JZ to R35 GTR Coil Conversion Kit

WARNING! Please read the whole guide before installing this part.

Legals:

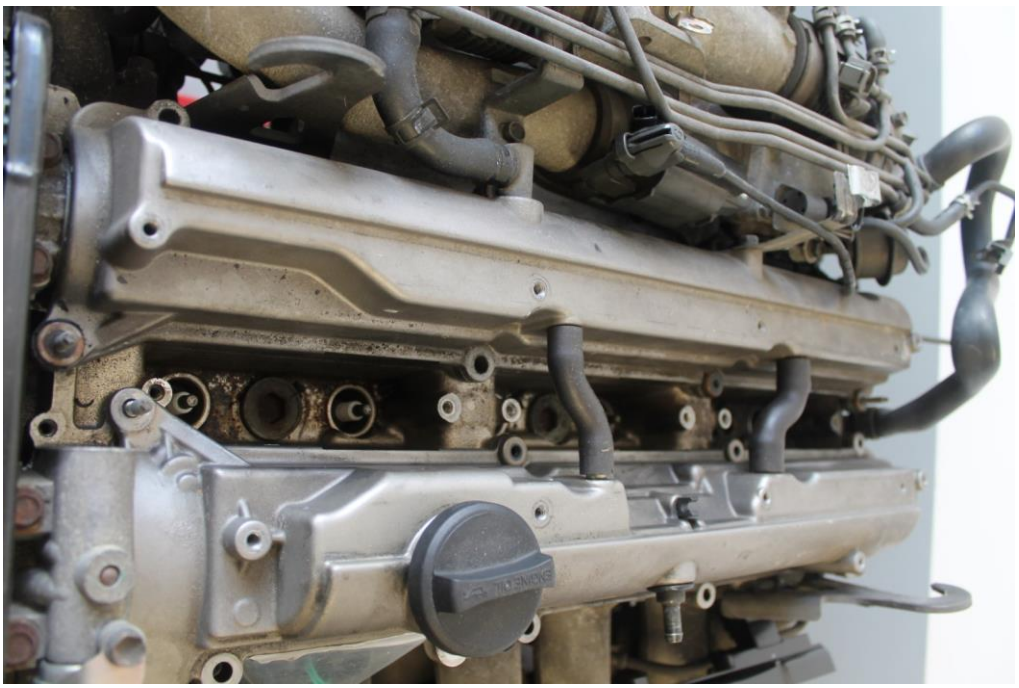
TAARKS coil conversion kits have been designed and are intended for off-road use only. The installation of this part on a vehicle intended for use on public roads may violate laws and regulations in your country/state. Additionally, this part is sold with a LIMITED warranty that only covers defects in manufacturing. This warranty does not cover any damage incurred by using this part. The installation of this part may also void any vehicle warranties. Refer to a performance specialist for proper installation.

After opening the packaging please check to see if any parts are missing or damaged. If something is missing or damaged please contact us immediately. Do not install the product.

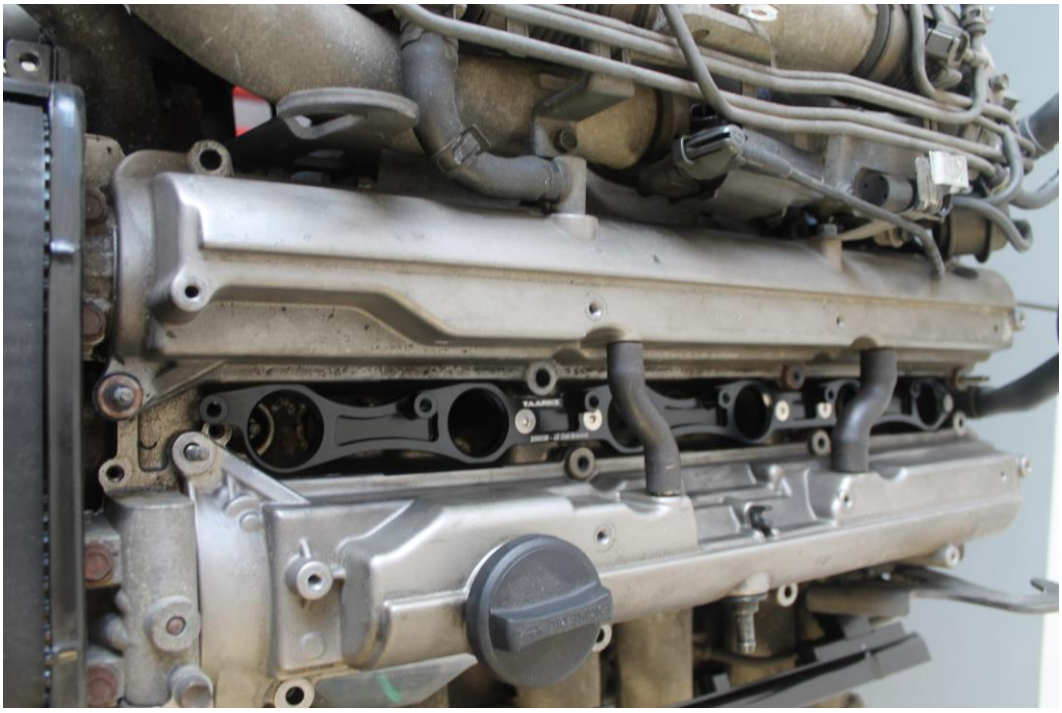
Do not modify this part in any way. Modifying the part may result in failure of the part and voids all possible warranties.

