



**CAUTION: CAREFULLY READ INSTRUCTIONS BEFORE PROCEEDING**

## OVERVIEW

The Daytona Sensors PR-i coil is 50 states street legal for use with the following applications:

- P/N 101003 (chrome finish) and P/N 101004 (black finish) PR-i high energy ignition coils have ARB E.O. No. D-641-6 for use with 1988 and earlier vehicles.

Start by inspecting your ignition system. We recommend that you replace the rotor and cap with original equipment specification parts to avoid possible arcing and clearance issues. We recommend that you also replace the spark plugs and spark plug wires.

## INSTALLATION

1. Turn off the ignition switch and disconnect the battery ground cable before proceeding.
2. To avoid later confusion, label wires going to the original COIL- and COIL+ terminals. Note: on Bosch and some other European coils, terminal 1 is COIL- and terminal 15 is COIL+. If you cannot identify the original coil terminals, trace the wiring. The wire from the ignition switch or ballast resistor will be connected to the COIL- terminal. The wire from the breaker points or ignition module (and tachometer if used) will be connected to the COIL-

terminal. For antique English vehicles with positive ground, please contact our tech support. You can also use a volt meter or test light to identify the coil connections. Remove all coil connections and momentarily turn the ignition switch on but do not crank the engine. The reading on the wire from the ignition switch (which was connected to the COIL+ terminal) will be close to 12 volts.

3. Remove the original coil. Install the new coil using the original bracket and hardware.
4. Connect the wires you previously labeled to the COIL+ and COIL- terminals. Reconnect the high voltage wire from the distributor to the coil.
5. If you are replacing a high resistance coil, such as the Bosch "Blue" coil or a Lucas coil, you must add an external ballast resistor as shown in Figure 1. If you are not sure, use an ohm meter to measure the resistance of the original coil that you removed in step 3. If the resistance between the COIL- and COIL+ terminals is greater than 3 ohms, you must add the ballast resistor. You can use a two terminal ballast resistor such as BWD RU-12, Echlin ICR23, or Wells CR107.
6. Reconnect the battery.

Figure 1 – Ballast Resistor Installation

