

Exhaust Emission Systems

1970-71 CHRYSLER CORP. DISTRIBUTOR MODULATOR

1970-71 383" & 440" V8 (Except 440" V8 W/Three 2-Bbls.)

DESCRIPTION

Distributors used on above engines are equipped with a vacuum unit incorporating a solenoid which provides retarded ignition timing for closed throttle idling to provide more desirable ignition timing setting and more advance for starting and at driving speeds. These distributors can be identified by small square box (control module) on side of vacuum unit with two terminals for electrical wiring connections. Solenoid is incorporated in vacuum unit and control module is a current limiting device to protect solenoid from system voltage.

OPERATION

Solenoid is connected to ignition circuit (alternator field lead) and is grounded through carburetor ground switch when throttle valves close to curb idle position (solenoid lead connected to insulated contact which grounds through throttle lever stopscrew with throttle valves closed). Solenoid provides retarded timing when energized in this manner. As soon as throttle valves are opened beyond this curb idle position, circuit is broken and vacuum advance unit then operates in conventional manner to advance timing.

TESTING

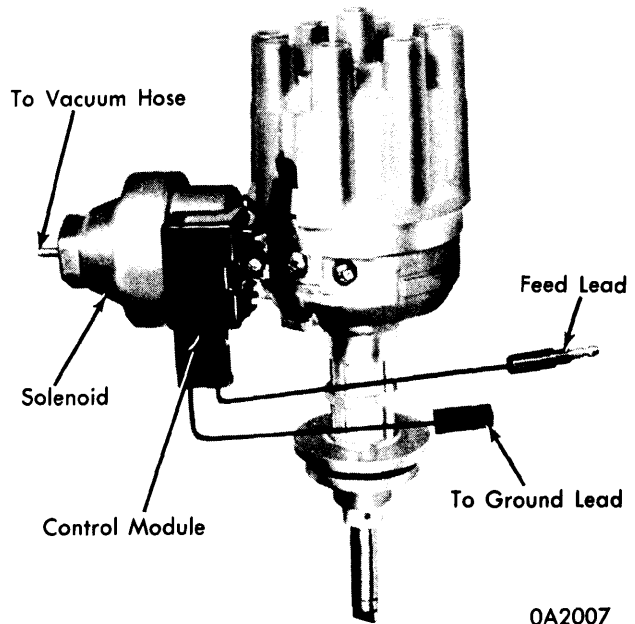
With ignition timing correctly set, check solenoid operation as follows:

- 1) Disconnect vacuum hose at distributor vacuum unit, start engine and allow to idle with throttle valves fully closed.
- 2) With timing light directed at timing mark on engine front cover, disconnect distributor solenoid ground lead at carburetor. Timing should advance at least $5\frac{1}{2}^{\circ}$ above basic set-

ting and engine speed should increase. If no advance noted, check for current at solenoid ignition terminal. If feed circuit tests out, solenoid is defective.

SERVICING

Vacuum chamber assembly is furnished as an assembly with solenoid and control module and is serviced by replacement. Do not attempt to repair unit.



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SOLENOID RETARD DISTRIBUTOR W/MODULE