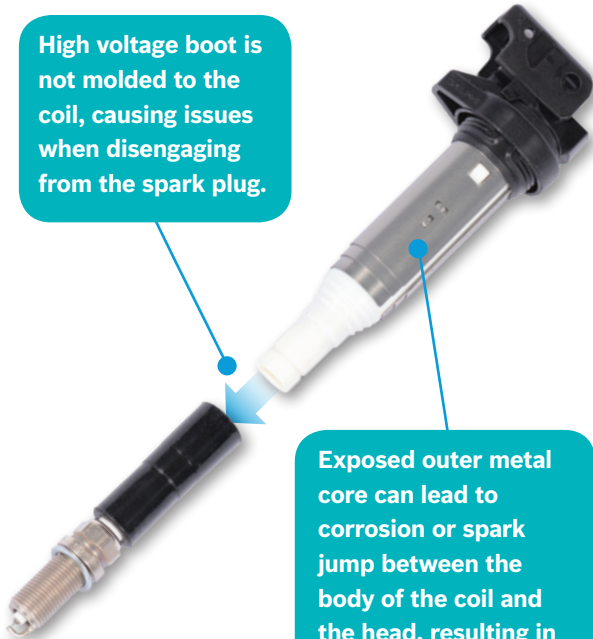


Technical Service Bulletin

BMW Ignition Coils

Delphi

High voltage boot is not molded to the coil, causing issues when disengaging from the spark plug.

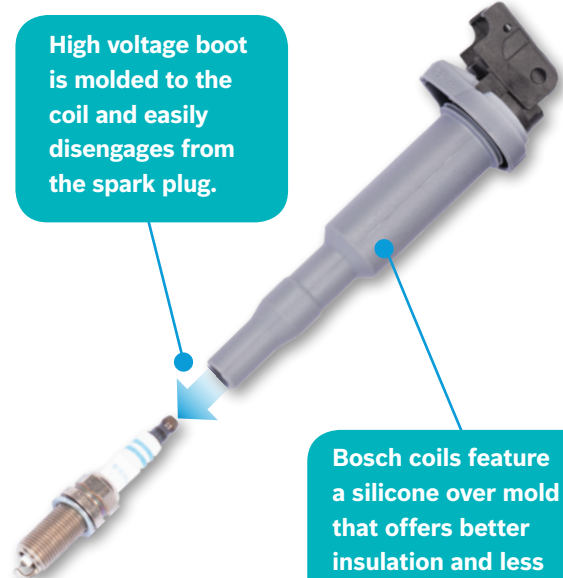


Exposed outer metal core can lead to corrosion or spark jump between the body of the coil and the head, resulting in engine misfire.



BOSCH

High voltage boot is molded to the coil and easily disengages from the spark plug.



Bosch coils feature a silicone over mold that offers better insulation and less corrosion, preventing spark jump between the head and coil.



Where's the "Snap"?

The absence of a "snap" sound when installing newly designed Bosch coils has raised some concern of a design flaw. Rest assured – this is not the case! The old coil design actually gripped the spark plug tip and "snapped" at a catch mechanism inside the coil, whereas the new coil design uses a contact spring on the spark plug tip that does not "snap" when installed. While the old design might feel more secure because of the "snap," the new coil design provides better performance at the spark plug connection point. The new Bosch design has an improved fit, form and function as intended by BMW.



Installation Tip: When installing a new coil, use a small dab of dielectric grease to make sure the coil slips all the way down on to the plug and is firmly in place.

Although it is recommended to use Bosch coils on every cylinder, mixing Delphi and Bosch coils will not lead to performance issues.

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