Installation Guide

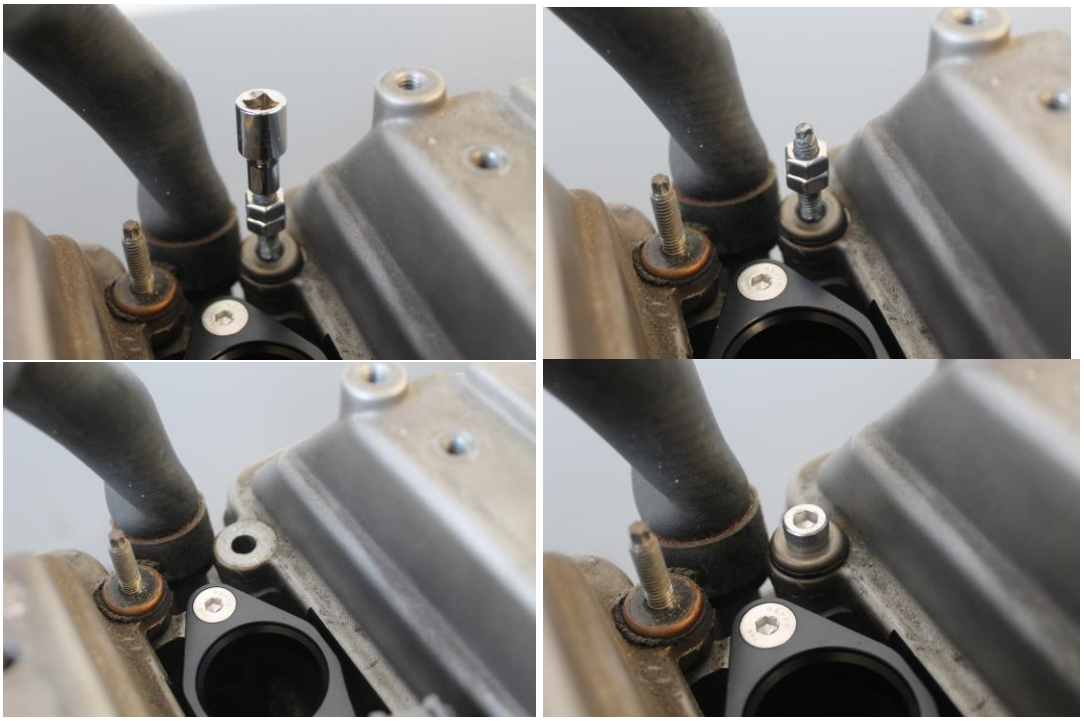
Remove the coil pack cover and existing coils, leads and wiring loom.



Install the coil bracket using as many of the mounting points as possible. Depending on your engine type you may not be able to use every bolt. It may be necessary to loosen the rocker cover bolts and lift the rocker covers to get the bracket into the valley.

