Installation Instructions: JZ COIL KIT GEN NEXT

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.

| Standard coil out of the box | Dissasemble coil and discard these parts | Swap the stalks and springs with PRP provided parts |

DON'T LOSE THIS RESISTOR

Installation Instructions: JZ COIL KIT GEN NEXT

Drop the resistor into the coil head

Drop the new spring into the stalk assembly (it may already be there)

Assemble the 2 halves sideways to ensure none of the bits fall out, they will click together, and the job is done.

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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 the install the whole kit.

The bracket is screwed to the head using the 2 countersunk cap screws provided.
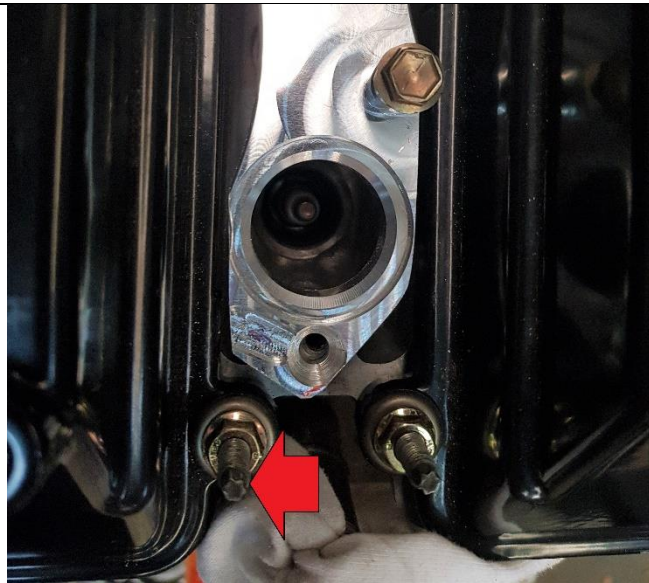
This stud is usually in the way and it will need to be removed and replaced with a standard cap head bolt.	You can use a T4 star drive socket or vice grips if you must they will do the job.

The last modification is to bend this pipe out of the way, use a 3/8 socket extension to give you some leverage.

Installation Instructions: JZ COIL KIT GEN NEXT

Plug your wiring loom in to face backwards for a standalone ECU or forwards for OEM wiring harnesses, you can tuck the wiring and plug away when done and re fit your cover.

Platinum Racing Products 1JZ/2JZ-GTE VVT-i/Non-VVT-i R35 Ignition Harness Wiring Instructions

- Remove external OEM Igniter and tap into appropriate wires from remaining harness connectors.
- Use the below information to identify your ignition type and model igniter.
- With the supplied female DT connector, run wires to ECU and/or remaining Ignitor connectors accordingly.

Note: A minimum wire gauge of 20AWG for coil signal wires and a minimum wire gauge of 16AWG for power and ground wires are to be used.

If unsure of required task, PRP strongly advises a qualified auto electrician be consulted as incorrect installation can result in damage to both kit & ignition.
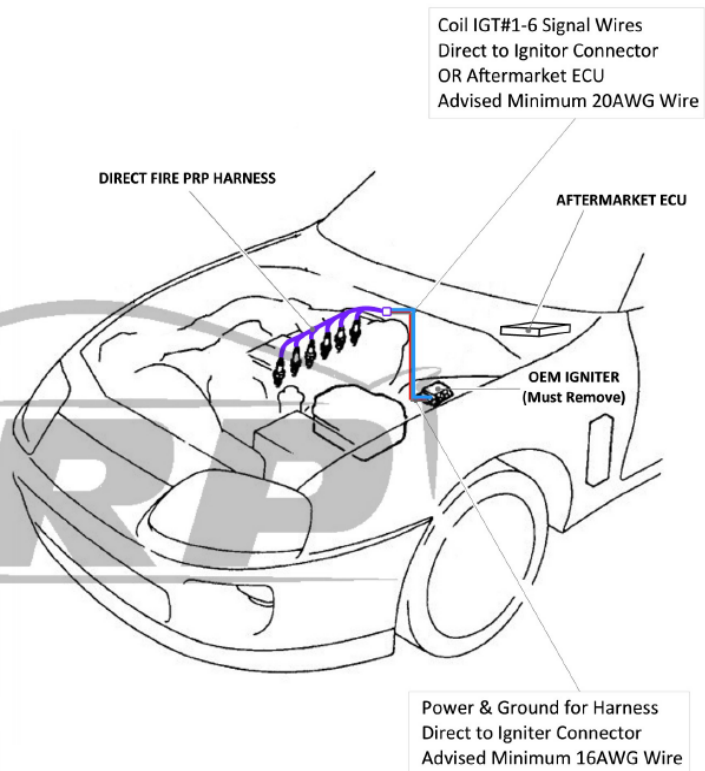
DIRECT FIRE IGNITER
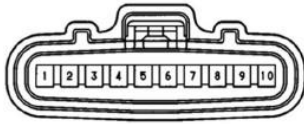TOYOTA PN: 89621-22020/89621-22030
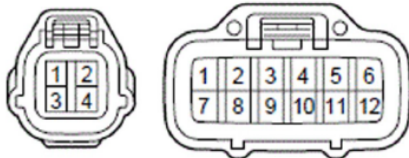
Pin #	Wire to:
1	Tachometer
2	Power
3	IGF
4	Ground

