



Owners Manual

INTRODUCTION

The fourth generation of Compressed Magnetic Density (CMD) coil technology. Jacobs' coils allow for greater spark outputs than conventional coils due to their unique Variable Magnetic Core. With over 20 years of CMD/VMC experience, the benefits of this research are impressive - even if used alone with a "stock" ignition system.

SPECIFICATIONS

These Jacobs' coils use an 85:1 turns ratio, and are capable of being driven by an inductive or capacitive discharge ignition system. The adaptive nature of the CMD/VMC technology ensures maximum performance, minimal heat generation due to its low primary resistance, faster "rise" time, and quicker, cleaner cycling. The coil core is supported in an aluminum extruded chassis that ensures the rigidity of the coil core laminates and makes mounting easier. With minimal material along the discharge axis of the coil, the housing greatly minimizes the chance of any coil/case arcing should a plug foul - thereby ensuring as much electrical energy is fired to the plugs even under the worst conditions. Fully water-proof and vibration resistant, the Jacobs' coils can be mounted in any position. Capable of being run in excess of 12,000 RPM and supplying over 60,000 volts to the plug (when using Jacobs or FC series ignitions) on a continuous basis.

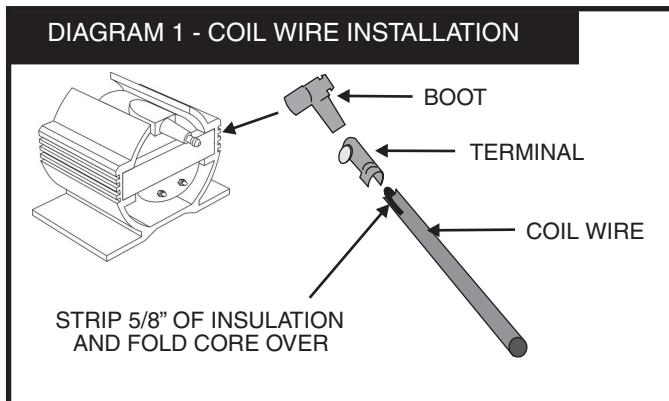
Jacobs' coils deliver performance nothing short of explosive!

CONNECTIONS

Jacobs' coils utilize standard type screw terminal connections that can be hooked directly to any Jacobs or Fire Control Ignition System, and most other brands of aftermarket ignitions. We do offer optional direct plug-in harnesses on applications where the coil is being used with a stock ignition (see chart below for applications and part #'s). Call your dealer for prices and availability.

NOTE: WHEN COIL ALONE IS TO BE USED WITH A MALLORY UNILITE DISTRIBUTOR, YOU MUST USE A BALLAST RESISTOR DUE TO ITS COILS LOW PRIMARY RESISTANCE.

ADAPTER HARNESS APPLICATIONS CHART	Part #
General Motors, HEI (1974-1992) - carbureted: with internal coil. NOTE: with this application, must also use part # 390802 (V8) conversion adapter.	380462
Ford Duraspark, (1977-1992) - with round coil and horseshoe-shaped coil connector on wiring harness and female high voltage output terminal.	380464
Ford later model with EEC, (1982-Present) - square coil, looks like a transformer with male high voltage output terminal.	380465
General Motors, HEI (1985-1995 TBI) - with external coil square coil, looks like a transformer with male high voltage output terminal.	380467



COIL WIRE INSTALLATION

Jacobs' coils have a male spark plug type wire connection and in most cases your stock coil wire should plug right in.

For applications that do not have the correct terminal, we have provided one boot and terminal that can be attached to your stock coil wire (see Diagram 1, above). If you need a longer coil wire we offer a 36" universal coil wire kit (Jacobs Part # 400542) that is available from your dealer. To use the terminal provided, follow the instructions below:

1. Remove the existing boot from the coil end of your coil wire.
2. Strip 5/8" of insulation from coil wire.
3. Fold the core over the outside of the coil wire.
4. Put the coil wire terminal on the end of the coil wire and crimp the connection.
5. Slide the coil wire into the coil wire boot.
6. Install the coil wire on the high voltage terminal (See Diagram 1, above).

IF YOU NEED HELP

WITH WARRANTY INFORMATION, TECHNICAL INFORMATION OR INSTALLATION ASSISTANCE:
 CALL 216.688.8300 x 5 M-F 8:00 AM - 5:00 PM EST



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