

Troubleshooting Factory Wiring Issues for Ignition Coil Upgrades - R32 GTR



IMPORTANT: If unsure about any of the information below, PRP recommends consulting a qualified auto electrician to diagnose if the below points are applicable to your vehicle and rectify if necessary. PRP takes no responsibility for damage caused by any wiring faults due to incorrect/damaged factory wiring.

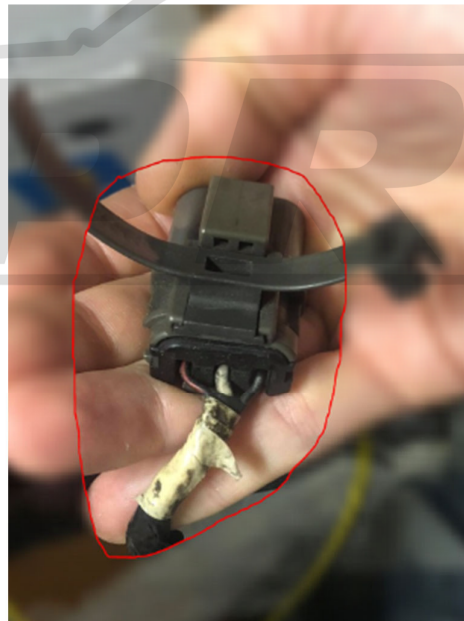
Checking your existing wiring before upgrading your ignition system is essential to ensure no issues occur after the installation. As these vehicles are pushing well past 20 years old now, the factory “unsealed” raw copper wires start to show degradation due to moisture and ingress in the form of copper corrosion. Failure to resolve these degraded wires may result in excess resistance in the power and ground ignition circuit wiring. This can potentially damage both the coils and ignition circuit. Although the factory ignition circuit wires are able to sustain the current draw from the upgraded ignition coils, unfortunately degraded wires may not. You may find you only witness ignition issues with the upgraded coils and when reverting back the issue is resolved. This could be due to the extra current required to power the upgraded coils isn't being delivered through the corroded wiring compared to the lower current draw of the original coils.

Obvious signs of wire degradation are darkened black copper strands and extreme corrosion signs are green strands with chalky residue with cracked/split/melted insulation.



Unfortunately, these wires cannot be repaired, they must be replaced. Not replacing effected wires may result in numerous electrical gremlins (faults) that may seem very intermittent or random and hard to pinpoint.

If you find your power or ground wires are split, cracked or melted on your engine harness ignition connector, these issues must be resolved prior to running this ignition upgrade. A simple work around is running a new ground and/or power wire into your factory engine harness connector. We suggest a new ground directly to the back of the cylinder head is ideal with 18-16 AWG gauge wiring. You can also contact PRP and request the right parts for this task, we can supply crimp pins to suit this connector or even a new connector if necessary.

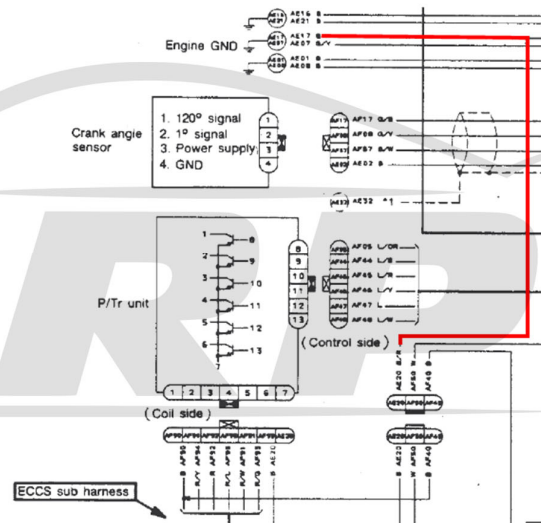
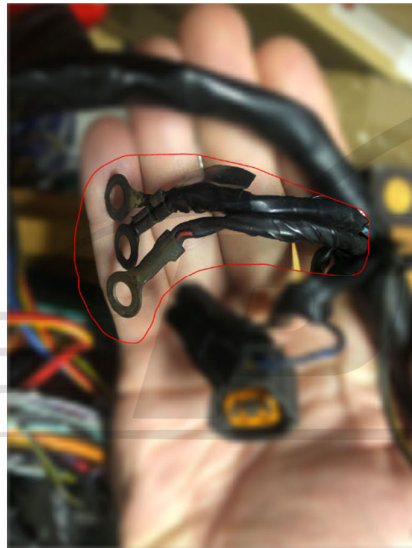


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Grounding eyelets are another important aspect that should be checked. All grounds should be monitored, cleaned and tightened periodically to ensure no bad earths occur. On the R32 GTR, the ignition connector ground wire loops around to the front of the engine and joins with the ECU ground near the top water neck.



You must check this grounding point is tight and contact face not insulated by paint or dirt. If eyelets show any signs of degradation, replacing is highly recommended.

With all the above checked and clear, you should be all clear to enjoy your upgraded ignition system!

Enjoy :)