

Blue Print Bulletin

Ignition Coil ADC41473

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It is the experience of Blue Print that the ignition coils fitted on several Mitsubishi vehicle applications (including the Carisma, Colt, Galant, Shogun, Space Star, Space Wagon and FTO) are prone to partial or full failure during their service life.

The solid state coil has two High Tension outlets, one through an HT lead to a remote spark plug and the other through a spark plug tube mounted directly underneath the coil assembly. The vehicle will have two such coils operating on a 'wasted spark' arrangement, the first coil servicing cylinders 2 & 3 and the second coil 1 & 4.

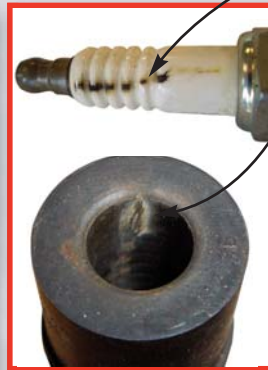
Progressive insulation failure of the coil or spark plug tube is most often experienced where a misfire is detected during cold/damp conditions (e.g. from cold starts) or during high engine loads. This can be exacerbated by dirt contamination or high resistances in the spark plug or HT leads. Tracking can sometimes be visible or audible during operation, and may leave carbon traces where regular tracking to earth is occurring.

Typical examples below are from the two original coil failures.

Example A was tracking from the coil body to the laminated core.



Example B shows where the spark has tracked along the spark plug ceramic (see burn marks).



Blue Print strongly recommend that the spark plugs and HT leads are replaced in addition to the coil assembly, or that they are carefully checked. We also recommend that a logical diagnosis procedure is followed (prior to replacing the ignition coil) to prevent it being replaced unnecessarily.

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