

TECHNICAL BULLETIN

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Make: Nissan

Model: Pintara

Subject: Ignition module (Bosch part number 9222067030)

The rear wheel drive Pintara ignition system has 8 spark plugs, 4 inlet side plugs and 4 exhaust side plugs, this is done to achieve required emission levels and to keep upper cylinder temperatures down. The inlet manifold side plugs fire all the time but the exhaust plugs will switch in and out according to engine load and speed. The ignition module has six terminals. Figure 1: shows the physical layout of the module. Figure 2: summary of connections.

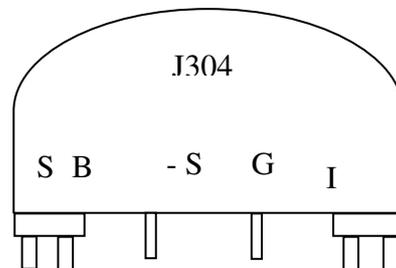


Figure 1. Pintara ignition module

Injectronics has found that the system has a common problem where the secondary voltage of the inlet system leaks to ground via the rotor button and it is necessary to replace the rotor button and possibly the cap. Another problem that can occur is when the system reaches a certain RPM the vehicle will cut out. This is due to the fact that the ECM for the fuel injection is triggered by the inlet side coil primary signal, so if any faults exist on the inlet primary ignition system the fuel injection will be affected. It is also wise to check the wiring for the system because often the coils can be interchanged, this only causes a minor performance problem but it may pay to check this first to ensure it is not causing the associated injection problem. The individual connections are listed on the distributor cap so as to minimise confusion and the colour of the wires for distributor harness for the exhaust and inlet coil control are shown in figure 2

| TERMINAL | WIRE COLOUR | DESCRIPTION |
|----------|-------------------------|--|
| S | White | + 12 Volt signal from the ECM to inhibit exhaust coil switching |
| B | Black/White | + 12 volt Battery supply |
| I | Red | Inlet side primary coil connection |
| E | Blue | Exhaust side primary coil connection |
| +/- S G | Black (not external) | Trigger signal from the inductive pulse generator to ignition module |

Figure 2

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