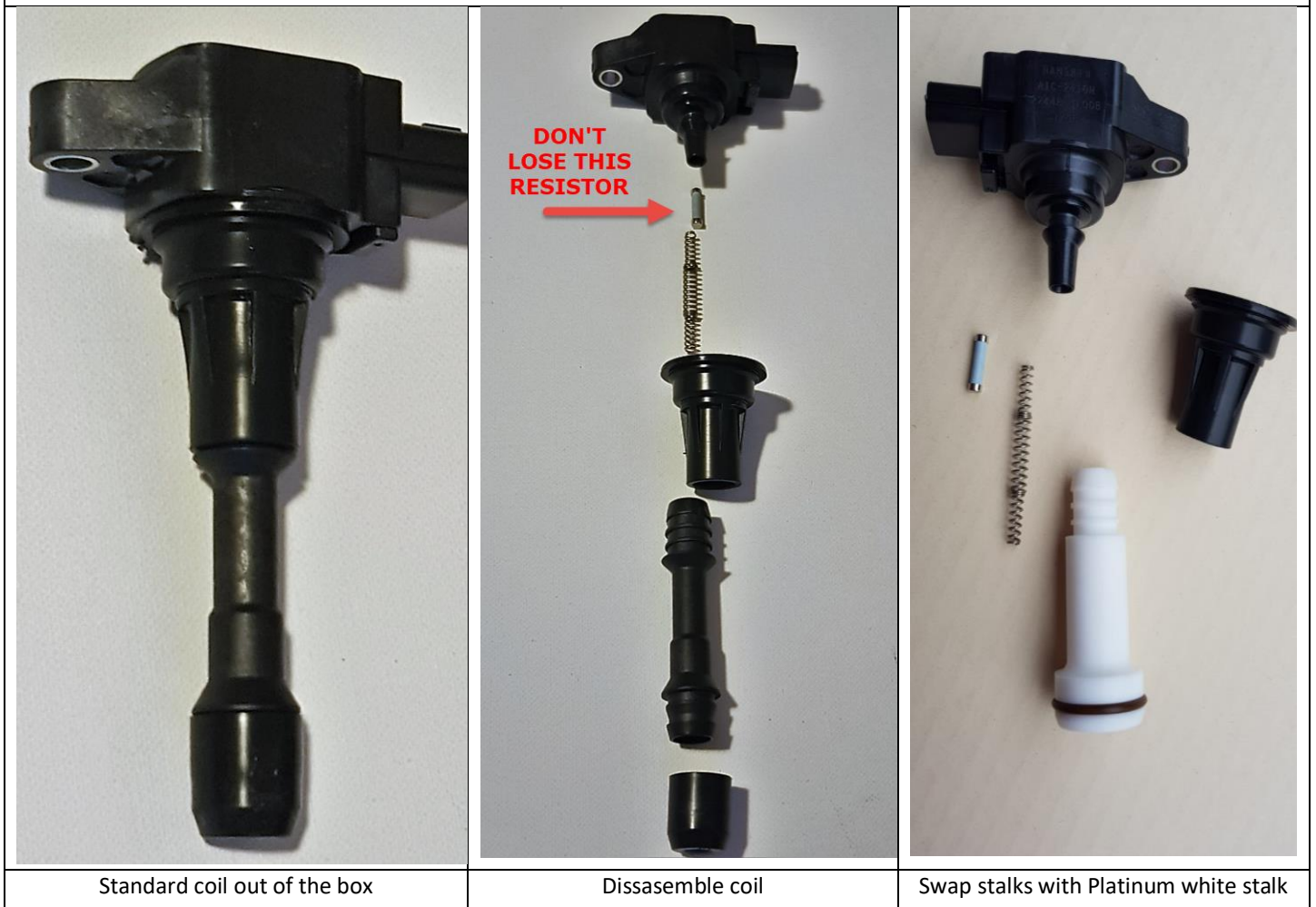





Installation Instructions: NEO RB COIL KIT

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.



