

PLEASE READ THE FOLLOWING NOTICE BEFORE INSTALLATION.

As a product improvement, a special dielectric boot grease has been pre-applied into the spark plug boot at the factory. This grease helps keep the boot from sticking to the spark plug ceramic. The grease also improves the fit of the boot to the ceramic for improved high voltage performance.

Coil Failure Modes:

A number of conditions are known to contribute to coil failure. Be sure to look for these conditions and, if found, correct them before the coil is installed and the car returned to the customer:

1. Inspect the end of the spark plug boot of the failed coil in the area nearest the spark plug. Combustion gases leaking past either the threads of the spark plug or between the steel and the ceramic of the spark plug can damage the boot. Damage includes possible shrinkage of the boot material or distortion of the boot or burn marks. If this type of damage is found, replace the spark plug before replacing the coil & the spark plug boot.
2. Look for water or rust stains on the spark plug or spark plug boot. The spark plug well should be dry and not show signs that water or coolant has leaked past the spark plug boot seal. If there are signs of water or coolant, check the coolant hoses and clamps for signs of leakage. If water is present, check the rain seal at the back of the hood to see if it is missing and/or misaligned/damaged. These conditions must be fixed before the new coil is installed.
3. The wire harness assembly connector has had a white lithium grease pre-applied at the factory for terminal lubrication. A small amount of electrical connector grease can be applied at this location if necessary.
4. Inspect the OEM wire harness connector and it's silicone rubber seal. This connector plugs into the top of the new coil. The silicone rubber seal must be present and undamaged to keep dirt and moisture out of the coil's electrical connector.

