Automotive Ignition Coils today come in all shapes, and of different types. Vehicles now employ C.O.P. or Coil On Plug systems, D.I.S. Distributorless Ignition, Coil Over Plug, and still around, the standard distributor coil.

In order to test an ignition coil, you need three things. You need a pulse, at a fast enough speed to simulate high RPM, and you need a pulse width no larger than 2 or 3 milliseconds, or 2 milli seconds to be safe.

The coil pulse width range, for any engine, is between 1 and 5 milli seconds, but a 2 milli seconds pulse width is safe to prevent coil oversaturation. If oversaturation happens, meaning a wide pulse, the built up magnetic field is weaker, and no spark will be seen outputted. Some techs will try to manually jump the ignition coil, but this often results in little or no spark output. This is because, the coil trigger pulse has to be very short, as mentioned, about a few milli seconds, which is impossible for your hand to do.

The end result, is you end up replacing a a good coil. This is where the Zapper Ignition Coil Pulser and Tester comes into play.
The price of any coil today ranges between 70 to 140 dollars, and some even more. And that is a per coil price, multiply that times the amount of cylinders your engine has, and you see the point.

The Zapper Ignition Coil Pulser and Tester does all that. It is a complete coil pulser and tester. It provides the right pulsation speed, between 800 to 2000 R.P.M. and, at the correct pulse width, or between 0.5 to 2 milli seconds. This coil trigger range, is guaranteed to work on all coils today, be it C.O.P., D.I.S., or regular coils. That also includes the coil packs, which is a type of D.I.S. distributorless ignition system.

Using the Zapper Ignition Coil Pulser and Tester is easy.

It comes with a grounded metal platform to attach the coil to. The Zapper coil pulser, also comes with various coil pin connectors, and a universal alligator clip adapter, just in case you need to test bolt on terminal coils.

It can test all ignition coils, and coils with built in coil driver transistors.

The Zapper Coil Pulser, allows you to change the pulsation speed or RPM, from 800 to 2000 RPM, and the dwell or pulse width of the coil to between 0.5 to 2 milli seconds.
Finally, it lets you change the spark gap to the gap adapter rods. This you can do manually, but if too wide, then the spark will not be able to jump the gap.

A one half to 1 inch gap is good enough for most coils.

Here is the Zapper Ignition Coil Pulser Tester in action.