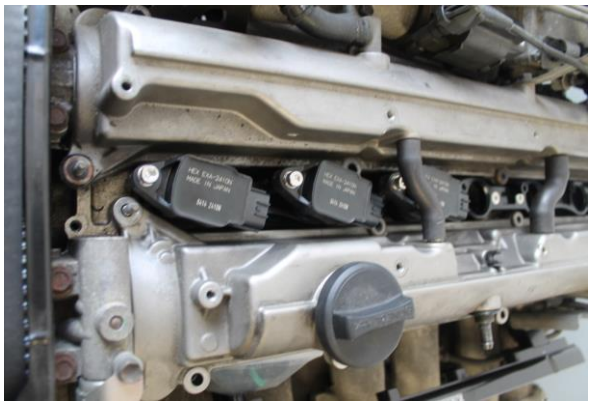


If your engine has a stud at the rear of the motor holding the rocker covers down, the intake side will need to be removed and replaced with the provided M6x30mm cap screw. The stud can be removed using a T4 torx socket or the double nut technique also works.



Now it's time to install the coils. The coils have already been modified with new boots and springs ready to go. The following pictures and guide are from the 2JZ VVTi motor, the steps might be different for your engine. On each of the coils use a small amount of the supplied dielectric grease on the inside of the coil boot where the spark plug enters, this helps the boot slide on and off the spark plug easier.

Install the first 3 coils using the provided M6x25mm cap screws and spring washers. Use a 5mm allen key to tighten. Apply a small amount of non-conductive lubricant to the inside of the blue silicone boots of the coils, silicone spray works best here. This helps release the coils from the spark plugs during servicing etc. (see the end of this guide for tips on removing the coils)

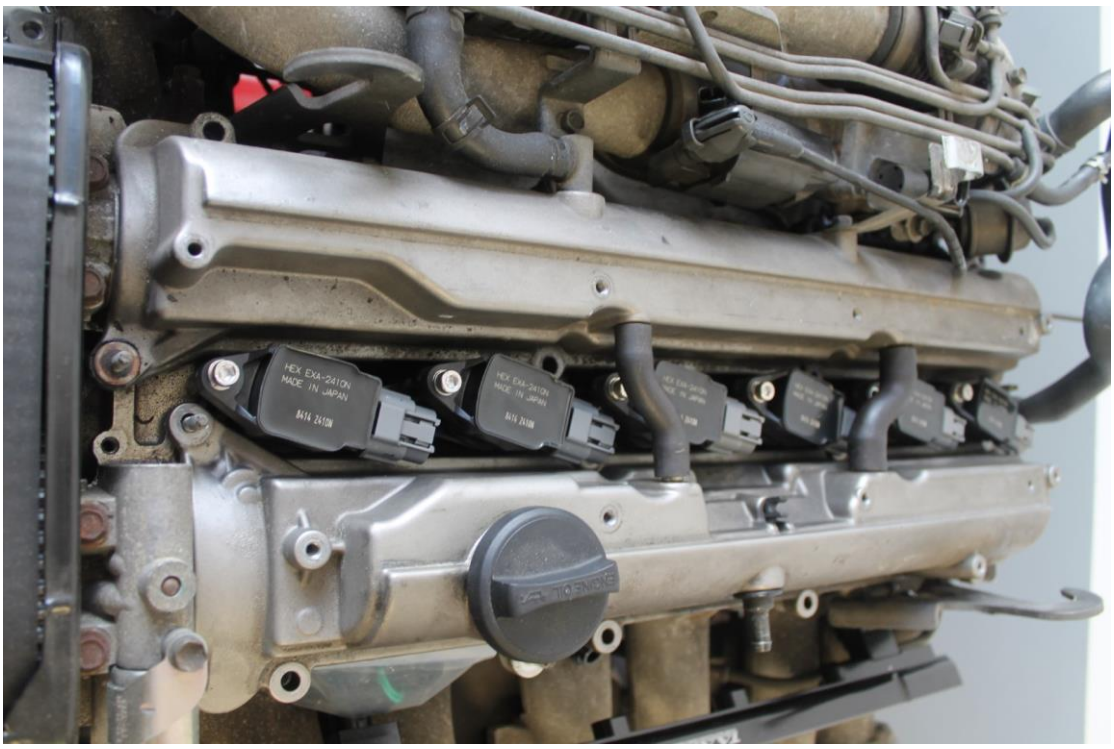


The 4th coil will need to be rotated to clear the breather pipe, press the coil down and rotate pack to match the angle of the first 3 coils.

The same process is used to install the 5th coil.

At this point you can install the connectors and wiring loom. It may be necessary to angle the connector to install.

The last coil will need to have the connector installed just before pushing the coil down onto the bracket.



Note: It is recommended to run Resistor type spark plugs with these coils, running non resistor plugs can damage the coils.

