

BALLAST RESISTOR

The ballast resistor is a compensating resistance in the ignition primary circuit. During low speed operation, when the primary circuit current flow is high, ballast resistor temperature rises, increasing resistance. This reduces current flow, thereby prolonging ignition contact life. At high speed operation, when primary current flow is low, the ballast resistance cools off allowing more current flow, which is required for high speed operation. During starter operation, the ballast resistor is bypassed, allowing full battery voltage to the ignition primary circuit.

SPARK PLUGS

To insure peak performance, spark plugs should be removed, cleaned, tested and regapped every 5000 miles. Worn and dirty plugs may give satisfactory operation at idling speed but may fail under operation conditions. Spark plug appearance or conditions can reflect a wide variety of engine conditions as follows:

Normal Conditions

Normal conditions (Fig. 1). This plug has been running at the correct temperature in a "healthy" engine. The few deposits present will probably be light tan or gray in color with most regular grades of commercial gasoline. Electrode burning will not be in evidence; gap growth will average not more than about .001"/1000 miles. Chances are the plug, as pictured, could be cleaned, the gap electrodes filed, regapped and reinstalled with good results.

Cold Fouling

Cold fouling or carbon deposits (Fig. 2). This drv

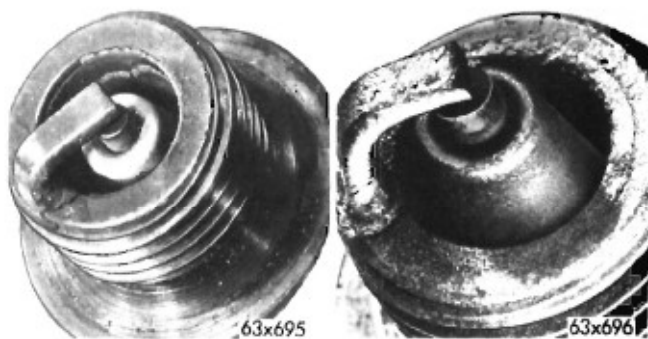


Fig. 1—Normal Conditions **Fig. 2—Cold Fouling**

black appearance is fuel carbon and can be due to over rich fuel-air mixture, possibly resulting from a faulty choke, clogged air cleaner, improper carburetor idle adjustment, or dirty carburetor. However, if only one or two plugs in a set are fouled like this it is a good idea to check for sticking valves or faulty ignition cables. This condition also results from prolonged operation at idle. If the vehicle is operated extensively at idle and low speeds, improved plug service will be obtained by using the next step hotter spark plugs.

Wet Fouling

Wet fouling (Fig. 3) tells you that the plug has drowned in excess oil. In an old engine, suspect worn rings or excessive cylinder wear. In OHV engines, too much oil may be coming in past the valve guides. Use of a hotter plug may relieve such fouling, but plugs can't take the place of needed engine overhaul. Remember that "break-in" fouling of new engines may occur before normal oil control is achieved. In new or recently overhauled jobs, such fouling plugs can be cleaned and reinstalled.

Splashed Fouling

Splashed fouling (Fig. 4) may sometimes occur after a long-delayed tune-up. Here, deposits accumulated after a long period of misfiring may be suddenly loosened when normal combustion temperatures are restored upon installation of new plugs. During a high speed run, these materials shedding off the combus-

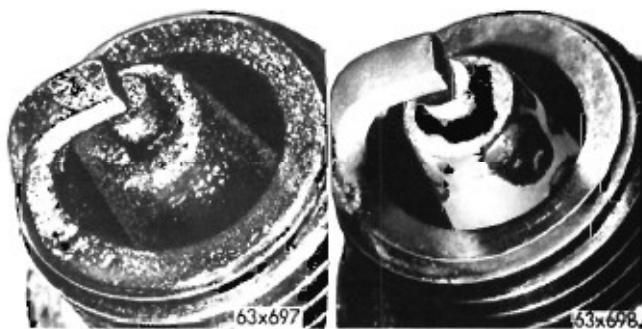


Fig. 3—Wet Fouling **Fig. 4—Splashed Fouling**

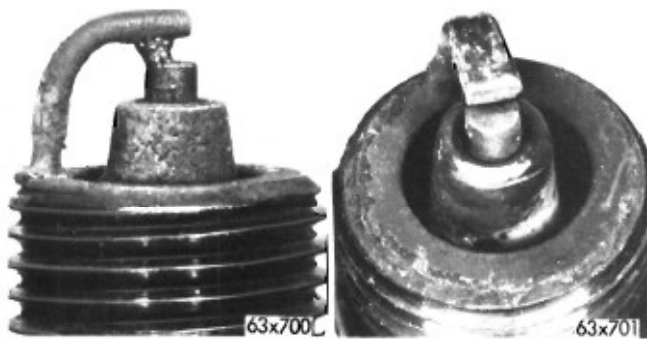


Fig. 5—Gap Bridging **Fig. 6—High Speed Glazing**

tion chamber are thrown against the hot insulator surface. If they happen to short out the plug, they can be removed with regular cleaning techniques. The plugs can then be reinstalled with good results as the engine has scavenged itself.

Gap Bridging

Gap bridging (Fig. 5) is also relatively rare in automotive engines. It also may be traced to flying deposits in the combustion chamber. In a few cases, fluffy deposits may accumulate on the plugs during in-town driving; when the engine is suddenly put under high load, this material can melt and bridge the gap.

High Speed Glazing

High Speed glazing may cause misfiring at speeds above 50-60 mph. The shiny deposit (Fig. 6) may be yellow or tan in color. It usually suggests that temperatures have suddenly risen during a hard acceleration. As a result normal deposits do not get a chance to fluff off the plug . . . instead they melt and form a conductive coating. If this continues to reoccur, suggest a colder heat range and regular spark plug cleanings.

Overheating

Overheating (Fig. 7) is indicated by a white or light gray insulator which appears "blistered." Electrode gap wear rate will be considerable in excess of

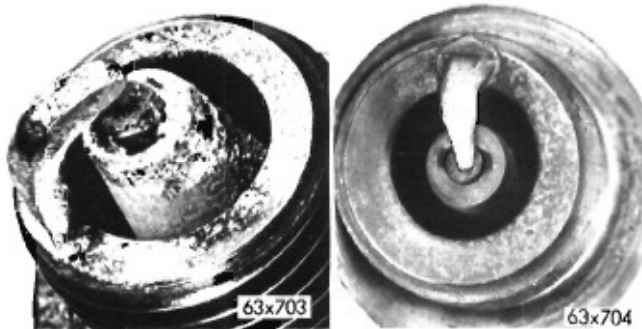


Fig. 7—Overheating **Fig. 8—Turbulence Burning**



Fig. 9—Initial Pre-ignition Damage

.001"/1000 miles. This suggests that a cooler heat range should be used . . . however, over-advanced ignition timing, detonation and cooling system stoppages can also overheat the **correct** spark plug heat ranges.

Turbulence Burning

Turbulence burning (Fig. 8) causes electrodes to wear away on one side. This is the result of normal turbulence patterns in the combustion chambers of certain engines. It can be ignored if normal plug life is being obtained. If gap growth appears excessive, review the corrective measures suggested under **overheating**.

Initial Pre-ignition Damage

Initial pre-ignition damage (Fig. 9) may be caused



Fig. 10—Reversed Coil Polarity

by excessive temperatures. This produces melting of the center electrode and, somewhat later, the ground electrode. Remember that the spark plug is like an electric fuse . . . when it melts, it warns you to look for the causes, and for damage to the engine such as scuffed pistons, burned pistons or burned valves. Inspect for correct spark plug heat range, over-advanced ignition timing, loose spark plugs, burned head gasket, excessive detonation due to low octane fuel and for similar causes of overheating.

