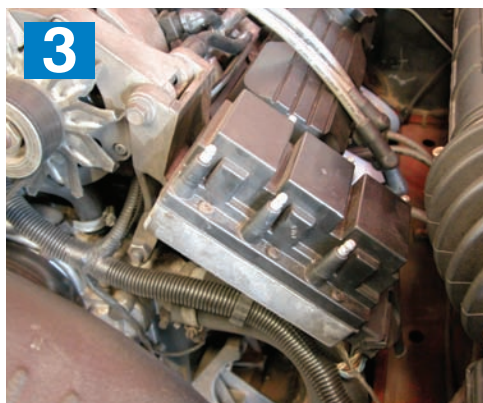
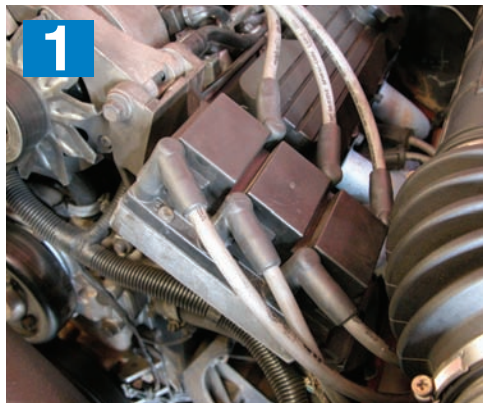


DO IT
YOURSELF !

If you're running a Series I V6 between the chassis rails, there's a simple mod you can perform to add some more spark to your driving

PACKING HEAT



The coil packs in the Series I 3800 V6 engines aren't the greatest ignition products in history by any stretch of the imagination. They are more susceptible to heat and run out of spark up top when you begin making more horsepower. Thankfully, there is a relatively cheap and very easy modification that can make an instant and decent improvement over the original factory item – the Series II coil pack!

Holden completely revised the design of the coil packs for the Series II engines that appeared in the Series II VNs and onward. The changes saw improvements in spark efficiency at all operating levels from idle to redline, and it will take you no time at all to swap your Series I pack for the Series II item. If you buy them new, you can expect to pay around \$80 per coil (there are three) and about \$290 for the ignition module that fits beneath them. However, don't despair, you

can just as easily buy them second-hand from a Commodore wrecker's for much less, just be sure to buy the base plate and mounting screws as well.

1 Here's the Series I coil pack looking all sweet and innocent in its natural environment (V6 Vengeance's filthy engine bay). Don't be fooled, you can do much better than what the factory gave you. We've heard of a 20hp gain by simply switching over to the Series II coil pack. And that was without a retune!

2 This is what the Series II coil pack looks like. You can see that they're quite different in appearance and impossible to confuse with the Series I item, should you go sifting through the local wrecker's looking for one.

3 Start by removing all the spark leads. If you don't know for sure which lead belongs to which cylinder, you can write it on the spark lead. But it is smarter to carry your trusty Gregory's workshop manual, which will tell you.

4 Grab your 7mm socket and loosen the nut holding the plug to the socket, and then gently pull the plug away from the ignition module.

5 You'll need an 11mm socket for this next step. There are three nuts securing the existing coil pack and ignition module to the bracket. Loosen them and the coil pack will come away. One of the nuts also holds down an earth wire that you need to remember to reattach later.

6 You should be seeing this right about now; however, I hope that your engine bay is a lot cleaner than this one. Hey, now that there's a little more room to move, perhaps you can use this time to clean some of the previously hard-to-reach places.

7 Okay, grab the new coil pack and ignition module and fit it to the bracket. Again, grab your 11mm socket and start tightening up the nuts, being sure to remember the earth wire!

8 Now reattach the plug so the ECU can send the ignition module all the necessary signals. You'll need your 7mm socket once again, but don't over-tighten, it isn't necessary.

9 Time to plug all your spark leads to the new coils. The new coils should have the cylinder numbers printed on top, which will make it easy to figure out which plug belongs to which cylinder, especially if you have your workshop manual handy.

It's also a good idea to buy some new spark leads – ones that are suitable for the Series II motors – as the original ones will be long and may foul on the headers. Not good!

10 So there it is – all done! Now all you have to do is get out there and test the car. Whack it on a dyno or take it to the track and see what difference it made to your speed and power. Alternatively, note the change to the smoothness of the top end when you have your foot firmly planted in the carpet. **SC**

