

SUPERCAR LITES

Technical Bulletin

Number	SCL_TB_004	Date	04.01.2018
Revision	001	Issuer	Mountune
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Revision 1

September 2017

IMPORTANT RX2 / GRC LITES TEAM BULLETIN

Pressure washing

Ignition coils

When pressure washing the engine bay please ensure that **no water** has entered the spark plug tube / coil post or coil connector.

If water has entered the spark plug tube / coil post or coil connector, the coils must be removed and the water blown out of the spark plug tube with an airline (**DO NOT REMOVE THE SPARK PLUGS**). The coil post and connector must also be dried out by blowing out with an airline.

Failure to do this will result in misfire and potential damage to hardware such as the coil, ignition amplifier etc.

Engine pressure sensors – sensor block mounted

From an investigation into the failure of engine pressure sensors, which are mounted on the bulkhead sensor block, moisture has been found internally on the PCB, cell membrane, housing and plug.

The sensors are rated to **IP66**: Protected against direct sprays from all directions for one minute with limited ingress permitted.

Therefore the sensors must be being subjected to high pressure water jets for a period of time allowing the ingress of water/moisture, most likely during Jet washing the cars.

To reduce pressure sensor failures, these **MUST NOT BE** jet washed.

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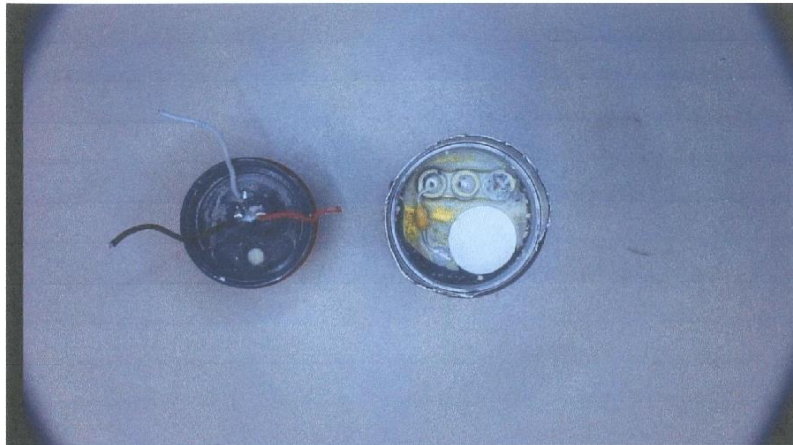
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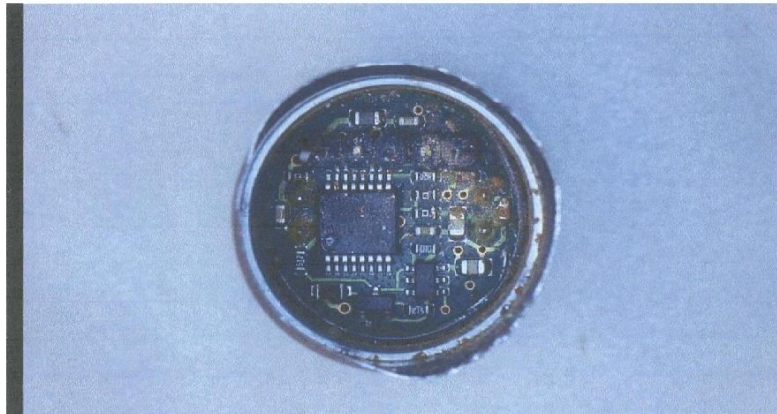
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Picture1: moisture in the housing and plug



Picture2: moisture on the PCB

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Picture3: moisture on the cell/membrane