



XIG5032

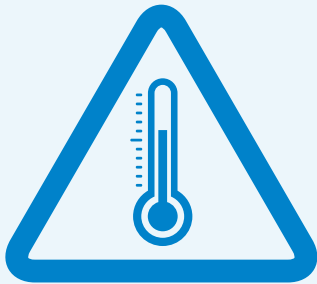


**IMPORTANT FITTING ADVICE FOLLOWS**

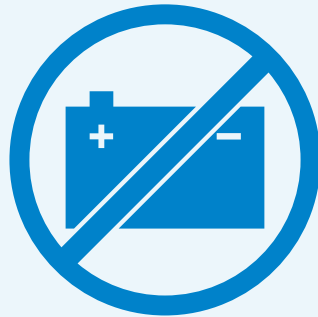




## IGNITION COIL GENERAL FITTING ADVICE



ENSURE ENGINE  
IS COOL BEFORE  
STARTING



WARNING HIGH  
VOLTAGE: DISCONNECT  
BATTERY



ALWAYS REFER TO  
MANUFACTURERS  
INSTRUCTIONS

1. Disconnect battery and allow engine to cool
2. Disconnect and remove old coil(s)
3. Check all spark plugs for damage, gap and/or wear. Ignition coil failure is commonly caused by voltage overload due to bad spark plugs. Not replacing them could cause the new coil to fail prematurely.
4. Always ensure that spark plugs are reinstalled correctly after completing checks.
5. Ensure that the new coil is seated correctly. This is particularly important for rail coils as if it is not, the coil may bow or crack when bolted down.
6. Complete final checks and reconnect the battery
7. Clear the fault codes and update the ECU.



IF FAULTS PERSIST A PARAMETER RESET MAY BE  
REQUIRED. PLEASE SEE NEXT PAGE



## RESET PARAMETERS GENERAL ADVICE

After replacing engine management components, many vehicles will require a reset of the parameters to tell the ECU that a new part has been fitted. Without this, the ECU will believe that the engine is still running with faulty sensors and will default back to data already received before the replacement. This causes the vehicle to run poorly, normally with the Malfunction Indicator Lamp on and the fault code still logged in memory.



ALWAYS REFER TO  
MANUFACTURERS  
INSTRUCTIONS

### Reset parameters as follows

1. Firstly, reset the vehicle using diagnostic tools.
2. If the fault code persists, perform a manual reset according to the manufacturers instructions, commonly as follows:
3. Carry out 3 drive cycles:
  - A. Turn ignition on, turn ignition off
  - B. Turn ignition on, turn ignition off
  - C. Start the engine.
4. An extended road test, normally around 20 miles is then required to provide the ECU with enough data to allow the sensor to function correctly.

## TECHASSIST

“Fitting aftermarket sensors is similar to plugging an aftermarket device into a PC or laptop – the PC will recognise the new device, then find and install the drivers it needs to operate correctly. The vehicle’s ECU is very similar, it simply needs to calculate how best to use the newly fitted component.”