



RX8 IGN-1A Ignition Upgrade Installation Instructions



WHAT'S IN THE BOX:

- IGN-1A coil adapter harness
- RX8 sub-harness
- Instruction manual
- IGN-1A ignition coils (if ordered)
- Custom IGN-1A coil adapter bracket (if ordered)

SUPPLIES/TOOLS YOU WILL NEED:

- 10mm open end wrench
- 10mm socket
- 12mm socket
- Phillips screwdriver

NOTE: Please read through the entire instructions guide before you begin to familiarize yourself with the product and installation.

Install at your own risk. We take no responsibility for injury or damages incurred as a result of installing this product. Professional installation recommended.

Preparation

1. Remove the battery cover. Be careful with the plastic clips as they can break easily.
2. Disconnect the battery (10mm).
3. Grab the seam between the two halves of the airbox and push firmly back towards the motor. There are two pegs on the lower front corners that should come free. The oval opening on the front of the airbox will need to clear the bumper before it can be removed. If you're having trouble, lift up a little bit on the back of the airbox near the accordion tube,
4. Angle the airbox up towards the hood, and keep pushing back on it until the two pegs underneath the airbox come free.
5. The airbox assembly should now be loose; loosen the band clamp on the front of the accordion tube, disconnect any electrical connectors and vacuum hoses.
6. Pay attention to the grommets that the airbox assembly sits on, so that they don't fall into the radiator fans.
7. Remove the black canister from its bracket on the airbox, you can let this hang in place until you're done with the installation.
8. Loosen the hose clamp on the throttle body side of the accordion tube, and push the tube off to the side.

Installation Procedure

Step 1 – Remove OEM Coils

To install the coil adapter harness and IGN-1A coils, you'll need to remove the OEM coils.

1. Remove the OEM plug wires.
2. Unclip any wires from the OEM coil bracket, and move the main large wiring loom off to the side. Unclip the coil connectors from the coils.
3. Remove the three M6 (10mm) bolts holding the OEM coils in place.
4. Carefully pull the bracket and coil assembly out of the car.
5. We recommend replacing your spark plugs at this time so that the whole ignition system is fresh.

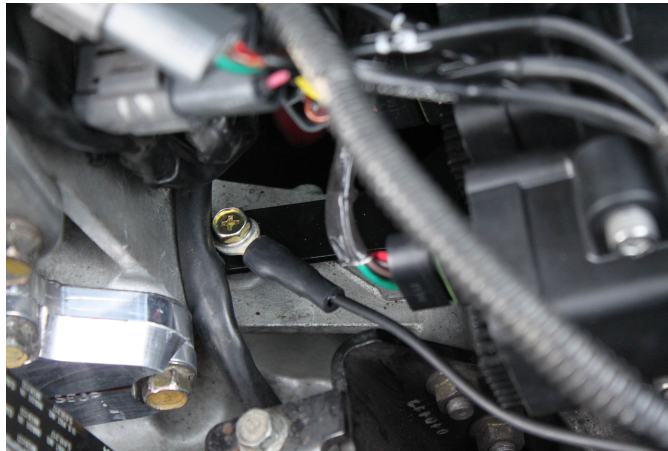
Step 2 – Install adapter harness

Plug the subharness into the OEM coil connectors as follows:

Signal Carried:	OEM (front to rear):	IGN-1A Harness:
Leading 1 (L1)	1	Green
Trailing 1 (T1)	2	Pink
Leading 2 (L2)	3	Blue
Trailing 2 (T2)	4	Yellow

Once the subharness has been plugged in to the OEM coil connectors, it's time to connect the rest of the wiring harness; mount the relay and connect the power/ground wires.

- The Batt + wire needs to be connected to the positive terminal on the battery or a constant power source. If your battery positive wire is not within reach of the harness, you may also use the fuse box or the factory connection on the large gauge starter wire.
- The Batt – wire needs to be connected to the negative terminal on the battery. As a last resort (if a battery ground is unavailable) you may use a clean chassis ground.
- We recommend putting the engine ground wire on one of the bolts that held the OEM coil bracket in place. The ideal location is the innermost bolt, but you'll need to wait until you're installing the coil bracket to do this.

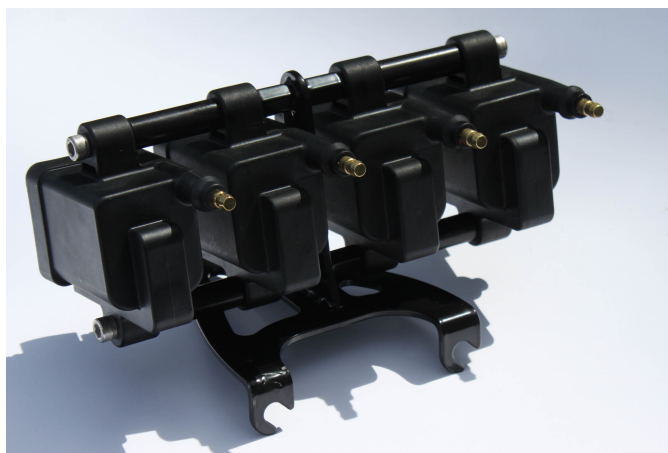


Route the wiring harness out of the way of the belts, and zip-tie it in place.

