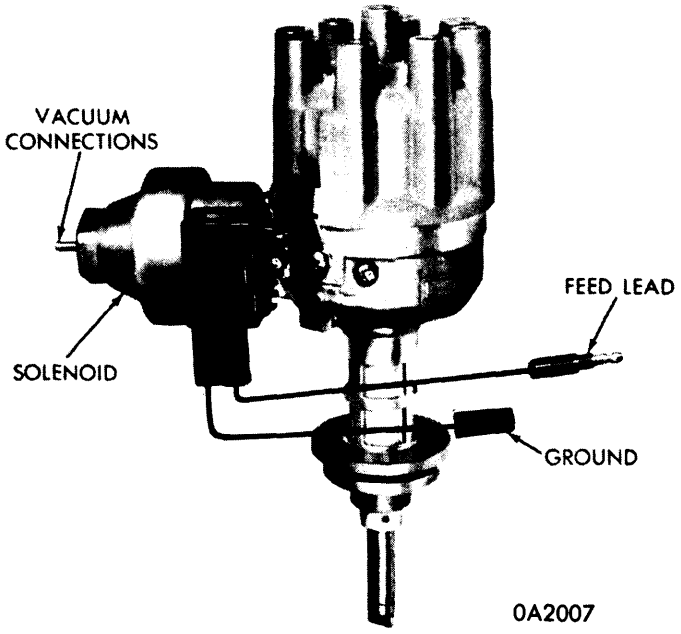
CHRYSLER CORP. DISTRIBUTOR SOLENOID

DESCRIPTION & OPERATION

Light Duty Trucks 100, 200, 300 Series (With 383" Engine) – These models have a solenoid within distributor vacuum advance unit to retard ignition timing when throttle is closed. At closed throttle, with idle adjusting screw in closed position, electrical contacts on carburetor throttle stop energize distributor solenoid. Solenoid retards ignition timing to provide reduced exhaust emissions during hot idle conditions. Cold or part throttle starting is not affected because solenoid is not energized unless hot idle adjusting screw is against throttle stop contact.

Start-Only Solenoid (With 400" Engine) – Some 400" engines are equipped with a solenoid located within distributor advance unit for additional spark advance during starting. Solenoid operates only when ignition key is in "START" position. Solenoid receives power from starter relay at same time starter solenoid receives power and advances spark 7.5° (engine).

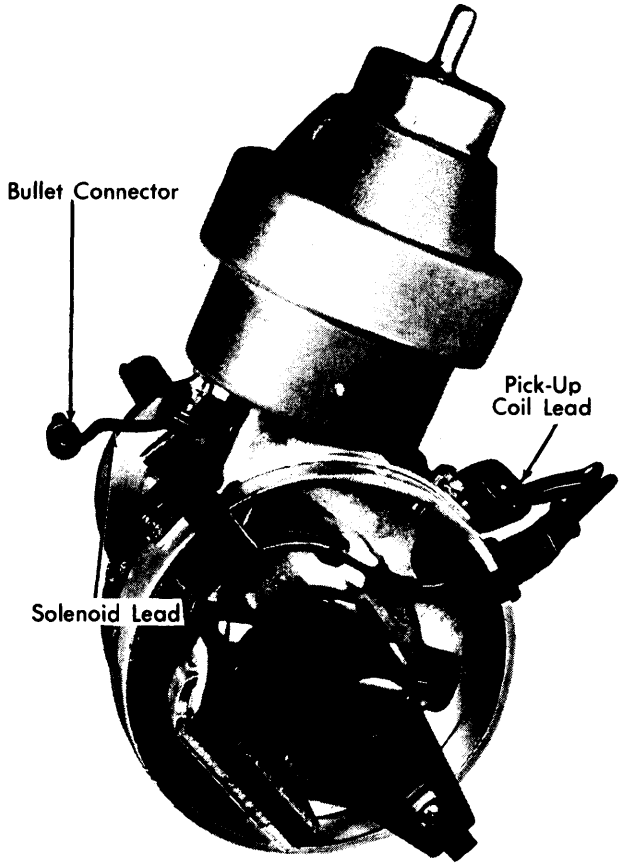


SOLENOID RETARD DISTRIBUTOR

TESTING

Distributor Solenoid (With 383" Engine) – With engine at hot idle speed and power timing light connected, disconnect solenoid wire at carburetor. Timing should advance 5½ ° and engine speed should increase.

Distributor Solenoid (With 400" Engine) – 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 positive terminal. *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.



SOLENOID ADVANCE DISTRIBUTOR (ELECTRONIC IGNITION)