

Coil Warranty and Diagnosis

Thank you for your purchase of this high quality ignition coil. Please read the following statement to insure proper installation, operation, and longevity of the coil. All of our ignition coils are manufactured in facilities which utilize quality management systems certified by the applicable independent certifying agency. A no spark condition can be caused by many reasons. It is critical to the warranty process that the following initial vehicle checks have been made prior to submission of any warranty claim.

- The most common causes of random or general misfire diagnostic trouble codes are vacuum leaks in the engine intake tract and fuel delivery issues. Check for cracked vacuum lines, injector seal leaks, and intake tract gasket seal leaks. Confirm proper operation of the fuel pump and fuel pressure regulator.
- Diagnostic trouble codes identifying specific cylinders are usually due to high secondary circuit resistance (spark plugs and ignition cable concerns), fuel not reaching the cylinder (individual injector or injector driver concerns) and mechanical damage within the cylinder(s) in question.

Following these basic operational checks, insure that there is proper supply voltage to the positive terminal of the ignition coil under both START and RUN conditions. Check for proper operation of the camshaft and crankshaft sensors, or the ignition pickup coil if equipped. If any of these important components are not properly functioning, they may cause a no start or misfire condition due to a non-firing coil. Many late model vehicles utilize computer control of the ignition coils. A check for proper output from the ignition control module should be performed prior to ignition coil replacement. Although extremely uncommon, a failed ignition coil driver within the engine control unit (ECU, ECM, PCM etc.) will destroy a coil. Be sure that all grounding circuits are intact with low resistance and are not subject to poor connections during the normal vibration a vehicle experiences during operation. Spark plugs must always be replaced with those of manufacturer suggested heat range and construction whenever a repair involving a misfire is performed, or ignition components are replaced.

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