

ORDERING GUIDE: DISTRIBUTORLESS TYPE SYSTEMS (COIL PACK/COILS)

A) IGNITION LEAD ORDER DETAIL

Please complete in BLOCK CAPITALS

 Dealer: RPi Engineering

Your Name: _____

Address: _____

Post Code: _____

Telephone: _____

Mobile: _____

Fax: _____

LEAD TYPE REQUIRED (please tick ✓)

Copper Core (Black / Unprinted)

 7mm

If unsure, please refer to:

Electroports 70 (Black)

 7mm

www.magnecor.co.uk and click 'Product Information'

Electroports 80 (Blue)

 8mm

Competition KV85 (Red)

 8.5mm

Or call our Technical department.

R-100 Racing (Red)

 10mm

YOUR VEHICLE DETAILS

Vehicle Make/Model: _____ Year: _____

Engine Type: E.g. Honda Civic 1.6

Engine Code: E.g. B16A7

MEASURING YOUR LEADS CORRECTLY

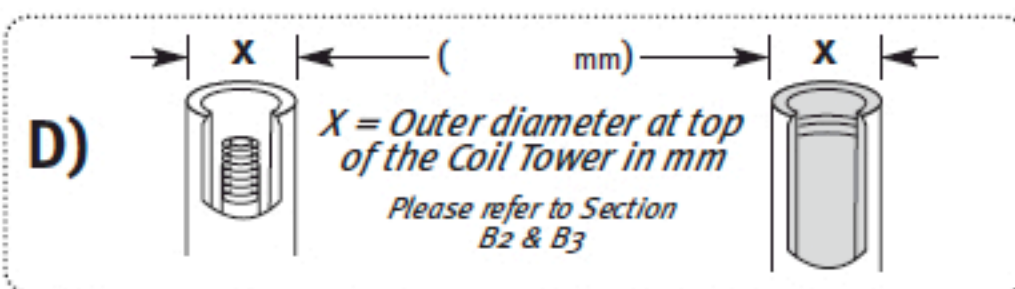
PLEASE READ CAREFULLY TO ENSURE MEASUREMENTS ARE CORRECT.

When measuring existing ignition leads, measure from the spark plug metal terminal end to the distributor or coil metal terminal end (see diagram 1). For leads with deep boots (e.g. 16 valve engines) measure from the centre (see diagram 2). It is best to remove ignition leads from the spark plugs before measuring if the leads are difficult to reach.

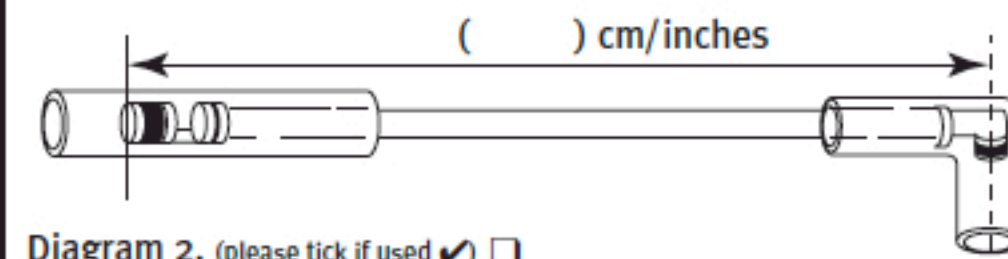
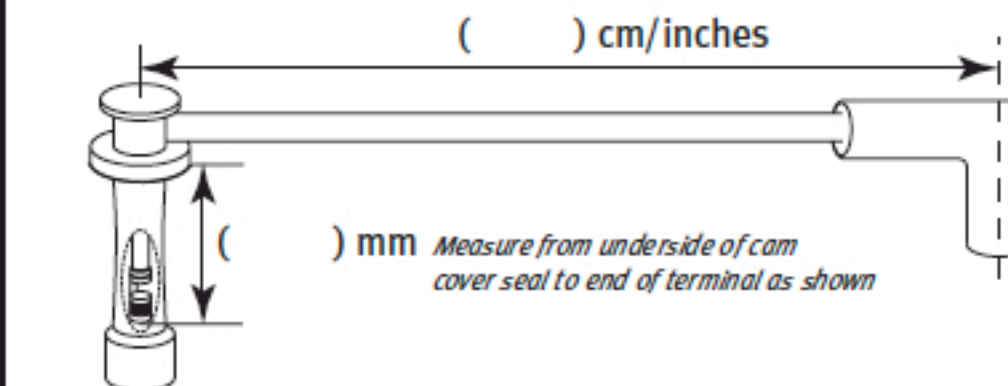
Use a dressmaker's tape or alternatively lay a flexible tube/covered wire against the existing ignition lead. These can then be easily measured after the length has been established. This is the most accurate way to arrive at the correct lead lengths.

