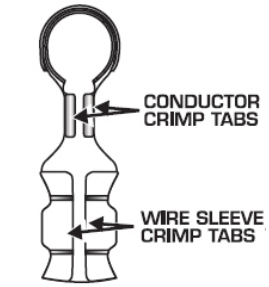
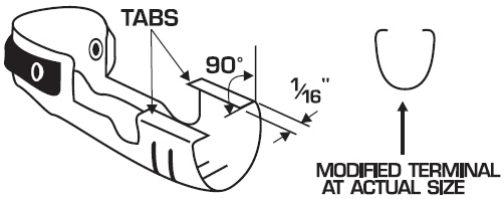
Suppression Core Spark Plug Wire Installation Instructions

These 40 ohm/ft suppression core wires are used on racing ignition systems to reduce noise interference. Electronic systems such as tachometers, shift-lights, data loggers, etc. sometimes malfunction in the presence of heavy interference.

A dual-crimp type terminal is used to insure a strong physical connection with the wire jacket and an excellent electrical connection with the conductor core.



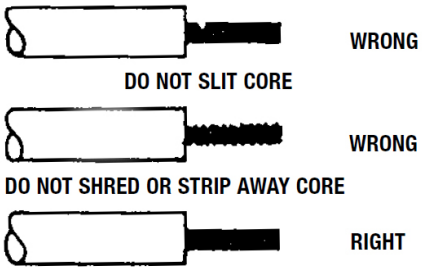
DUAL CRIMP



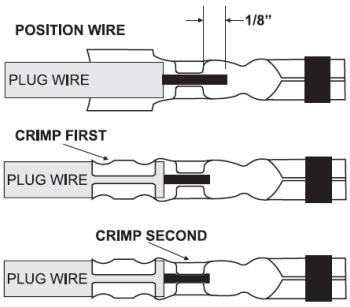
Depending on your crimper, it may be required to bend the crimp tabs on the terminals over at 90° using needle nose pliers as shown at the left for the strongest crimp.

Begin with the longest wire, then replace the next longest and so forth ending with the shortest wire. If Hemi-tubes are being used, install and finish those on the spark plug end first. Push the finished plug boot end onto the spark plug and route the new wire as desired to the magneto cap. Cut off excess length and proceed to terminate on the magneto end as per below.

Strip approximately 1/4" of insulation from the wire end. Careful not to slice the center core! Leave the very small spiral wound filament wire intact.



DUAL CRIMP TERMINAL



Position the terminal over the end of the wire. Extend the conductor beyond the crimp location approximately 1/8". Crimp the terminal in place on the insulation first using a plug wire crimping tool. Position the conductor between its crimp tabs and using needle nosed pliers, crimp again. DO NOT OVER CRIMP.

Wet the terminal and inside of the boot with brake-clean or rubbing alcohol for temporary lubrication and push the wire into the boot until it stops. Check inside the open end of the boot for terminal alignment and rotate if needed.

Test the overall impedance from end to end of completed wires. The reading should be approximately 40 ohms/ft. For example, a plug wire measuring exactly 3' should produce a reading of approximately 120 ohms. Suppression core wires are generally good for a couple of racing seasons. Check the impedance periodically - especially the coil wire. Changing readings could mean faulty connections or wires in need of replacement.