE	Pin-B	Coil-7
BROWN WHITE	Pin-C	Coil-5
BROWN	Pin-E	Sensor Ground
GREEN	Pin-F	Coil-3
TAN	Pin-G	Coil-1
PINK	Pin-H	12 Volts Supply
	Pin-D	NOT USED
THROTTLE POSITION SENSOR (TPS)		
ORANGE	PIN-1	5V Reference
BLACK	PIN-2	Ground
BLUE	PIN-3	Signal out
IDLE AIR CONTROL (IAC)		
ORANGE	Pin-A	Coil 1B
GRAY	Pin-B	Coil 1A
BLUE	Pin-C	Coil 2A
BLACK	Pin-D	Coil 2B
INTAKE AIR TEMPERATURE (IAT)		
BLACK	Pin-A	Ground
VIOLET	Pin-B	Signal

DIAGNOSTICS

There is a self-diagnosing system built into the Atomic EFI. Each covered parameter can show a status in one of three ways.

“OK”: the parameter is functioning normally.

“Error C”: there is currently an error occurring.

“Error H”: there was previously an error that has been remediated within the last ten ignition cycles.



Figure 23

CLEAR FLOOD

If a flood condition occurs, turn the key on then press the accelerator to wide-open throttle. This tells the ECU to turn off the injectors. Crank the engine to clear the flood condition until the engine starts (release the throttle open start-up).

Note: The TPS is self calibrating so the key must be in the On position prior to pressing the accelerator.

The following chart gives the most likely solution(s) to each possible error.

CLEARING HISTORY ERRORS

There are two ways to clear an error. First, the code will erase after 10 key cycles. Second, is to simply navigate to the message screen and push the joystick down to clear the codes.

CODE NAME	WHAT IT MEANS	PROBABLE CORRECTION(S)
TPS	There is no reading for the Throttle Position Sensor.	The sensor may be at fault.
MAP	There is no reading for the Manifold Absolute Pressure Sensor.	The sensor maybe at fault.
IAT	There is no reading for the Inlet Air Temperature Sensor. The ECU will default to 275°F when shorted or -40°F when open.	Check to see that the sensor is properly installed and plugged in. If the sensor is connected but there is no signal, it will need to be replaced.
ECT	There is no reading for the Engine Coolant Temperature Sensor. he ECU will default to 275°F when shorted or -40°F when open.	Check to see that the sensor is properly installed and plugged in. If the sensor is connected but there is no signal, it will need to be replaced.
BATT	The Atomic is receiving the wrong voltage. The unit is measuring either less than 9 volts or greater than 16 volts.	Check that the Atomic has power and ground directly from the battery. Also be sure the vehicle's battery and charging system are in proper working order.
INJ DC	Excessive Injector Duty Cycle	If you are running a returnless fuel system your engine's needs may exceed the Atomic's maximum capabilities. If you are running a return system check to see that you are maintaining the recommended fuel pressure. If you have adequate fuel pressure the engine's needs may exceed the Atomic's system capabilities.
FUEL PRESSURE	There is no reading for the Fuel Pressure Sensor.	The sensor will need to be replaced.
WBO2	A. "NOT CONNECTED" indicates that no sensor is detected. B. "ERROR" indicates that the sensor has failed.	A. Check to see that the sensor is securely plugged into the system. B. The sensor will need to be replaced. Note that 'warming up' is normal during start-up for the first 20 seconds.
FP CAV	This code will set if there is an issue with Fuel Pump Cavitation (similar to vapor lock). It can only set when running a returnless fuel system. This may occur when the commanded fuel pressure (from the ECU) is different than the fuel pressure (at the sending unit).	This means you need to review your fuel pump system and confirm that your application meets the requirements to run a returnless (PWM) system. Also check the filters, the sock in the tank and inspect the lines for any kinks or pinches that would affect the fuel flow and pressure of the system. If everything checks okay and the code continues, you may need to move to an in-tank pump, or use a regulated (return) fuel system.
MAP SELECT	ECU compares the MAP reading with the Baro reading on key up. If these are different by more than 5kPa, the code is activated.	Double check your MAP selection and make sure that you selected the correct P/N of sensor. It could also mean a problem with the Baro or MAP sensor itself (see above codes).
BARO	The baro sensor on the board is out of range. It will use the last know good value.	Turn the key off, wait 10 seconds and turn back on to see if the code remains. If so, call customer service. As long as the vehicle has not changed altitude by a large amount since the last key off (towed somewhere), everything will function normally.



This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

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).

*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.