A wiring diagram and recommended dwell times are listed on the next page.

And that's it… You're all done. Enjoy & and thank you for supporting TAARKS.

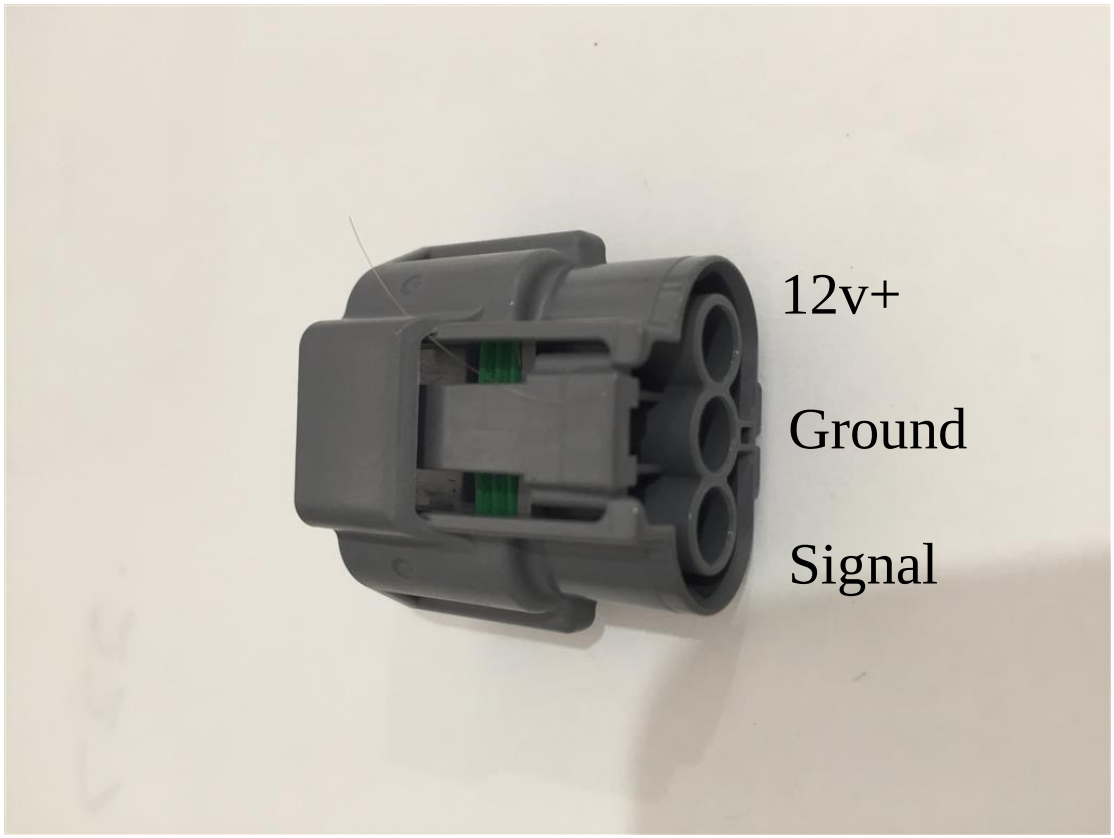
**Coil pack removal. Providing a lubricant was used on the boot using install removal of the coils is quite simple. Just remove the wiring harness and mounting bolt. At this point you will need to gently rotate the coil back and forth while lifting the coil. The twisting motion helps release the boot from the bracket. If for some reason the boot separates from the coil be sure to locate the small resistor that will fall out, this will need to be put back in when the boot goes back on. If the boot gets stuck and separated from the coil a pair of pointy nose pliers can be used to free the boot.

Wiring guide:

DO NOT RUN THIS KIT IN WASTED SPARK CONFIGURATION.

It is not recommended to use the standard wiring loom as the GTR coils will draw more current than the factory coils. We recommend constructing a custom wiring loom using the provided connectors. Please ensure the correct gauge wire is used to support the current draw of the coils.

The OEM igniter will need to be removed and the coils wired direct to the ignition outputs of an aftermarket ECU. Please refer to an auto electrician to correctly wire the coils.



Recommended dwell settings:

5.0ms @ 8v
4.8ms @ 9v
4.7ms @ 10v
4.6ms @ 11v
4.4ms @ 12v
4.2ms @ 13v
4.1ms @ 14v
4.0ms @ 15v
3.8ms @ 16v