1972-74 CHRYSLER CORP. DISTRIBUTOR SOLENOID

DESCRIPTION

Used only on certain models with 400" and 440" V8 engines (see Application Table). Solenoid provides additional spark advance when starting engine. Solenoid is located in distributor vacuum advance unit and operates only when ignition switch is in Start position. Use of solenoid provides improved starting characteristics while maintaining a low level of idle speed emissions of carbon monoxide and hydrocarbons.

OPERATION

Solenoid receives its electrical power from starter relay at same time as connector that sends power to starter solenoid. This means that it is only powered during engine cranking. When it is actuated it advances spark 7.5° (engine).

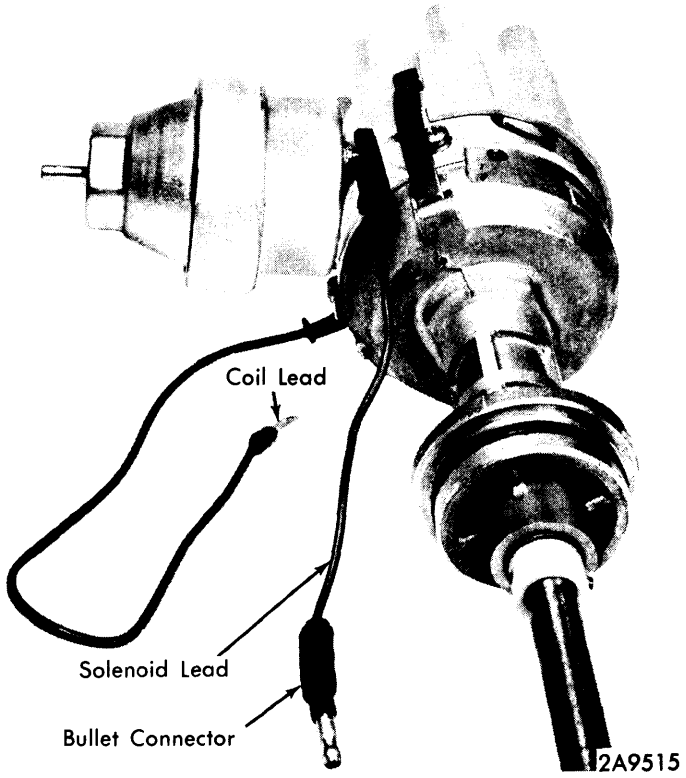
TESTING

Install tachometer and disconnect vacuum advance line. Start engine, disconnect bullet connector (about 6" from distributor). If equipped with electronic ignition system, there is both a single and a double bullet connector. Single connector is solenoid wire. Using a jumper wire, jump male bullet connector to battery. *CAUTION — Do not leave this connected for more than 30 seconds.* Actuation of solenoid should give an increase of approximately 50 RPM. Make and break circuit several times to be sure solenoid is working normally. There is no maximum limit set for RPM increase.

DISTRIBUTOR SOLENOID APPLICATIONS

Application	Engine	Carburetor Used
1972 (Calif. Only)	400",440" V8	2-Bbl. & 4-Bbl.
1972 (Non-Calif.)	400" V8	2-Bbl. & 4-Bbl.
	440" V8	①4-Bbl.
1973 (All)	400" V8	①4-Bbl.
1974 (All)	400" V8	4-Bbl.

① — Used Only with Manual Transmission.



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