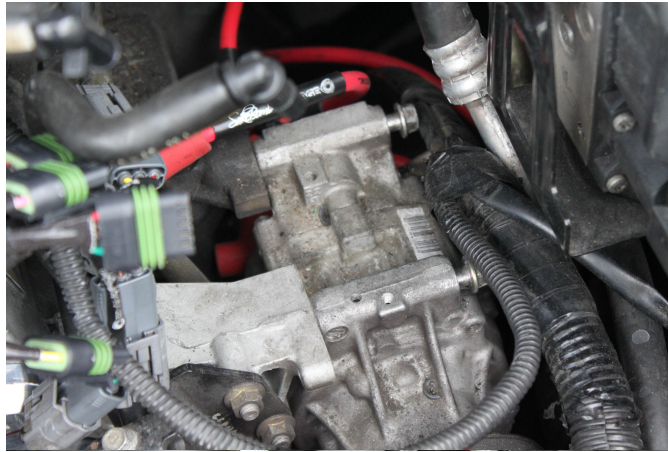
Step 3 - Install coils and bracket

After you have the adapter harness routed you may now install the coils. If you have chosen our bolt on coil mount please continue reading, otherwise disregard this step, as your mounting solution will vary.

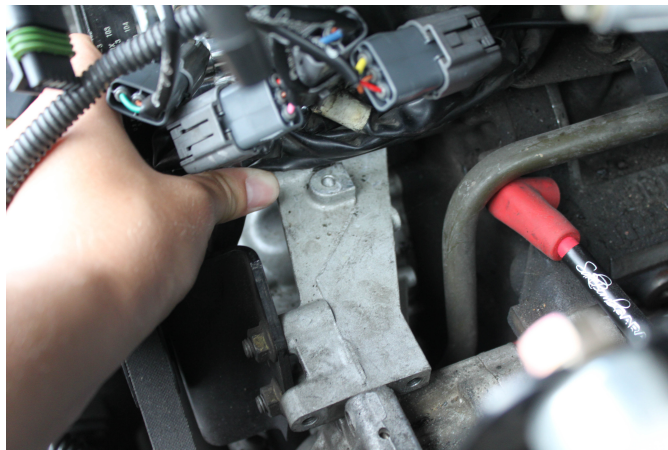
- Assemble the coils onto the coil bracket. The coils must be assembled in the same orientation with the plug wire post pointing upwards; see photo below. Failing to do this will cause fitment issues.



- Loosen the AC compressor bolts enough to fit the coil bracket between the bolt head and the compressor (12mm).



- With the coils assembled onto the mount, carefully check fitment by inserting the coil assembly where the stock coils were. The plug wire posts must point away from the motor.
- Plug the adapter harness connectors to the bottom of each coil in the following order (starting at the front of the car): Leading 1, Trailing 1, Leading 2, and Trailing 2. Adhere the included marking tags to the top of the coils.
- Slide the angled bolt tabs onto the AC compressor bolts, and line up the flat bolt tab with the corresponding bolt hole on the engine (shown below).

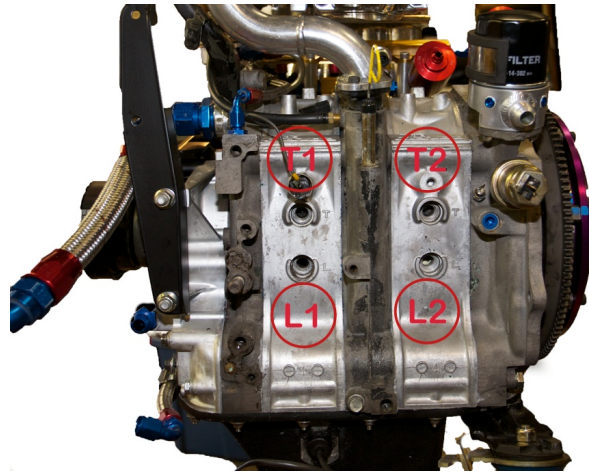


- If the rearmost coil contacts any part of the engine, you may bend the coil tab on the coil bracket by pushing down on the rearmost coil until you have about 1mm-2mm of clearance. Make sure the coils aren't contacting any hard surfaces.
- Securely tighten the three bolts holding the coil pack bracket in place.
- Route/tuck all wiring back and away from the belts. We recommend routing the subharness and main harness coil wiring underneath the front pair of coils. Tuck the plastic sheathed wire under the coil bracket and out of the way.



Step 5 - Spark plug wire install

If you followed the instructions in step 3 your coils should be connected in the following order (starting at the front of the car): Leading 1, Trailing 1, Leading 2, and Trailing 2. Connect each spark plug wire to the correlating coil. The plug wires need to be connected to the engine in the order pictured. Make sure to hear the positive “click” of the connectors properly seating on the coils and spark plugs.



Reassembly

1. Make sure all connectors are properly seated, all bracket bolts are tight, and all harness wires are secured.
2. Reinstall the accordion tube to the throttle body, and the airbox to the accordion tube. Twisting the tube and/or airbox may help with this. Reinstall the black canister, and reconnect all wiring and vacuum hoses.
3. Carefully reinstall the airbox to the chassis – be careful not to squish your fingers! Push the airbox towards the engine, then pull it back towards you to seat.
4. Reconnect the negative battery terminal.
5. Because you disconnected the battery, you'll need to let the ECU cycle through some checks and recalibrate the steering sensor. Once the dash lights turn off or stop flashing:
 - a. Put the key in the ignition and turn it to ON but don't start the car.
 - b. Turn the wheel clockwise all the way to the lock.
 - c. Turn the wheel counter-clockwise all the way to the lock.
 - d. Center the wheel.
 - e. Turn the key to OFF and remove it, then reinsert and key back on.

Your install is now complete! Thank you for choosing us and for your continued support. We realize you have multiple options when shopping for parts, which is why we strive to produce new and innovative products. If you have any questions, please feel free to contact us!

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