

## 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.

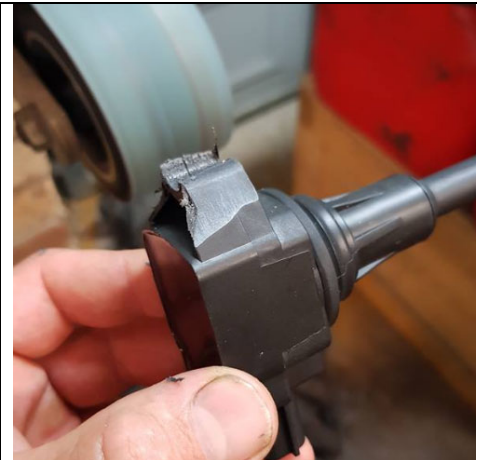
First start by preparing your number one front coils, follow the stages and photos below.



New unmolested coil needs to have the bolt lug removed on SR engines.



Use a belt liner to remove the plastic material on one side of the metal crush tube (bolt hole) until it hits the metal part



Then start on the other side and you will notice the metal part will just fall out (wear safety glasses please)



Then simply smooth off the excess plastic so it looks neat enough, (this coil can be held down by the stainless PRP clip provided).

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<p>Exhibit A: Standard coil out of the box</p>	<p>Dissassemble coil, discard everything apart from the resistor and coil head itself, work the silicone boot until it comes apart, it wont break.</p>	<p>Get your new silicone stalk and spring ready for modification (it will need trimming)</p>
 <p>Arrow towards the rear of engine</p>		
<p>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.</p>		



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Install the coil bracket Install the silicone rubber stalk onto the coil (without the resistor or spring for now, you will see the stalk is too long)

Measure the over hang of the stalk between the coil head and the bracket and you want to cut that over hand off plus an extra rib (5mm)



Once installed the aim is to have the silicone rubber stalk cover all but about 5mm of spark plug ceramic.

You may cut the spring to the next bunched up section, but usually not needed on the SR20 engines, give the spring 2 bends as shown (exaggerated) to stop the spring and resistor falling out of the stalk

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

**NOTE:** *Before you start your engine, if you have an OEM igniter on your firewall or anywhere else you will need to bypass it! You will fry your coils if you run both, the R35 Smart coil has an in-built igniter so please ensure you do not attempt to start your engine before checking!*

We do stock patch looms if required (for all Series 1 / Big Hole SR) PN: SRIGNDEL

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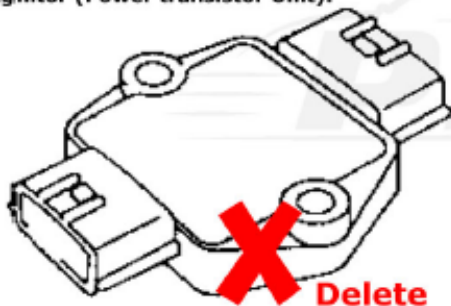
**IMPORTANT:**

Failure to perform the following task prior to kit installation will cause damage to the supplied coils. If unsure of required task, PRP strongly advises a qualified auto electrician be consulted as incorrect installation will result in damage to both kit & ignition. PRP does not take responsibility for any damage to coils caused by incorrectly removing the ignitor.

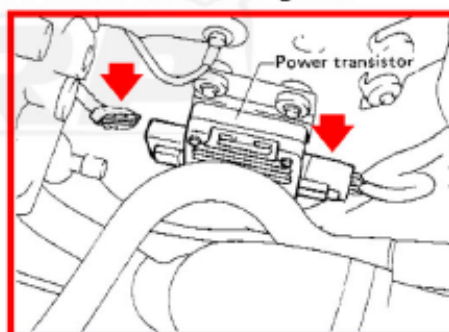
**SR20DET 22020-50F01 Ignitor Delete Instructions:**

Disconnect Ignitor (Power transistor Unit) and replace with the PRP SR Ignitor Delete Patch Harness.

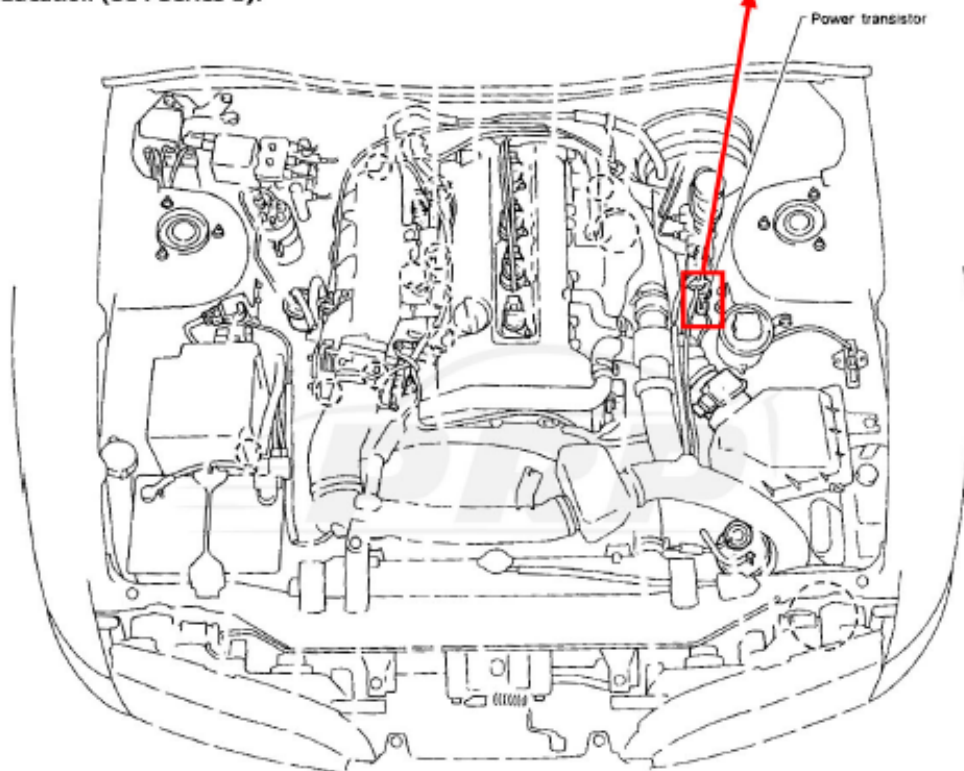
**Ignitor (Power transistor Unit):**



**Disconnect and Remove Ignitor:**



**Location (S14 Series 1):**





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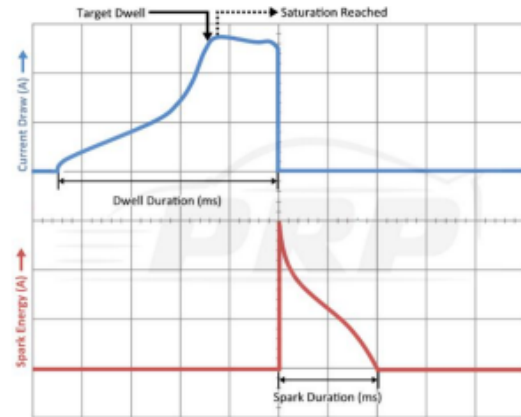
### Technical Information:

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 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:

