

1982 Distributor Specifications

CHRYSLER CORP. DISTRIBUTOR ADVANCE SPECIFICATIONS

NOTE — FOR DISTRIBUTOR RPM & DEGREES, DIVIDE SPECIFICATIONS BY 2

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
4145954	C	2.0-3.2	1200	0-4	1800	5-9	5000	1.4-5.0	4	20-24	11
4243694	C	0	1200	12	2800	20	6000	0	5.1	15	11.8
4243707	C	0	1200	12	2800	20	6000	0	3.1	20	11.8

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

NOTE — Distributor specifications for Chrysler Corp. passenger cars with Electronic Spark Control (ESC) are not available from the manufacturer. Spark timing is controlled by the Spark Control Computer.

DELCO-REMY (GENERAL MOTORS) DISTRIBUTOR ADVANCE SPECIFICATIONS

NOTE — All General Motors distributors in 1982 do not have centrifugal or vacuum advance units. All advance is controlled by the Computer Command Control system's electronic control module or by the distributor's HEI module. The advance data programmed into the ECM is not available from the manufacturer.

DELCO-REMY (AMERICAN MOTORS) DISTRIBUTOR ADVANCE SPECIFICATIONS

NOTE — FOR DISTRIBUTOR RPM & DEGREES, DIVIDE SPECIFICATIONS BY 2

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
1103491	C	1	1200	7	2400	14	4000	1	4.5	18	12
1103492	C	0	1200	8	2400	14	4400	0	3	20	10
1110598	C	0	1200	7	2400	14	4200	0	3	20	10

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

FORD DISTRIBUTOR ADVANCE SPECIFICATIONS

NOTE — FOR DISTRIBUTOR RPM & DEGREES, DIVIDE SPECIFICATIONS BY 2

Distributor Part No. (Basic Part No. is 12127)	Initial Timing (Degrees BTDC)	Total Advance @ 2500 Engine RPM (Including Initial Advance)		Distributor Part No. (Basic Part No. is 12127)	Initial Timing (Degrees BTDC)	Total Advance @ 2500 Engine RPM (Including Initial Advance)	
		Hose Disconnectedⓐ (Degrees BTDC)	Hose Connectedⓐ (Degrees BTDC)			Hose Disconnectedⓐ (Degrees BTDC)	Hose Connectedⓐ (Degrees BTDC)
E0FZ-B	12	19-25	33-43	E2FZ-A & E2FZ-Cⓐ	12	15-20	40-51
E0FZ-Cⓐ	6	17-22	38-49	E2FZ-E & E2FZ-Gⓐ	10	20-24	45-55
E0FZ-D	4	16-21	37-47	E2FZ-Fⓐ	14	21-26	38-49
E1AZ-Kⓐ	8	14-18	39-49	E2FZ-L	10	17-22	34-45
E1BZ-E	12	20-25	38-48	E2SZ-Aⓐ	8	14-19	35-46
E1FZ-Bⓐ	6	15-20	29-39	E2SZ-B	12	19-23	36-46
E1SZ-D	8	16-22	38-48	E2SZ-C	12	22-27	43-54
E2BZ-A	12	19-23	36-46	E2SZ-D	12	17-21	38-48
E2BZ-B	8	14-19	35-46	E2VY-B	12	17-22	344-45
E2BZ-C	10ⓐ	16-21	33-44	E2ZZ-D	12	21-26	42-53
E2DZ-A	10	10-15	31-42				

- ⓐ — Part throttle advance hose at distributor diaphragm. If disconnected, plug hose.
- ⓐ — Calibration No. 2-5C-R0 is 4° initial timing, 15-20° disconnected, and 36-47° connected.
- ⓐ — Calibration No. 2-20Z-R0 is 14° initial timing, 20-24° disconnected, and 45-55° connected.
- ⓐ — Calibration No. 1-3Y-R10 is 8° initial timing, 17-22° disconnected, and 31-41° connected.
- ⓐ — Calibration No. 2-12T-R4 is 12°.

- ⓐ — Calibration No. 1-4S-R10 is 8° initial timing, 11-16° disconnected, and 36-47° connected.
- ⓐ — Calibration No. 2-4Q-R0 is 8° initial timing, 18-22° disconnected, and 43-53° connected.
- ⓐ — Calibration No. 2-3E-R0 is 12° initial timing, 19-24° disconnected, and 36-47° connected. Calibration No. 2-3G-R1 is 10° initial timing, 17-22° disconnected, and 34-45° connected.
- ⓐ — Calibration No.'s 2-18W-R0 and 2-18X-R0 are 14° initial timing, 20-25° disconnected, and 41-52° connected.

MOTORCRAFT (AMERICAN MOTORS) DISTRIBUTOR ADVANCE SPECIFICATIONS

NOTE — FOR DISTRIBUTOR RPM & DEGREES, DIVIDE SPECIFICATIONS BY 2

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
3241333	C	0	1000	12	2200	10	4400	13	10	23	20

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