Installation Instructions: NEO RB COIL KIT

| | | |
|---|---|--|
|  |  |  |
| <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 by 5mm on the coil end</p> | <p>Flatten the end to ensure more contact surface area.</p> |

Installation Instructions: NEO RB COIL KIT

| | | |
|--|---|--|
|  |  |  |
| <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</p> | |

Installation Instructions: NEO RB COIL KIT



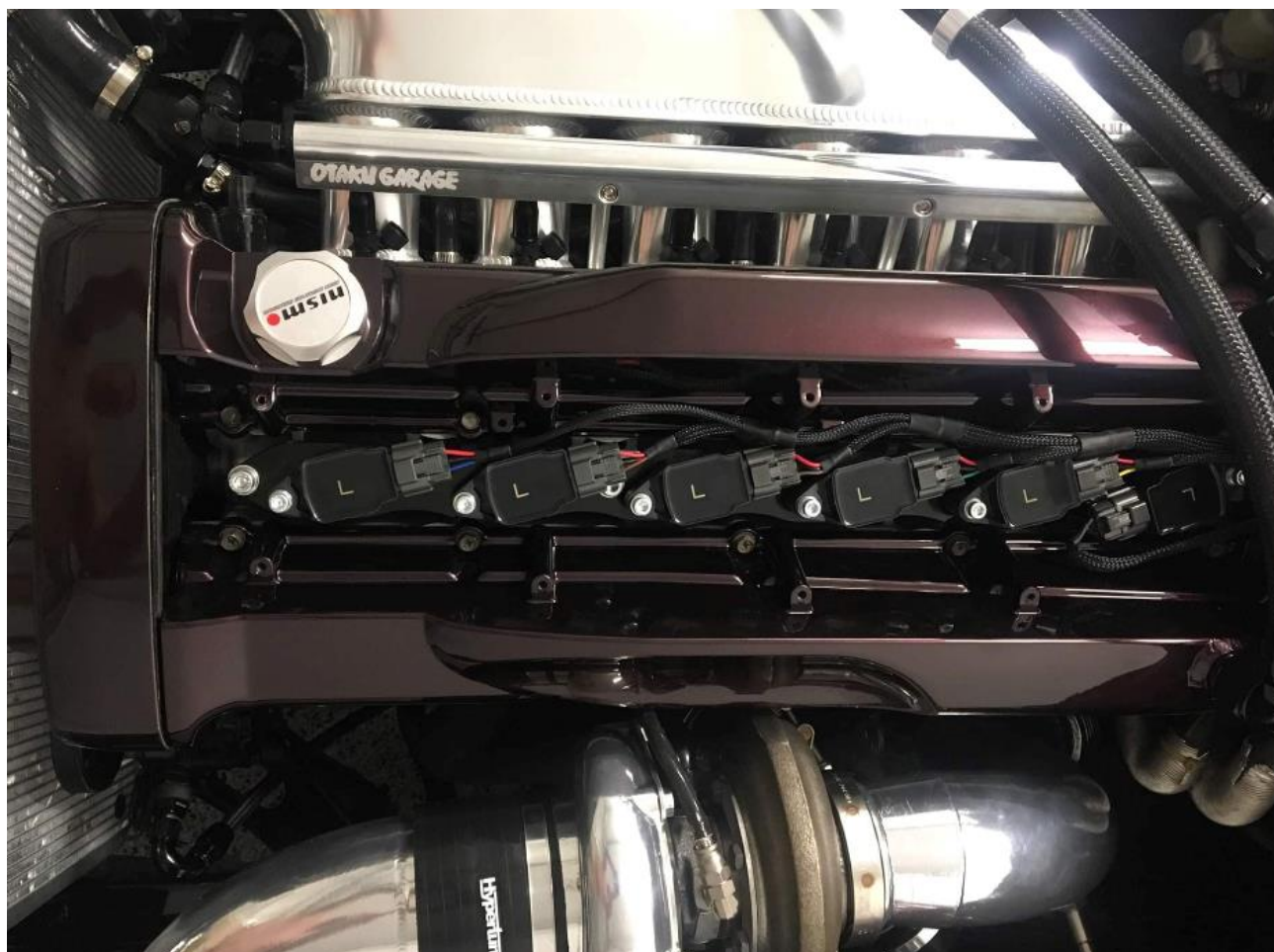
You may now insert the mounting hardware to the head in the positions shown above, the triangles with green arrows go between coil 2 and 3, then again between 5 and 6, the single 2 bolt straight spacer shown with the blue arrow goes in front of coil 1 as shown (centre it as best you can). **NOTE: No washers required, 1 x small drop of thread locker if you feel the need.**

Installation Instructions: NEO RB COIL KIT

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.

Clip in your wiring loom in and start your engine.

Thanks to James for the photos



Note: **Recommended dwell is much higher than your average coil, a good starting point is 2- 3 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 | | | | | | | | | | |