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- When do I need to upgrade my ignition?

Information has come to light from 2 reputable sources. Libra Racing, and those crazy Koreans. Both have tuned Tiburons in excess of 400WHP and can confirm the stock ignition is good for this amount of power.

- What ignition system upgrades are available?

The Hyundai beta engine uses a Distributorless ignition system (DIS). This is a newer form of ignition, and as such, there is not that much on the market for it right now, but the DIS ignition market is rapidly growing.

The [MSD DIS-2](#) is an upgrade to the stock ignition coil driver. It requires use of an [MSD Dual Channel adapter](#) or [Distributorless Tach Driver](#). It allows you to program in the top RPM limit via plug in RPM modules.

The [MSD DIS-2 H.O.](#) is an upgrade to the DIS-2, but it requires use of [MSD DIS H.O. Blaster coils](#). The DIS-2 HO is not street legal in any state. It requires use of an [MSD Dual Channel adapter](#) or [Distributorless Tach Driver](#). It allows you to program in the top RPM limit via plug in RPM modules.

The [MSD DIS-2 Programmable](#) is an upgrade to the DIS-2 and DIS-2 H.O. It allows total control over ignition timing via a programmable interface. It is the ONLY MSD DIS ignition solution that allows boost dependant ignition retard. It also allows individual cylinder ignition timing. It requires use of an [MSD Dual Channel adapter](#) or [Distributorless Tach Driver](#). It allows you to program in the top RPM limit via software

The [Jacobs Electronics DIS Energy Pak](#) is an upgrade to the stock ignition coil driver. Top RPM is adjustable via a dial.

The [Crane Electronics HI-6DI2 CD](#), is an upgrade to the stock ignition coil driver. Top RPM is adjustable via a dial. It does require the use of a [Electronic Trigger Adapter](#).