

Data Sheet: xJZ Igniter Delete Patch Kit Rev2.1

Suits: 1JZ-GTE/2JZ-GTE Non-VVTi PN: SS-JZIGNDEL2.1-NV
 1JZ-GTE/2JZ-GTE VVTi PN: SS-JZIGNDEL2.1-V

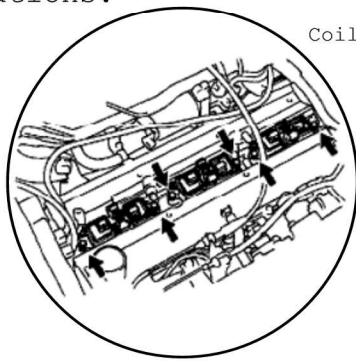
This patch facilitates the installation of aftermarket internally ignited coils while retaining original wiring. This revision emulates IGF and Tachometer signals outputted by factory igniter.

Includes: Bypass connector(s) designed to replace factory igniter.

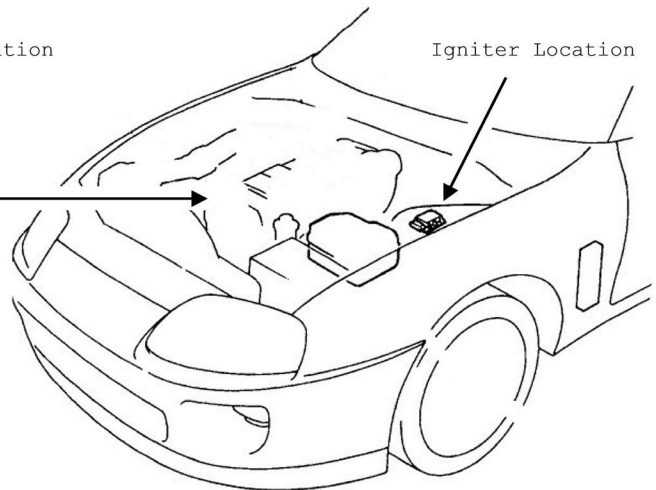
Optional Extra Coil Side Plug & Play Patch Harness coil side:

R35 Coils, Yaris Coils, Audi R8 Coils
 GM LQ9 Coils, GM LS1 Coils, Other

Locations:



Coil Connector Location



Igniter Location

Bypass Installation Steps:

1. Remove Igniter and connect ignitor delete patch connector.
2. Remove factory coils.
3. a) Optional Patch Leads - Install patch harness to each factory coil connector as well as securing each grounding eyelet to coil mount position bolt.
 - Non-VVTi has 6 connectors for 6 individual coils.
 - VVTi has 3 connectors for paired cylinders, 1&6, 2&5, 3&4.
- b) If no coil patch leads are being used:
 - Remove factory coil connectors from harness.
 - Take note of coil position & wire colours.
 - Crimp new coil connectors to existing wires.
 - IGN Power wire is the common coloured wire on the harness.
 - Signal wire is the varying wire colour on the harness.
 - Ground wire will need to be added into the current harness and grounded to the engine to complete new coil wiring.

IMPORTANT NOTE: Please be certain you are familiar with the purpose of this patch harness. There are two versions of this kit: VVTi and Non-VVTi, please be certain you have obtained the correct version for your needs as they do not share the same wiring. Syltech takes no responsibility for any damage caused by incorrect installation of this part. If unsure, consult a qualified auto electrician for assistance.