Reversed Coil Polarity

Reversed coil polarity can often be detected by "dishing" of the ground electrode. Note in Figure 10 that the center electrode is usually not worn badly. This source of misfiring and rough idle can be corrected by reversing the primary coil leads. An oscilloscope is the surest way to detect reversed polarity.

While these examples may not be conclusive in all instances, they may indicate possible corrective procedures and further diagnosis may be necessary.

Cleaning and Regapping

Carefully clean the spark plugs in an abrasive type cleaner. Use a pin type feeler gauge to check spark plug gap. Reset gaps to .035 inch. **Before setting spark plug gap, file center electrode flat, make adjustment by bending ground (side) electrode, never bend the center electrode.**

When installing spark plugs, tighten to 30 foot-pounds.

WITHOUT CLEANER AIR PACKAGE

Engine Application	318		318
	2-Barrel Carburetor Manual Transmission		2-Barrel Carburetor Automatic Transmission
Engine Displacement	318 Cu. In.		318 Cu. In.
Distributor Part No.—(Canada Built)	2444760		2444761
Advance—Centrifugal (Distributor Degrees at Distributor RPM)	0° @ 320 to 480 0° to 2° @ 480 4.5° to 6.5° @ 850 10.5° to 12.5° @ 2300		0° @ 330 to 570 0° to 2° @ 570 2° to 4° @ 800 8° to 10° @ 2300
Advance—Vacuum (Distributor Degrees at Inches of Mercury)	0° @ 8" to 10" 5° to 8° @ 13" 9° to 12° @ 16"		0° @ 8" to 10" 5° to 8° @ 13" 9° to 12° @ 16"
Contact Gap .....	.014" to .019"		.014" to .019"
Dwell Angle	28° to 32°		28° to 32°
Contact Arm Spring Tension	17 to 20 oz.		17 to 20 oz.
Condenser Capacity .....	.25 to .285 mfd.		.25 to .285 mfd.
Shaft Side Play (New or Rebuilt) .....	.000" to .003" *		.000" to .003" *
Shaft End Play (After Assembly) .....	.003" to .017"		.003" to .017"
Rotation	Clockwise		Clockwise
Timing	5° BTC **		10° BTC **
Spark Plug Type	J14Y-Champion		J14Y-Champion
Size	14MM-3/8" Reach		14MM-3/8" Reach
Gap .....	.035"		.035"
Firing Order	1-8-4-3-6-5-7-2		1-8-4-3-6-5-7-2
Coil	Chrysler-Prestolite	—or—	Chrysler-Essex
Identification Number	2444242		2444241
Primary Resistance @ 70°-80°F	1.65 to 1.79 Ohms		1.41 to 1.55 Ohms
Secondary Resistance @ 70°-80°F	9400 to 11700 Ohms		9200 to 10600 Ohms
Ballast Resistor		2095501	
Resistance @ 70°-80°F		0.5 to 0.6 Ohms	
Current Draw (Coil and ballast resistor in circuit) Engine Stopped		3.0 amperes	
Engine Idling		1.9 amperes	

* Service wear tolerance should not exceed .006 inch.

** Set at idle speed; See "Idle Speed Adjustment, Fuel System."

Engine Application	WITHOUT CLEANER AIR PACKAGE		WITH CLEANER AIR PACKAGE	
	318 2-Barrel Carburetor Manual Transmission	318 2-Barrel Carburetor Automatic Transmission	318 2-Barrel Carburetor Manual Transmission	318 2-Barrel Carburetor Automatic Transmission
Engine Displacement	318 Cu. In.	318 Cu. In.	318 Cu. In.	318 Cu. In.
Distributor Part No.—(Chrysler Built)	2642721	2642718	2642724	2642724
Advance—Centrifugal (Distributor Degrees at Distributor RPM)	0° @ 325 to 475 0° to 2° @ 475 3.75° to 5.75° @ 7.80 12.5° to 14.5° @ 2250	0° @ 320 to 480 0° to 1° @ 480 3° to 4.25° @ 1000 10.5° to 12.5° @ 2350	0° @ 325 to 475 0° to 5° @ 475 7.75° to 9.75° @ 600 18° to 20° @ 2350	0° @ 325 to 475 0° to 5° @ 475 7.75° to 9.75° @ 600 18° to 20° @ 2350
Advance—Vacuum (Distributor Degrees at Inches of Mercury)	0° @ 7" to 9" 6° to 9° @ 12" 10.5° to 13.5° @ 15" .014" to .019" 28° to 32° 17 to 20 oz. .25 to .285 mfd. .000" to .003" * .003" to .017" Clockwise 5° BTC ** N-14Y Champion or P-6-6P Mopar 14MM-3/8" Reach .035" 1-8-4-3-6-5-7-2	0° @ 7" to 9" 6° to 9° @ 12" 10.5° to 13.5° @ 15" .014" to .019" 28° to 32° 17 to 20 oz. .25 to .285 mfd. .000" to .003" * .003" to .017" Clockwise 10° BTC ** N-14Y Champion or P-6-6P Mopar 14MM-3/8" Reach .035" 1-8-4-3-6-5-7-2	0° @ 7.5" to 10.5" 7° to 10° @ 14" 10.5° to 13.5° @ 16" .014" to .019" 28° to 32° 17 to 20 oz. .25 to .285 mfd. .000" to .003" * .003" to .017" Clockwise 5° ATC ** N-14Y Champion or P-6-6P Mopar 14MM-3/8" Reach .035" 1-8-4-3-6-5-7-2	0° @ 7.5" to 10.5" 7° to 10° @ 14" 10.5° to 13.5° @ 16" .014" to .019" 28° to 32° 17 to 20 oz. .25 to .285 mfd. .000" to .003" * .003" to .017" Clockwise 5° ATC ** N-14Y Champion or P-6-6P Mopar 14MM-3/8" Reach .035" 1-8-4-3-6-5-7-2
Spark Plug Type	Chrysler-Prestolite	—or— Chrysler-Essex	Chrysler-Prestolite	—or— Chrysler-Essex
Coil	2444242	2444241	2444242	2444241
Identification Number	1.65 to 1.79 Ohms	1.41 to 1.55 Ohms	1.65 to 1.79 Ohms	1.41 to 1.55 Ohms
Primary Resistance @ 70°-80°F	9400 to 11700 Ohms	9200 to 10600 Ohms	9400 to 11700 Ohms	9200 to 10600 Ohms
Secondary Resistance @ 70°-80°F	2095501	2095501	2095501	2095501
Ballast Resistor	0.5 to 0.6 Ohms	0.5 to 0.6 Ohms	0.5 to 0.6 Ohms	0.5 to 0.6 Ohms
Resistance @ 70°-80°F	3.0 amperes	3.0 amperes	3.0 amperes	3.0 amperes
Current Draw (Coil and ballast resistor in circuit) Engine Stopped	1.9 amperes	1.9 amperes	1.9 amperes	1.9 amperes
Engine Idling				

* Service wear tolerance should not exceed .006 inch.

** Set at idle speed; See "Idle Speed Adjustment, Fuel System."

WITHOUT CLEANER AIR PACKAGE

WITH CLEANER AIR PACKAGE

Engine Application	383	383	383
	4-Barrel Carburetor Manual or Automatic Trans.	4-Barrel Carburetor Manual Transmission	4-Barrel Carburetor Automatic Transmission
Engine Displacement	383 Cu. In.	383 Cu. In.	383 Cu. In.
Distributor Part No.—(Chrysler Built)	2642248	2642949	2642745
Advance—Centrifugal (Distributor Degrees at Distributor RPM)	0° @ 310 to 490 0° to 2° @ 490 3° to 5° @ 750 7° to 9° @ 2400	0° @ 375 to 525 0° to 6.5° @ 525 7.8° to 9.8° @ 710 14.5° to 16.5° @ 2300	0° @ 425 to 575 0° to 4.5° @ 575 6° to 8° @ 790 10.5° to 12.5° @ 2450
Advance—Vacuum (Distributor Degrees at Inches of Mercury)	0° @ 6" to 9" 4.5° to 7.5° @ 12" 8.25° to 11° @ 15"	0° @ 4.5" to 8" 6° to 9° @ 12" 11.5° to 14.5° @ 16.5"	0° @ 4.5" to 8" 6° to 9° @ 12" 11.5° to 14.5° @ 16.5"
Contact Gap .....	.014" to .019"	.014" to .019"	.014" to .019"
Dwell Angle	28° to 32°	28° to 32°	28° to 32°
Contact Arm Spring Tension	17 to 20 oz.	17 to 20 oz.	17 to 20 oz.
Condenser Capacity .....	.25 to .285 mfd.	.25 to .285 mfd.	.25 to .285 mfd.
Shaft Side Play (New or Rebuilt) .....	.000" to .003" *	.000" to .003" *	.000" to .003" *
Shaft End Play (After Assembly) .....	.003" to .017"	.003" to .017"	.003" to .017"
Rotation	Counterclockwise	Counterclockwise	Counterclockwise
Timing	12.5° BTC **	TDC	5° BTC
Spark Plug Type	J-13Y Champion or P-3-5P Mopar *** J-11Y Champion or P-3-3P Mopar ****	J-13Y Champion P-3-5P Mopar *** J-11Y Champion or P-3-3P Mopar ****	J-13Y Champion P-3-5P Mopar *** J-11Y Champion or P-3-3P Mopar ****
Size	14MM-3/8" Reach	14MM-3/8" Reach	14MM-3/8" Reach
Gap .....	.035"	.035"	.035"
Firing Order	1-8-4-3-6-5-7-2	1-8-4-3-6-5-7-2	1-8-4-3-6-5-7-2
Coil	Chrysler-Prestolite 2444242	—or—	Chrysler-Essex 2444241
Identification Number			
Primary Resistance @ 70°-80°F	1.65 to 1.79 Ohms		1.41 to 1.55 Ohms
Secondary Resistance @ 70°-80°F	9400 to 11700 Ohms		9200 to 10600 Ohms
Ballast Resistor		2095501	
Resistance @ 70°-80°F		0.5 to 0.6 Ohms	
Current Draw (Coil and ballast resistor in circuit) Engine Stopped		3.0 amperes	
Engine Idling		1.9 amperes	

* Service wear tolerance should not exceed .006 inch.

** Set at idle speed; See "Idle Speed Adjustment, Fuel System."

*** If J-13Y or Mopar P-3-5P are not available use Champion J-12Y.

**** J-11Y Champion (Police Cars). If J-11Y are not available use Mopar P-3-3P or Champion J-10Y.

Engine Application	WITHOUT CLEANER AIR PACKAGE		WITH CLEANER AIR PACKAGE	
	383 2-Barrel Carburetor Manual or Automatic Trans.	383 2-Barrel Carburetor Automatic Transmission	383 2-Barrel Carburetor Manual Transmission	383 2-Barrel Carburetor Manual Transmission
Engine Displacement	383 Cu. In.	383 Cu. In.	383 Cu. In.	383 Cu. In.
Distributor Part No.—(Chrysler Built)	2642727	2642810	2642810	2642949
Advance—Centrifugal (Distributor Degrees at Distributor RPM)	0° @ 250 to 450 0° to 2° @ 450 2.5° to 4.5° @ 700 10.5° to 12.5° @ 2150	0° @ 400 to 550 0° to 4° @ 550 5.5° to 7.5° @ 750 14.5° to 16.5° @ 2200	0° @ 375 to 525 0° to 6.5° @ 525 7.8° to 9.8° @ 710 14.5° to 16.5° @ 2300	0° @ 375 to 525 0° to 6.5° @ 525 7.8° to 9.8° @ 710 14.5° to 16.5° @ 2300
Advance—Vacuum (Distributor Degrees at Inches of Mercury)	0° @ 5" to 8" 5° to 8° @ 10" 10.5° to 13.5° @ 13.5" .014" to .019"	0° @ 4.5" to 8" 6° to 9° @ 12" 11.5° to 14.5° @ 16.5" .014" to .019"	0° @ 4.5" to 8" 6° to 9° @ 12" 11.5° to 14.5° @ 16.5" .014" to .019"	0° @ 4.5" to 8" 6° to 9° @ 12" 11.5° to 14.5° @ 16.5" .014" to .019"
Contact Gap	28° to 32°	28° to 32°	28° to 32°	28° to 32°
Dwell Angle	17 to 20 oz.	17 to 20 oz.	17 to 20 oz.	17 to 20 oz.
Contact Arm Spring Tension .....	.25 to .285 mfd.	.25 to .285 mfd.	.25 to .285 mfd.	.25 to .285 mfd.
Condenser Capacity .....	.000" to .003" *	.000" to .003" *	.000" to .003" *	.000" to .003" *
Shaft Side Play (New or Rebuilt) .....	.003" to .017"	.003" to .017"	.003" to .017"	.003" to .017"
Shaft End Play (After Assembly)	Counterclockwise	Counterclockwise	Counterclockwise	Counterclockwise
Rotation	12.5° BTC **	5° BTC	5° BTC	TDC
Timing	J-14Y Champion or	J-14Y Champion or	J-14Y Champion or	J-14Y Champion or
Spark Plug Type	P-3-6P Mopar	P-3-yP Mopar	P-3-6P Mopar	P-3-6P Mopar
Size	14MM-3/8" Reach	14MM-3/8" Reach	14MM-3/8" Reach	14MM-3/8" Reach
Gap .....	.035"	.035"	.035"	.035"
Firing Order	1-8-4-3-6-5-7-2	1-8-4-3-6-5-7-2	1-8-4-3-6-5-7-2	1-8-4-3-6-5-7-2
Coil	Chrysler-Prestolite	—or—	Chrysler-Essex	Chrysler-Essex
Identification Number	2444242	2095501	2444241	2444241
Primary Resistance @ 70°-80°F	1.65 to 1.79 Ohms	0.5 to 0.6 Ohms	1.41 to 1.55 Ohms	1.41 to 1.55 Ohms
Secondary Resistance @ 70°-80°F	9400 to 11700 Ohms	2095501	9200 to 10600 Ohms	9200 to 10600 Ohms
Ballast Resistor		0.5 to 0.6 Ohms		
Resistance @ 70°-80°F				
Current Draw (Coil and ballast resistor in circuit) Engine Stopped		3.0 amperes		
Engine Idling		1.9 amperes		

* Service wear tolerance should not exceed .006 inch.

** Set at idle speed; See "Idle Speed Adjustment, Fuel System."

WITHOUT CLEANER AIR PACKAGE

WITH CLEANER AIR PACKAGE

Engine Application	440 With 4-Barrel Carburetor Automatic or Manual Trans.	440 4-Barrel Carburetor Automatic Transmission	440 4-Barrel Carburetor Manual Transmission
Engine Displacement	440 Cu. In.	440 Cu. In.	440 Cu. In.
Distributor Part No.—(Chrysler Built)	2642730	2642816	2642813
Advance—Centrifugal (Distributor Degrees at Distributor RPM)	0° @ 310 to 490 0° to 2° @ 490 3.5° to 5.5° @ 800 8.5° to 10.5° @ 2300	0° @ 425 to 575 0° to 3.5° @ 575 6.2° to 8.2° @ 840 12.5° to 14.5° @ 2400	0° @ 350 to 500 0° to 5° @ 500 8.2° to 10.2° @ 750 14.5° to 16.5° @ 2300
Advance—Vacuum (Distributor Degrees at Inches of Mercury)	0° @ 8" to 10" 5° to 8° @ 13" 9° to 12° @ 16"	0° @ 8" to 10" 5° to 8° @ 13" 11.5° to 14.5° @ 17.5"	0° @ 8" to 10" 5° to 8° @ 13" 11.5° to 14.5° @ 17.5"
Contact Gap .....	.014" to .019"	.014" to .019"	.014" to .019"
Dwell Angle	28° to 32°	28° to 32°	28° to 32°
Contact Arm Spring Tension	17 to 20 oz.	17 to 20 oz.	17 to 20 oz.
Condenser Capacity .....	.25 to .285 mfd.	.25 to .285 mfd.	.25 to .285 mfd.
Shaft Side Play (New or Rebuilt) .....	.000" to .003" *	.000" to .003" *	.000" to .003" *
Shaft End Play (After Assembly) .....	.003" to .017"	.003" to .017"	.003" to .017" *
Rotation	Counterclockwise	Counterclockwise	Counterclockwise
Timing	12.5° BTC **	5° BTC **	T.D.C.
Spark Plug Type	J-13Y Champion or Mopar P-3-5P **** J-11Y Champion or Mopar P-3-3P ***	J-13Y Champion or Mopar P-3-5P **** J-11Y Champion or P-3-3P Mopar ***	J-13Y Champion or Mopar P-3-5P **** J-11Y Champion or Mopar P-3-3P ***
Size	14MM-3/8" Reach	14MM-3/8" Reach	14MM-3/8" Reach
Gap .....	.035"	.035"	.035"
Firing Order	1-8-4-3-6-5-7-2	1-8-4-3-6-5-7-2	1-8-4-3-6-5-7-2
Coil	Chrysler-Prestolite 2444242	—or— Chrysler-Essex 2444241	
Identification Number			
Primary Resistance @ 70°-80°F	1.65 to 1.79 Ohms	1.41 to 1.55 Ohms	
Secondary Resistance @ 70°-80°F	9400 to 11700 Ohms	9200 to 10600 Ohms	
Ballast Resistor		2095501	
Resistance @ 70°-80°F		0.5 to 0.6 Ohms	
Current Draw (Coil and ballast resistor in circuit) Engine Stopped		3.0 amperes	
Engine Idling		1.9 amperes	

* Service wear tolerance should not exceed .006 inch.

** Set at idle speed; See "Idle Speed Adjustment, Fuel System."

*** Police Cars. If J-11Y or P-3-3P are not available use Champion J-10Y.

**** If J-13Y Champion or P-3-5P Mopar are not available, use Champion J-12Y.

	WITHOUT CLEANER AIR PACKAGE		WITH CLEANER AIR PACKAGE	
	A134 Hi-Performance		A134 Hi-Performance	
	440 With 4-Barrel Carburetor Manual or Automatic Transmission		440 4-Barrel Carburetor Automatic Transmission	
Engine Application			440 4-Barrel Carburetor Manual Transmission	
Engine Displacement	440 Cu. In.		440 Cu. In.	
Distributor Part No.—(Chrysler Built)	2642748		2642822	
Advance—Centrifugal (Distributor Degrees at Distributor RPM)	0° @ 325 to 475 0° to 4° @ 475 4.5° to 6.5° @ 640 8.5° to 10.5° @ 2200		0° @ 325 to 475 0° to 5.5° @ 475 8° to 10° @ 700 12.5° to 14.5° @ 2400	
Advance—Vacuum (Distributor Degrees at Inches of Mercury)	0° @ 8" to 10" 5° to 8° @ 13" 9° to 12° @ 16" .014" to .019"		0° @ 8" to 10" 5° to 8° @ 13" 9° to 12° @ 16" .014" to .019"	
Contact Gap	28° to 32°		28° to 32°	
Dwell Angle	17 to 20 oz.		17 to 20 oz.	
Contact Arm Spring Tension .....	.25 to .285 mfd.		.25 to .285 mfd.	
Condenser Capacity .....	.000" to .003"		.000" to .003" *	
Shaft Side Play (New or Rebuilt) .....	.003" to .017"		.003" to .017"	
Shaft End Play (After Assembly)	Counter-Clockwise		Counter-Clockwise	
Rotation	12.5° BTC **		5 BTC **	
Timing	J-11Y Champion or P-3-3P Mopar ***		J11Y Champion or P-3-3P Mopar***	
Spark Plug Type	14MM-3/8" Reach .035"		14MM-3/8" Reach .035"	
Size	1-8-4-3-6-5-7-2		1-8-4-3-6-5-7-2	
Gap				
Firing Order				
Coil	Chrysler-Prestolite 2444242		—or— Chrysler-Essex 2444241	
Identification Number	1.65 to 1.79 Ohms		1.41 to 1.55 Ohms	
Primary Resistance @ 70°-80°F	9400 to 11700 Ohms		9200 to 10700 Ohms	
Secondary Resistance @ 70°-80°F				
Ballast Resistor			2095501	
Resistance @ 70°-80°F			0.5 to 0.6 Ohms	
Current Draw (Coil and ballast resistor in circuit) Engine Stopped			3.0 amperes	
Engine Idling			1.9 amperes	

