

Generally, the Coil on Plug Boot, which is used to insulate the connection between the Ignition Coil and the spark plug, is the first component to fail in the Ignition system.

Constant high voltage, extreme heat, and exposure to oil, grease and ozone eventually deteriorates the boot material can causes the Coil on Plug Boot to fail.

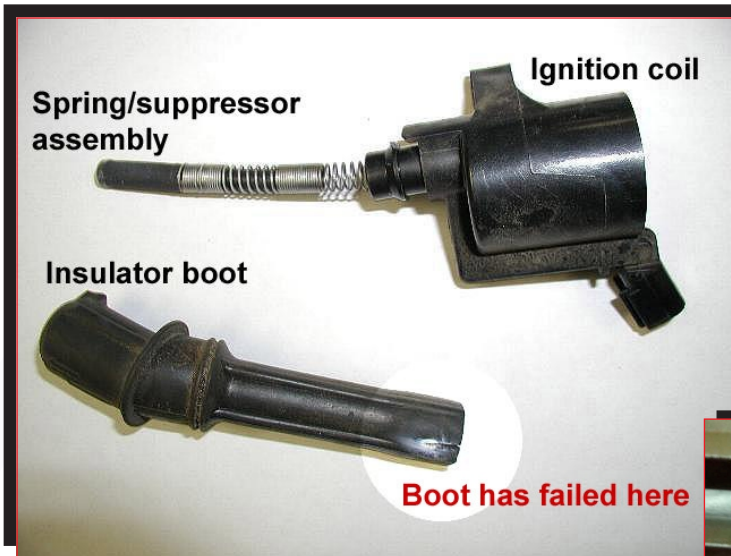


Photo above shows extreme example of a failed Coil on Plug Boot.

Coil on Plug Boots

Inspection and Replacement

Most failures will produce a pin hole sized breach that will require a detailed inspection of each boot.



Check all Coil on Plug Boots and Ignition Coils if the vehicle is exhibiting one or more of the following signs of a misfire condition.

- 1 Misfire codes that trigger the Check Engine Light (CEL)
- 2 Engine misfire characteristics that do not trigger the Check Engine Light (CEL)
- 3 Odor of unburnt gasoline emanating from the tail pipe.
- 4 'Rotten Egg' or Sulfur odor emanating from the tail pipe.
- 5 Sudden and noticeable decrease in gas mileage.
- 6 Lack of power or hesitation while engine is under load.

THE OPPORTUNITY:

- ▲ Replacing Coil on Plug Boots as a complete set at regular intervals will correct and prevent misfires, and help to prevent further costly damage to Ignition Coils, Sensors, ECU's, and Catalytic Converters.
- ▲ Inspect and replace all Coil on Plug Boots every 50,000 miles and/or with every spark plug change.
- ▲ Sell Coil on Plug Boots as a Preventative Maintenance solution to your Customers. Explain to your Customers that replacing a complete set of Coil on Plug Boots offers the same benefits and protection for their vehicle as a wire set replacement.