Pin #	Wire to:
1	IGT 1
2	IGT 2
3	IGT 3
4	COIL 3
5	COIL 2
6	COIL 1
7	IGT 6
8	IGT 5
9	IGT 4
10	COIL 4
11	COIL 5
12	COIL 6

Coil IGT#1-6 Signal Wires
Direct to Ignitor Connector
OR Aftermarket ECU
Advised Minimum 20AWG Wire

DIRECT FIRE PRP HARNESS

AFTERMARKET ECU

OEM IGNITER
(Must Remove)

Power & Ground for Harness
Direct to Igniter Connector
Advised Minimum 16AWG Wire

Installation Instructions: JZ COIL KIT GEN NEXT

WASTED SPARK IGNITER
TOYOTA PN: DH61 89621-30020

Pin #	Wire to:
1	Coil #2
2	Coil #3
3	Ground
4	IGF
5	IGT 3
6	IGT 2
7	IGT 1
8	Tachometer
9	Power
10	Coil #1
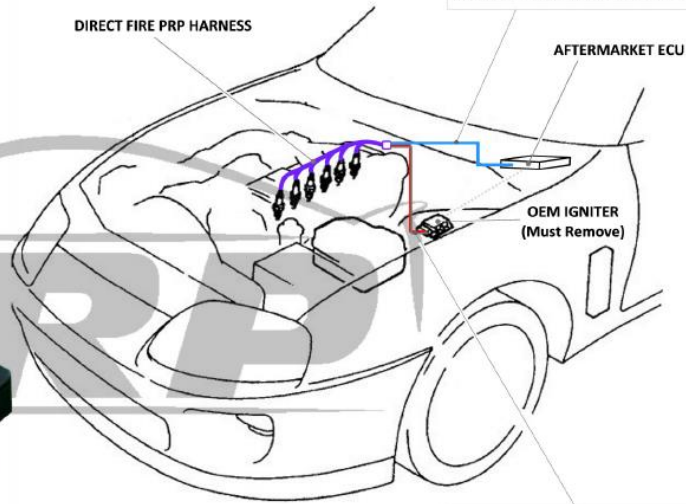
Coil #1-6 Signal Wires
Direct to Aftermarket ECU
Advised Minimum 20AWG Wire

AFTERMARKET ECU

DIRECT FIRE PRP HARNESS

OEM IGNITER
(Must Remove)

Power & Ground for Harness
Direct to Igniter Connector
Advised Minimum 16AWG Wire

# Installation Instructions: JZ COIL KIT GEN NEXT

Technical Information:

PRP performs all coil tests in house. Measurements such as current draw, spark duration, heat and energy output are taken into account to ensure accurate settings are used. This in turn guarantees the best performance and lifespan of the coils.

The dwell times supplied are averaged over extended load and duty times then dialled back 5% to account for discrepancies in manufacturing batch differences within the coils, their model numbers and the test equipment. The dwell table focuses on the highest energy output just before the primary coil reaches magnetic saturation to minimise unnecessary excess heat caused by over charging the coil.

The following information is provided for a street use reference, PRP takes no responsibility for any damage caused as a result of incorrect use of this data. If unsure, PRP suggests consulting a qualified engine tuner before adjusting dwell tables within your ECU.

Figure 1: Example Oscilloscope Coil Output:
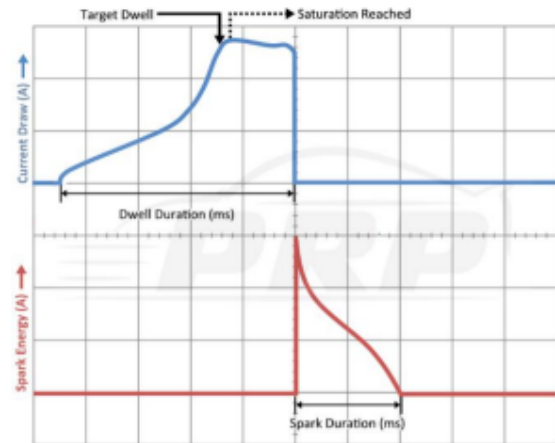
Suggested Dwell Table for Street Use:

15% Dial-back From Maximum Output.

Voltage (VDC):	8.0	8.5	9.0	9.5	10.0	10.5	11.0	11.5	12.0	12.5	13.0	13.5	14.0	14.5	15.0	15.5	16.0
Target Dwell (ms):	7.8	7.5	7.0	6.8	6.5	6.1	5.2	4.6	4.1	3.9	3.6	3.4	3.2	3.1	2.9	2.8	2.6

Dwell Table Coil Compatibility: HITACHI PN IGC0079
HANSHIN PN 22448 JF00B
HANSHIN PN 22448 JA10C

Figure 2: Line Graph Dwell & Energy Comparison: