

# Installation Instructions for 40801

## Wiring Harness for Mopar Electronic Ignition

Note: This Wiring Harness is for use with a Mopar Electronic Ignition Conversion Kit, or 1973 & up Mopar OEM style 5-Pin ECU.

### Included with Wiring Harness:

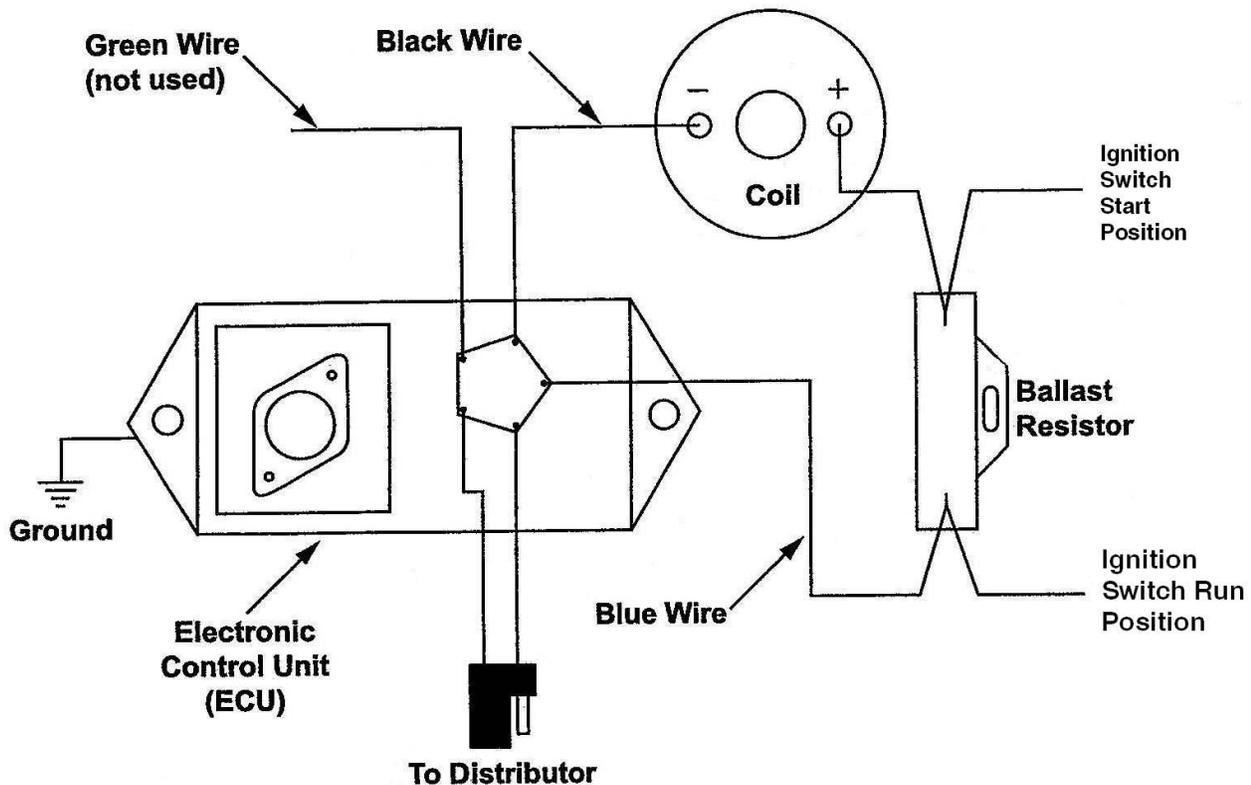
- 1 – Wiring Harness w/ 5-Pin Connector
- 1 – Mounting Screw
- 3 – Shrink Sleeves
- 3 – Crimp Style Connectors

### Ignition System Replacement Parts (Available Separately):

- Mopar Style Vacuum Advance Electronic Distributor: 555-40500, 555-40504, 555-40506, 312-P3690430, 312-P3690431, 312-P3690432
- 1.0Ω Ballast Resistor: 555-40103, 312-P5206436
- ECU – 555-40800, 555-40805, Mopar Performance Orange, Chrome, or Gold Boxes
- Mopar OEM or OEM Style (oil filled Coil) or HP Coil 555-40105

### Installation & Trouble Shooting Tips:

- The ECU must be Grounded (sand or wire brush the mounting points & use external tooth lock washers & rust free mounting fasteners).
- Use the appropriate ballast resistor – 1.0Ω is recommended (minimum of 0.5Ω).
- Operation without the ballast resistor will damage the ECU & Coil.
- Use OEM or OEM Style (oil filled) Coil. Do not use a C-D coil (i.e. MSD) since this will damage the ECU.
- Make sure all connections are tight and free of corrosion.
- If vehicle has a history of ECU problems – Check voltage between Coil (+) and a good ground. Turn key to “Run” position and voltmeter should read between 7.0 and 9.0 Volts. If higher voltage, turn key off immediately and check ballast (resistance – too low 0.5Ω minimum), ballast wiring, shorted coil, ignition switch wiring, etc.
- Quick Wiring Check: Disconnect either ballast resistor connector at idle. Engine should stall immediately.



Typical Wiring for Muscle Car or Street Rod Installation