

Installation Instructions: EVO COIL KIT

Warning: Due to the age of the vehicle this ignition kit is aimed at, the factory wiring loom may run warm. This is an indicator of unwanted high resistance and is usually caused by wire corrosion and heat cycle degradation over time. High resistance along ignition wires is not ideal for this high current ignition upgrade. PRP recommends new wiring be used with their ignition kits to ensure no damage is caused to both the motor and their products. PRP takes no responsibility for any damage caused by incorrect use of their products. If unsure about the correct use, please consult a qualified auto electrician for installation.

First start by preparing your coils, follow the stages and photos below.



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<p>Depending on the coil provided, the spring will be too long, trim to suit</p>	<p>Trimmed conductive spring, you may need to trim both ends up to 5mm on spark plug end, and 10mm on coil end</p>	<p>Flatten the end to ensure more contact surface area.</p>

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<p>Install rubbers onto white stalk,</p>	<p>Ensure the rubber lip has not pinched</p>	<p>Drop the spring into the stalk assembly</p>
		
<p>Drop the resistor into the coil head</p>	<p>Carefully put it together ensuring the spring sits in the resistor well against the resistor, a little dielectric paste on the inner and outer o-ring is advised.</p>	

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You may now insert the coils, bolt the coil down with the M6 cap bolts, spring and flat washer provided, the coil will seat itself with some downward pressure, you can bolt the bracket down first and insert the coils or put the coils together first and then install the whole kit.

The bracket is screwed to the head using the 2 x 20mm cap head bolts provided.

Then plug in your plug and play batch fire harness, or your sequential harness, please refer to the dwell table below.



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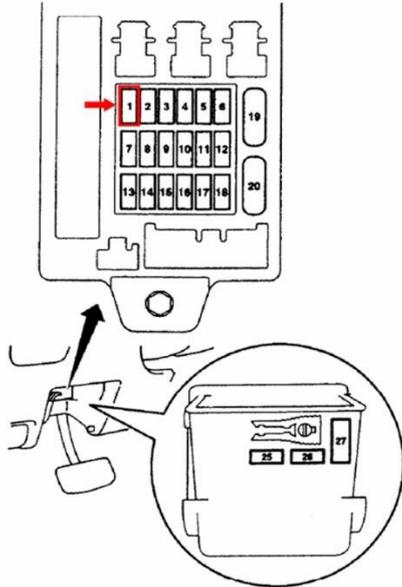
There are 2 loom options with this kit, OEM plug and play which utilises all original batch fire factory harness or sequential which means you would be running a full new loom with your choice of upgraded ECU's.

For batch fire looms, you will need to upgrade the original fuse to run this coil kit.

Important Note: Replacement coils draw more current than the factory ignition system. You must replace the factory ignition fuse (10A) with the supplied replacement fuse (15A) to insure the fuse is not blown under high current draw.

For RHD (Right Hand Drive) models:
 Fuse is located under passenger's side dashboard in fuse location #1.
For LHD (Left Hand Drive) models:
 Fuse is located under driver's side dashboard in fuse location #1.

No.	Symbol	Electrical system	Capacity
1	⤵	Ignition coil	10A



For sequential looms use this pinout guide



Female Connector Pinouts:

1. Coil #1
2. Coil #2
3. Coil #3
4. Coil #4
5. Ground
6. Power 12V



Note: **Recommended dwell is much higher than your average coil, a good starting point is 4 milliseconds base then adjust accordingly by referencing the chart below.**

Note: This table is to be used as a max saturation guide, it shows current saturation of the primary coil. Dwell times should not exceed an amount of time that will cause the coil to fully saturate. Over saturating the coil will cause premature failure of the coil as well as irregular operation of the coil. ie Heat.

Nissan VR38	Volts/Dwell	1.0ms	2.0ms	3.0ms	3.5ms	4.0ms	4.5ms	5.0ms	5.5ms	6.0ms	6.5ms	7.0ms	8.0ms	9.0ms	10ms	12ms
	8v	2A	3A	4A	4.2A	4.4A	4.5A	4.8A	5A	5.5A	5.75A	5.8A	6A	6.2A	6.5A	6.6A
	10v	3A	4A	5A	5.5A	5.75A	6A	6.25A	6.5A	7A	7.5A	7.75A	8.25A	9A		
	12v	3A	4.5A	5.75A	6.25A	7A	8A	8.75A	9.5A	10A	10.5A					
	14v	3.5A	5A	7A	8A	10A	11A	12A	12.25A							
	16v	3.75A	5.75A	8.5A	10.75A	13A										