* Service wear tolerance should not exceed .006 inch.

** Set at idle speed.

*** If J-11Y Champion or P-3-3P Mopar are not available, use Champion J-10Y.

Engine Application	WITHOUT CLEANER AIR PACKAGE		WITH CLEANER AIR PACKAGE
	Hemi-426 ENGINE-A102 Two 4-Barrel Carburetors Manual or Automatic Trans.		Hemi-426 ENGINE-A102 Two 4-Barrel Carburetors Manual or Automatic Trans.
Engine Displacement	426 Cu. In.		426 Cu. In.
Distributor Part No.—(Prestolite)	2642482—IBS-4006P		2642832—IBS-4006W
Advance—Centrifugal (Distributor Degrees at Distributor RPM)	0° @ 425 to 575 0° to 3.5° @ 575 3.75° to 5.75° @ 740 7.5° to 9.5° @ 1400		0° @ 450—600 0° to 7° @ 600 9.8 to 11.8 @ 810 14° to 16° @ 1550
Advance—Vacuum (Distributor Degrees at Inches of Mercury)	0° @ 6" to 9" 4.5° to 7.5° @ 12" 8.25° to 11° @ 15" .014" to .019"		0° @ 6" to 9" 4.5° to 7.5° @ 12" 8.25° to 11° @ 15" .014" to .019"
Contact Gap	Individual Contacts 27° to 32°		Individual Contacts 27° to 32°
Dwell Angle	Total Dwell 37° to 42° 17 to 21.5 oz. .25 to .285 mfd. .000" to .003" * .003" to .017"		Total Dwell 37° to 42° 17 to 21.5 oz. .25 to .285 mfd. .000" to .003" * .003" to .017"
Contact Arm Spring Tension	Counterclockwise 12.5° BTC **		Counterclockwise TDC **
Condenser Capacity	N10Y Champion 14MM-3/4" Reach .035"		N10Y Champion 14MM-3/4" Reach .035"
Shaft Side Play (New or Rebuilt)	1-8-4-3-6-5-7-2		1-8-4-3-6-5-7-2
Shaft End Play (After Assembly)	Chrysler-Prestolite	—or—	Chrysler-Essex
Rotation	2444242		2444241
Timing	1.65 to 1.79 Ohms		1.41 to 1.55 Ohms
Spark Plug Type	9400 to 11700 Ohms		9200 to 10600 Ohms
Size			
Gap			
Firing Order			
Coil			
Identification Number			
Primary Resistance @ 70°-80°F			
Secondary Resistance @ 70°-80°F			
Ballast Resistor			
Resistance @ 70°-80°F		2095501 0.5 to 0.6 Ohms	
Current Draw (Coil and ballast resistor in circuit) Engine Stopped		3.0 amperes	
Engine Idling		1.9 amperes	

* Service wear tolerance should not exceed .006 inch.

** Set at idle speed; See "Idle Speed Adjustment, Fuel System."