Installation Instructions: 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***

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

		
Standard coil out of the box	Dissasemble coil	Swap stalks with Platinum white stalk

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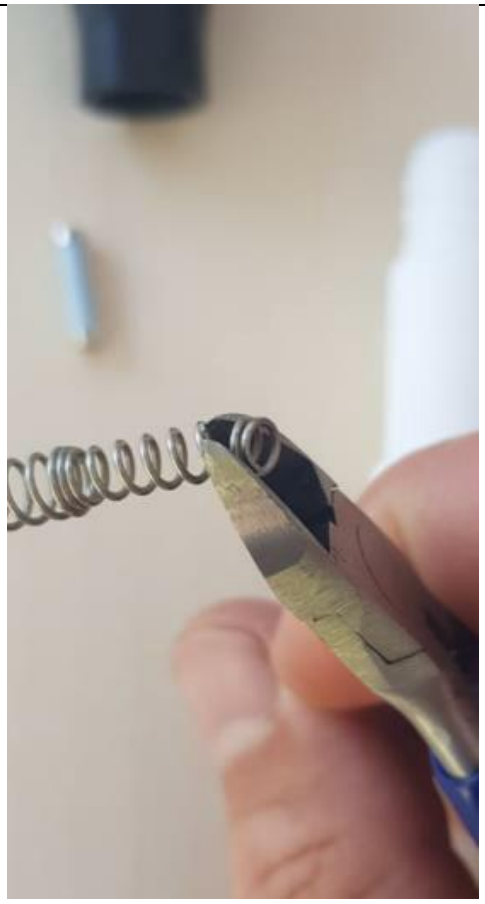		
Depending on the coil provided, the spring will be too long, trim to suit	Trimmed conductive sping, you may need to trim by 5mm on the coil end	Flatten the end to ensure more contact surface area.

Note: ***Optimal spring length should be around 50-55 mm, it can be longer but mates it harder to assemble, as long as its not shorter as you run the risk of coil damage.***

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Install rubbers onto white stalk,

Ensure the rubber lip has not pinched

Drop the spring into the stalk assembly

Drop the resistor into the coil head

Carefully put it together ensuring the spring sits in the resistor well against the resistor

***Note:** Once done, please shake the coil, if you can hear the resistor bouncing around there is something wrong, boot caught, spring caught or too short. Please dissasemble and check it, this will lead to imdiate coil failure.*

