

**PLEASE READ THE FOLLOWING
NOTICE BEFORE INSTALLATION.**

IMPORTANT INSTRUCTIONS

If the coil is marked "Use with external resistor," it must not be used on cars that do not have a resistor in the ignition coil circuit. This resistor can be a separate assembly mounted near the coil or on the firewall, or it can be a special wire in the original wire harness. When applicable, check that this resistor is in good operating condition. Make sure that the positive and negative wires are connected to the corresponding terminals on the coil. Note + and - signs on the coil. All connections must be tight and the high voltage lead inserted into the tower hole until it touches bottom. Most coils are supplied without a bracket. Use the mounting bracket from the old coil. Some cars have primary wires with "D" shaped holes in the terminals. To install this coil, the flat in the primary terminals should be filed or reamed sufficiently to fit the coil stud. When primary connections are made by a connector assembly, inspect the terminals in the connector to ascertain that they are free of corrosion and not mutilated or broken. While this coil is guaranteed to be in perfect operating condition, it is not a "cure-all" for every ignition trouble. If, after installing this coil, engine performance is not satisfactory, check the complete ignition and fuel system.