If no ignition leads are fitted to the engine, establish length by using tubing pipe or covered wire/flex or old ignition leads to make a temporary connection from the distributor to the spark plugs. Using this method will also help ascertain the best possible lead position along the entire length of the proposed ignition lead routing.

When measuring the R-100 10mm leads in particular, remember to take into account that the physical bulk of the 10mm ignition lead might necessitate longer lead lengths in order to go around corners and accessories. Also, fitting R-100 10mm ignition leads into original equipment tubes and brackets may not be possible. However, due to its exceptional flexibility the lead will squeeze into many aftermarket 8mm or larger lead separators.

C) CAPACITY: _____ **NUMBER OF CYLINDERS:** _____
SOHC/DOHC: _____ **NUMBER OF VALVES:** _____
TURBO **S/CHARGED:** **CARB** **INJECTION:**

 eMail : info@v8engines.com

Fax : + 44 (0) 1603 890330

 Diagram 1. (please tick if used ✓)

 Diagram 2. (please tick if used ✓)

OTHER RELEVANT INFORMATION: E.g. Specific Conversion Type

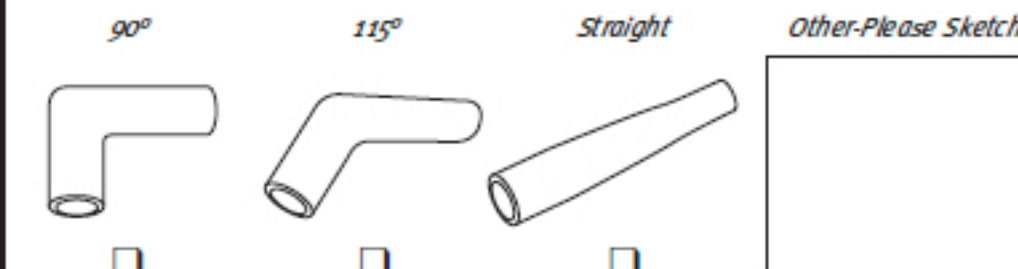
SPARK BOOT PLUG REQUIRED (please see reference images below)

 Standard (Black)

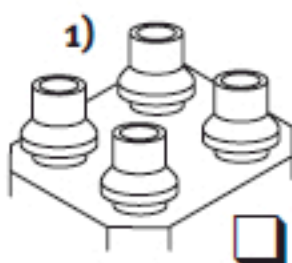
 High Temperature (Red)

SPARK PLUG LEAD LENGTHS (cm / inches)

(Cylinder Numbers)

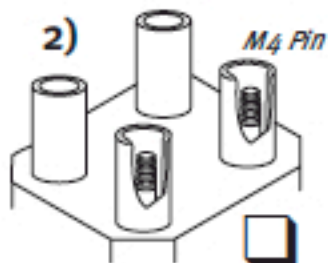
 1) _____ 2) _____ 3) _____ 4) _____
 5) _____ 6) _____ 7) _____ 8) _____
 9) _____ 10) _____ 11) _____ 12) _____


B) COIL PACK TYPES - Four Cylinder Examples (please tick)

 Ford 1st Generation
 (With Hook Type Connector)


Boot Type

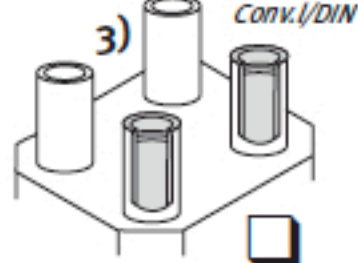
 90° (compulsory)

 Ford 2nd Generation
 or Valeo/Sagem/Bosch/
 Vauxhall/Opel etc.


Boot Type

 90° Straight

Now go to Section D)

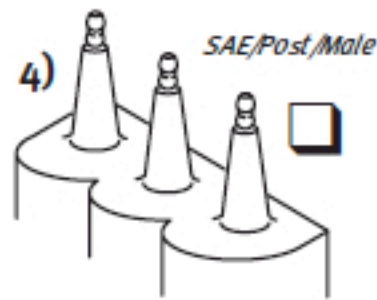
 Valeo/Sagem/Bosch/
 Vauxhall/Opel etc.


Boot Type

 90° Straight

Now go to Section D)

Electromotive Ignition Etc.



Boot Type

 90° Straight

Other-Please Sketch


 Boot Type: 90° Straight

 For Singular type coils
 e.g. Mercury Outboard/Bosch
 Complete Section D) above