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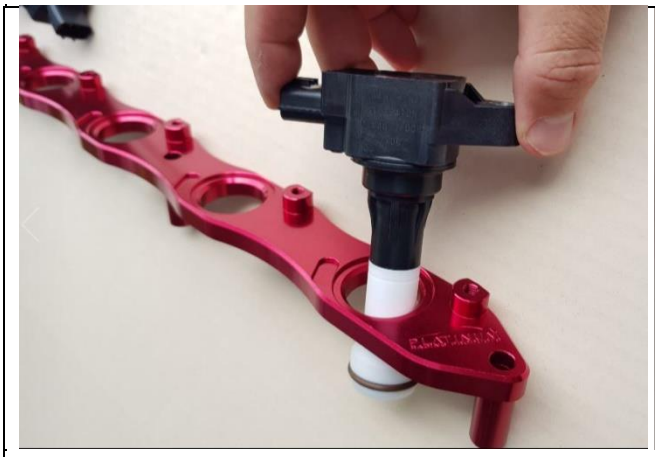
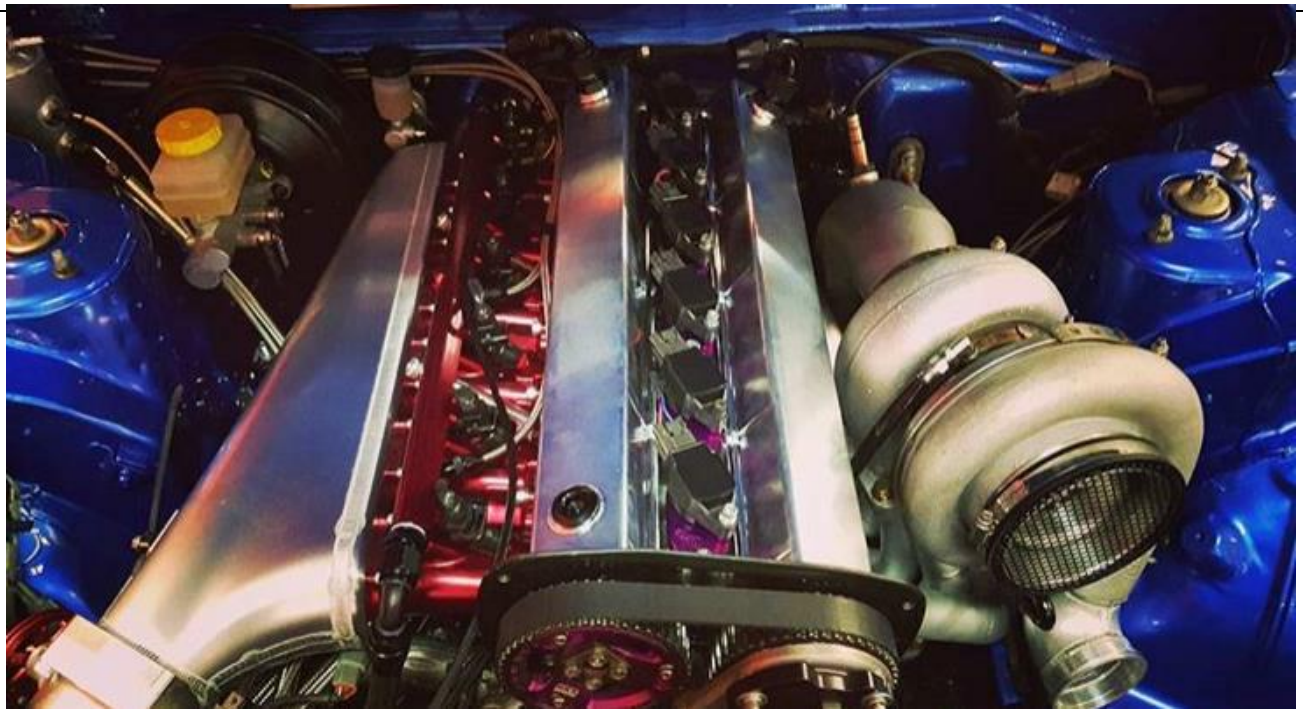


You may now insert the coils, bolt the coil down with the M6 cap bolts, spring and flat washer provided, the coil will seat itself with some downward pressure, you can bolt the bracket down first and insert the coils (rev 2 stalks) or put the coils together first and the install the whole kit.
Clip in your wiring loom in and start your engine.



Note: Please see below for dwell and technical information

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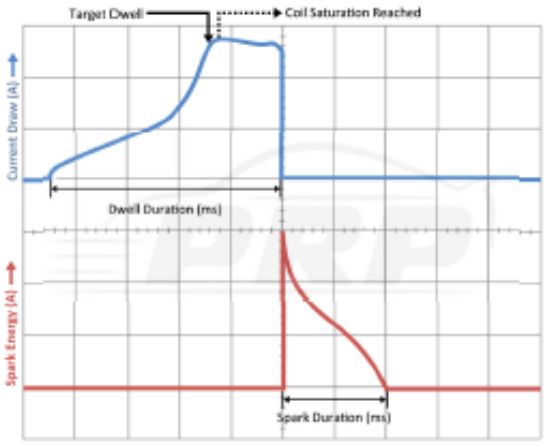
Technical Information:

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 models numbers and the test equipment. The dwell table focuses on the highest energy output just before the primary coil saturates to minimise unnecessary excess heat caused by oversaturation.

The following information is provided for 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:

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):	9.2	8.8	8.3	8.1	7.7	7.2	6.2	5.5	4.9	4.6	4.3	4.0	3.8	3.7	3.5	3.3	3.1

Dwell Table Coil Compatibility:

HITACHI PN IGC0079
HANSHIN PN 22448 JF00B
HANSHIN PN 22448 JA10C

Figure 2: Line Graph Dwell & Energy Comparison: