

Coil On Plug Ignition Probe

The coil on plug probe should be used with your scope in **Labscope** mode **NOT** with the scopes built in ignition presets.

Most (not all) cop ignition systems fire the spark plugs in **reverse polarity**, be sure **that your scope can invert a pattern**. For scopes that **do not have an invert function** we have **an adaptor** to invert the pattern for you, and protect your scope from any high voltage arcs. Or you can hook up the scope leads in reverse **but your scope will not be protected** from high voltage arcs from a defective high voltage ignition component. ie; a cracked coil use at your own risk.

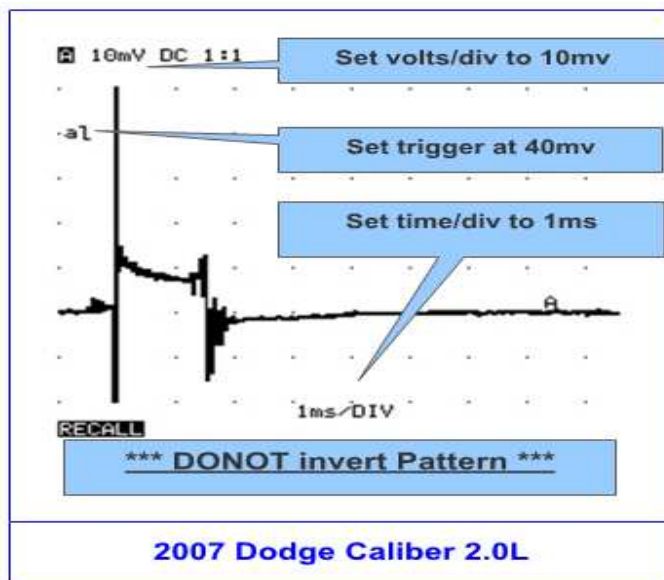


To acquire an initial pattern

1. Turn glitch capture on, or choose a high sample rate.
2. Adjust your zero volts trace to the centre of the scope screen.
3. Set volts per division to 1volt.
4. Set time per division to 1ms.
5. Place the FLAT of the copperscope tip, Flatley on-top of the cop coil.
6. If the trace looks upside down invert the pattern.
7. Set the trigger level 3/4 the way up the voltage spike,if using the original vantage imagine were the spike would be.
8. Fine tune your scope settings from here.
9. Once you have a stable pattern,move the coil-on-plug-probe to the other cylinders. Be sure to place the cop probe tip in the same area on top of each ignition coil.

Chrysler Dodge Jeep Setups

2.0L Cars

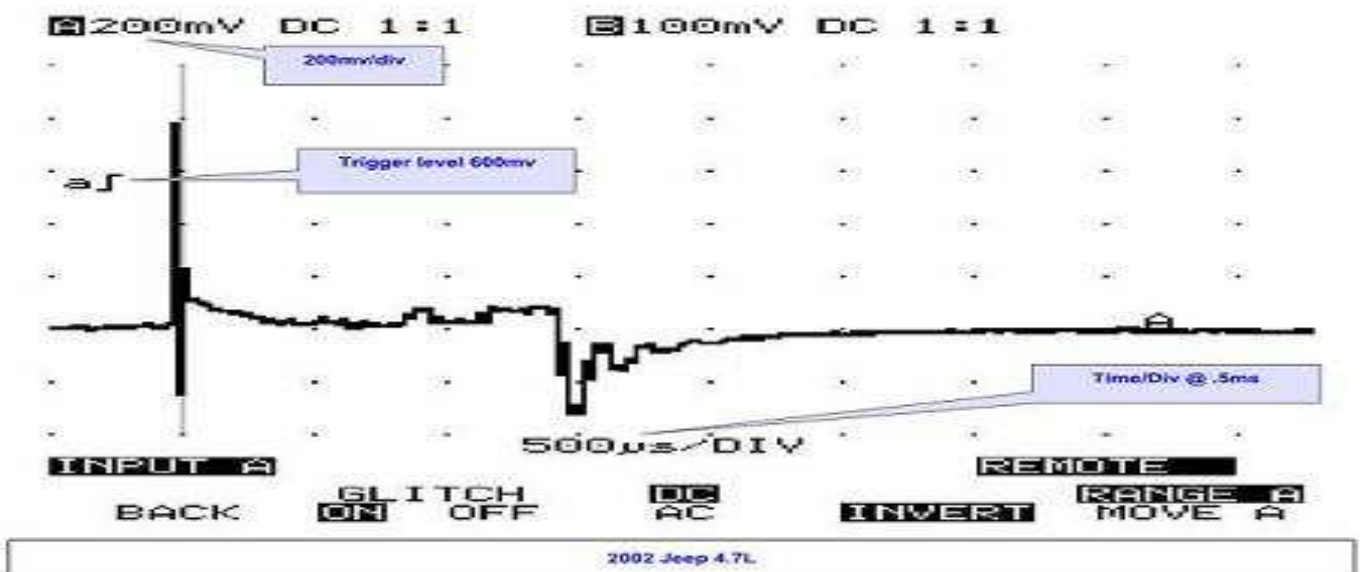


2.7L and 3.2L Cars

1. Turn glitch capture on.
2. Invert the pattern.
3. Set volts per division to 10volts
4. Set time per division to 1ms.
5. Place the flat of the ignition- probe tip, flat on the top of the coil.
6. Adjust the trigger to about 40volts.

4.7L Truck and Jeep

1. Turn glitch capture on.
2. Invert the pattern.
3. adjust the volts per division to 200 millivolts.
4. Set the time per division to .5ms or 500us.
5. Place the cop-probe tip flatley on top of the coil.
6. Adjust the trigger to about 600mv or .6volt.



Ford Setups

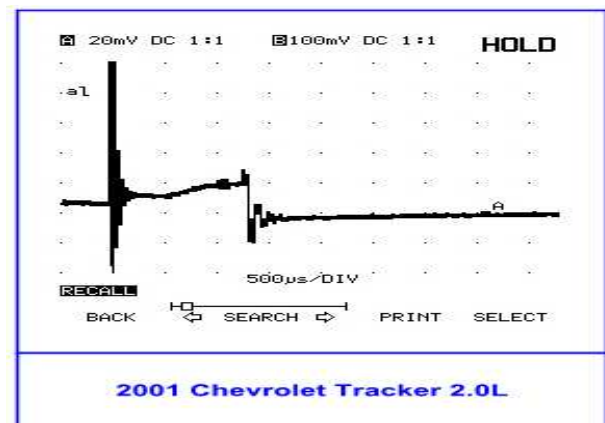
4.6L and 5.4 Truck

1. Invert the pattern, turn glitch capture on.
2. Set up the time base on your scope to 1ms/division.
3. Set the volt/division to 500millivolts (.5volts)
4. Adjust the trigger level 3/4 the way up the voltage spike
5. Once you have a stable pattern the trigger is set correctly.
6. Now simply move the probe to the other cylinders.

General Motors

Tracker 2.0L COP

1. Invert the pattern.
2. Turn Glitch capture on.
3. Set time base to .5ms.
4. Set volt/division to 20mv.
5. Set trigger to 60mv.



Honda Setups

Civic 1.7L COP

1. Do NOT invert the pattern.
2. Turn glitch capture on.
3. Set time to 1ms/division.
4. Set volts/division to 10mv.
5. Adjust the trigger to 30mv.

Toyota Setups

3.4L Truck COP/DIS

1. Turn glitch capture on.
2. Invert the pattern to view cylinder attached to plug wire
3. Do not invert to view the cylinder under the coil
4. Set volts per division to 1volt.
5. Set time per division to .5ms.
6. Set trigger to approximatly 5volts.



4.0L EVT-i Truck COP

