

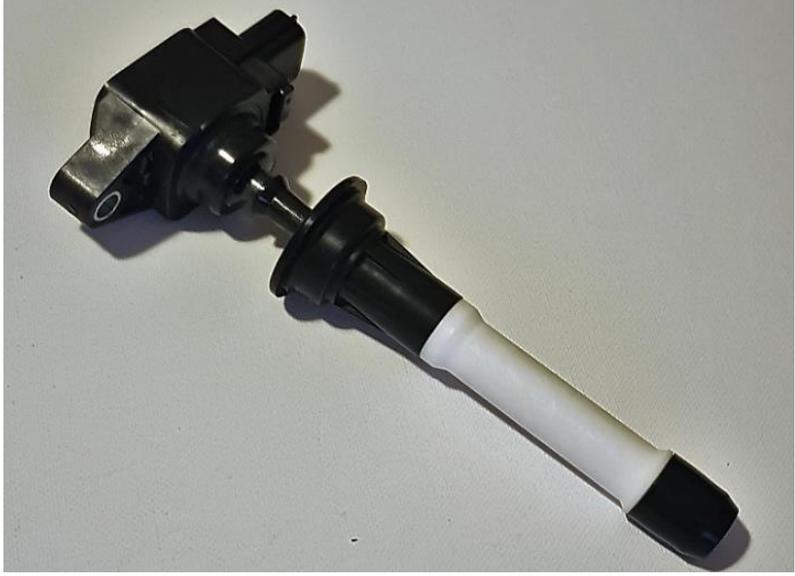
## Installation Instructions: SR COIL KIT

**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.

		
<p>Standard coil out of the box</p>	<p>Dissassemble coil</p>	<p>Swap stalks with Platinum white stalk, The spacer does not need to be used if running a JA10C coil.</p>

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<p>Install rubbers onto white stalk, ensure the top rubber has not picked up an edge</p>	<p>Drop the spring into the stalk assembly</p>	<p>Then drop the spacer into the stalk assembly (if required)</p>
		
<p>Drop the resistor into the coil head</p>	<p>Carefully put it together ensuring the spacer contacts the resistor and push the rubber home.</p>	

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Arrow towards the rear of engine



Insert the o-rings into the bottom of the billet bracket shown in the picture on the left. Remove the original coil setup and bolt your new Platinum bracket in over the original grommet and pressed steel washer, insert 1 x 55mm cap bolt with washers in the middle where indicated. (red arrow) Tighten the bolt enough to seat the bracket and slightly crush the O-rings but not enough to strip the thread in the head.



You may now insert the coils, the last 3 utilise original mounting bolts, the No 1 Cyl, will have a modified coil which is simply seated into position, and will seat itself with some downward pressure, then you may clip in your wiring loom in.

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										