

# 4-14 1975-79 DISTRIBUTORS & IGNITION SYSTEMS

## 1977 Distributor Specifications

NOTE — FOR DISTRIBUTOR RPM AND DEGREES, DIVIDE SPECIFICATIONS BY 2.

### CHRYSLER CORP. DISTRIBUTOR ADVANCE SPECIFICATIONS

Distributor Part No.	Rot ⓐ	Automatic Advance (Engine Degrees & RPM)						Vacuum Advance (Engine Deg. & In. of Hg.)			
		Deg.	RPM	Deg.	RPM	Deg.	RPM	Deg.	In. Hg.	Deg.	In. Hg.
3656672	C	1.0-7.0	1100	10.0-15.0	1600	23.0-28.0	4400	1.0-5.0	10.0	15.0-19.0	15.0
3755056	C	2.0-9.0	1100	9.0-16.0	1400	23.0-28.0	4400	3.0-10.0	11.0	10.0-16.0	12.5
<b>3755150</b>	<b>CC</b>	<b>2.0-9.0</b>	<b>1300</b>	<b>16.0-21.0</b>	<b>1900</b>	<b>23.0-29.0</b>	<b>4000</b>	<b>2.0-8.0</b>	<b>10.5</b>	<b>16.0-21.0</b>	<b>15.5</b>
<b>3755157</b>	<b>CC</b>	<b>1.0-7.0</b>	<b>1300</b>	<b>11.0-16.0</b>	<b>1800</b>	<b>19.0-24.0</b>	<b>4000</b>	<b>2.0-8.0</b>	<b>10.5</b>	<b>16.0-21.0</b>	<b>15.5</b>
3755201	C	1.0-6.0	1100	5.0-10.0	1400	23.0-28.0	4300	1.0-5.0	10.0	15.0-19.0	15.0
3874090	C	3.0-7.0	1100	11.0-16.0	1400	23.0-28.0	4400	1.0-5.0	7.0	20.0-24.0	12.5
<b>3874115</b>	<b>C</b>	<b>2.0-7.0</b>	<b>1200</b>	<b>12.0-17.0</b>	<b>1800</b>	<b>20.0-24.0</b>	<b>4000</b>	<b>1.0-5.0</b>	<b>7.0</b>	<b>20.0-24.0</b>	<b>12.5</b>
<b>3874598</b>	<b>C</b>	<b>2.0-9.0</b>	<b>1200</b>	<b>13.0-17.0</b>	<b>1600</b>	<b>19.0-23.0</b>	<b>4600</b>	<b>1.0-5.0</b>	<b>7.0</b>	<b>14.0-20.0</b>	<b>11.5</b>
3874887	CC	2.0-6.5	1100	8.0-12.0	1900	19.0-24.0	4800	3.0-6.0	7.0	10.5-16.0	11.5
4091282	C	1.5-9.5	1000	8.5-11.5	1400	23.0-27.0	4800	3.0-5.0	7.0	12.0-16.0	13.5

ⓐ — C (Clockwise), CC (Counterclockwise) viewed from rotor end.

### DELCO-REMY DISTRIBUTOR ADVANCE SPECIFICATIONS

Distributor Part No.	Rot ⓐ	Automatic Advance (Engine Degrees & RPM)						Vacuum Advance (Engine Deg. & In. of Hg.)			
		Deg.	RPM	Deg.	RPM	Deg.	RPM	Deg.	In. Hg.	Deg.	In. Hg.
1103237	C	0	1000	10	1700	20	3800	0	8	10	13
1103238	C	0	1100	4	2800	20	4200	0	10	15	17
<b>1103240</b>	<b>C</b>	<b>0</b>	<b>1100</b>	<b>4</b>	<b>2800</b>	<b>20</b>	<b>4200</b>	<b>0</b>	<b>6</b>	<b>20</b>	<b>15</b>
<b>1103246</b>	<b>C</b>	<b>0</b>	<b>1200</b>	<b>12</b>	<b>2000</b>	<b>22</b>	<b>4200</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>12</b>
1103249	C	0	1000	8	1600	19	3450	0	6	15	12
1103250	C	0	1150	17	2900	22	4200	0	8	10	13
<b>1103252</b>	<b>C</b>	<b>0</b>	<b>1000</b>	<b>10</b>	<b>1700</b>	<b>20</b>	<b>3800</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>12</b>
<b>1103253</b>	<b>C</b>	<b>0</b>	<b>1100</b>	<b>12</b>	<b>1600</b>	<b>22</b>	<b>4600</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>12</b>
1103254	C	0	1200	12	2000	22	4200	0	6	15	12
1103267	C	0	1200	6	2000	8	3400	0	5	8	8
<b>1103274</b>	<b>C</b>	<b>0</b>	<b>1200</b>	<b>15</b>	<b>2700</b>	<b>20</b>	<b>4200</b>	<b>0</b>	<b>6</b>	<b>15</b>	<b>12</b>
<b>1103299</b>	<b>C</b>	<b>0</b>	<b>800</b>	<b>7</b>	<b>1400</b>	<b>14</b>	<b>3600</b>	<b>0</b>	<b>12</b>	<b>16</b>	<b>16</b>
1110674	C	0	1100	7	2300	16	4200	0	4	18	12
1110678	C	0	1000	7	1600	20	4200	0	4	24	15
<b>1110679</b>	<b>C</b>	<b>0</b>	<b>1100</b>	<b>14</b>	<b>2300</b>	<b>24</b>	<b>4100</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>13</b>
<b>1110680</b>	<b>C</b>	<b>0</b>	<b>1100</b>	<b>14</b>	<b>2300</b>	<b>24</b>	<b>4100</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>13</b>
1110682	C	0	1100	7	2300	16	4200	0	4	15	12
1110692	C	0	1100	7	1600	20	4200	0	4	18	12
<b>455*</b>	<b>...</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>
<b>455*</b>	<b>...</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>

ⓐ — C (Clockwise), CC (Counterclockwise) viewed from rotor end.