

- Does the system use a Mass Flow or MAP sensor?
- Will the CIS to EFI conversion kit work with the 930 Turbo?
- Can I run 964 CAMS with the system?
- Can I run higher compression?
- Can the system handle an after market turbo like the BAE?
- What engines is the kit designed for?
- Will the kit work for a 2.4L engine?
- Does the kit support ignition control?
- Can I use a Carrera intake manifold with the kit?
- Do you sell MSII with the kit?
- Is the system batch or sequential injection?
- Is the MSD-2222 FPR available?

---

### **Does the system use a Mass Flow or MAP sensor?**

The system uses a Manifold Pressure (MAP) sensor to determine fuel requirements. This type of system is known as "speed density".

---

### **Will the CIS to EFI conversion kit work with the 930 Turbo?**

No it won't. The problem is that the CIS injectors on the 930 intake manifold are angled slightly and thus the fuel rails from the CIS to EFI kit will not fit as they are designed for the injectors to fit at 90 degrees.

---

### **Can I run 964 CAMS with the system?**

Yes you can, and a number of people have done so. With EFI you have all the flexibility to fine tune for your specific cams.

---

### **Can I run higher compression?**

Yes you can and a number of people have done so. With EFI you have all the flexibility to fine tune for your specific compression ratio.

---

### **Can the system handle an after market turbo like the BAE?**

Yes it can. The system uses a MAP sensor, so it knows when boost is kicking in and you can modify the fuel table appropriately for boost enrichment. Look at the Gallery for pictures of a custom 2.7L turbo with the kit.

---

### **What engines is the kit designed for?**

The kit was originally built around a 1978 3.0SC engine, however the kit fits all the 2.7L and 3.0L engines and comes with a base map for both the 2.7L and 3.0L.

---

### **Will the kit work for a 2.4L engine?**

The problem with the 2.4L engine is that the CIS injectors are mounted directly into the intake head. The CIS to EFI bungs which are key to the conversion will not fit in the heads. They are designed to fit in the intake manifold. One fellow is trying to do the conversion on a 2.4L by making an adapter plate to fit between the 2.4L heads and use a later year intake manifold that has the injectors on the intake runners. Have at the [Injector Bung Product details](#) page for dimensions of the bungs/

---

### **Does the kit support ignition control?**

Right now the kit only supports fuel management. Ignition is still controlled via the distributor. However I have experimented with ignition control on my 911 with a custom machined trigger wheel and may offer this in the future.

---

### **Can I use a Carrera intake manifold with the kit?**

Yes you can, but you will also need all the fuel rails, plumbing, fittings, throttle body, etc that go with the Carrera intake. A couple of people have gone this way. Have a look at the Gallery.

---

### **Do you sell MSII with the kit?**

No. The MS1 CPU works great in this setup. It's been running flawless for the past 15 years in my 1978 Porsche 911.

---

### **Is the system batch or sequential injection?**

It is a dual bank batch fired system.

---

### **Is the MSD-2222 FPR available?**

No, it looks like MSD discontinued this FPR. Any EFI FPR with a vacuum port will work. Have a look at the [Partial CIS to EFI product details](#) page for a link with part numbers.

---