CHRYSLER® IGNITION BOX AND HARNESS KIT
INSTALLATION INSTRUCTIONS

Part Nos: **440-424 and 440-425**

Step 1 - Choose a suitable location for the new ECU that is not close to exhaust heat like under the dash or on a chassis mounted bracket. Another option is the radiator support and/or the fenderwell, which are typically safe locations in most installations. It is best to trial fit the master connector at the intended ECU location to be sure the wires can be safely routed to the distributor leads without interference.

Step 2 – If moving your ECU to a new mounting location, use the ECU base as a template and mark the installation point. Drill for either sheet metal screws or bolts. *BE SURE THERE IS NOTHING BEHIND THE PANEL BEING DRILLED THAT MAY BE DAMAGED.* The ECU must be grounded. If installing on a non-grounded surface you must run a ground wire to an absolute grounded component of the vehicle.

Step 3 - Plug the master connector on the harness into the ECU. We recommend you protect these wires with either convoluted tubing or wire ties after you have completely installed the electronics.

Step 4 - The wiring harness wires will likely have excess length due to installation variations. After you have determined the required lengths, it is recommended that you cut each wire to fit your custom installation.

Step 5 - You will see two loose wires. One, a black with a yellow trace line and, two, a blue with a yellow trace line. The BLACK wire should be connected to the negative (-) side of the coil using the supplied "eye" connector. The BLUE wire should be attached to one side of the ballast resistor.

Step 6 - The other side of the ballast resistor is connected to the run side of the ignition switch or to the terminal on the starter relay (if applicable).

Step 7 - Locate the main ignition feed. This will vary from vehicle to vehicle, but if your installation is in a Chrysler product, it should be a dark blue or red wire for 1980-1985 pickups or vans. Check to be certain you have correctly identified the main ignition feed by following these quick steps;

- Temporarily reconnect the negative battery terminal.
- Turn the ignition switch to "on", do not turn to "start."
- Using a 12-volt tester, verify that the feed wire you identified has power in the "on" position, and no power in the "off" position.

With the main feed now verified, turn off the ignition switch and disconnect the negative side of the battery. Continue the main ignition feed (in new installations) or splice into the main ignition feed in existing installations to the ballast resistor (to the same terminal the BLUE wire from the harness was in installed the BLUE wire from the new harness).

Step 8 - Cut both the BLUE wire and the new wire spliced into the main ignition feed, allowing at least 3 extra inches for engine movement. Strip 1/4" of insulation from both wires and place BOTH of the stripped wires into ONE of the 12-gauge female spade connectors and firmly crimp tight. Finish by wrapping the connection with electrical tape.

Step 9 - Route a 14-gauge wire from the positive (+) side of the ignition coil to the ballast resistor, leaving an excess of length at the ballast resistor end. Install a 14-gauge eyelet connector on the end of the new wire and connect it to the positive (+) side of the coil. Crimp a 14-gauge female spade connector on the other end of that wire. Finish by wrapping all exposed areas with electrical tape.

Step 10 - Plug the terminal on the end of the BLUE wire from the new harness and the main ignition feed wire into one end of the new ballast resistor. Double-check all of your connections to be sure they are secure and tight.

Trouble Shooting Steps:

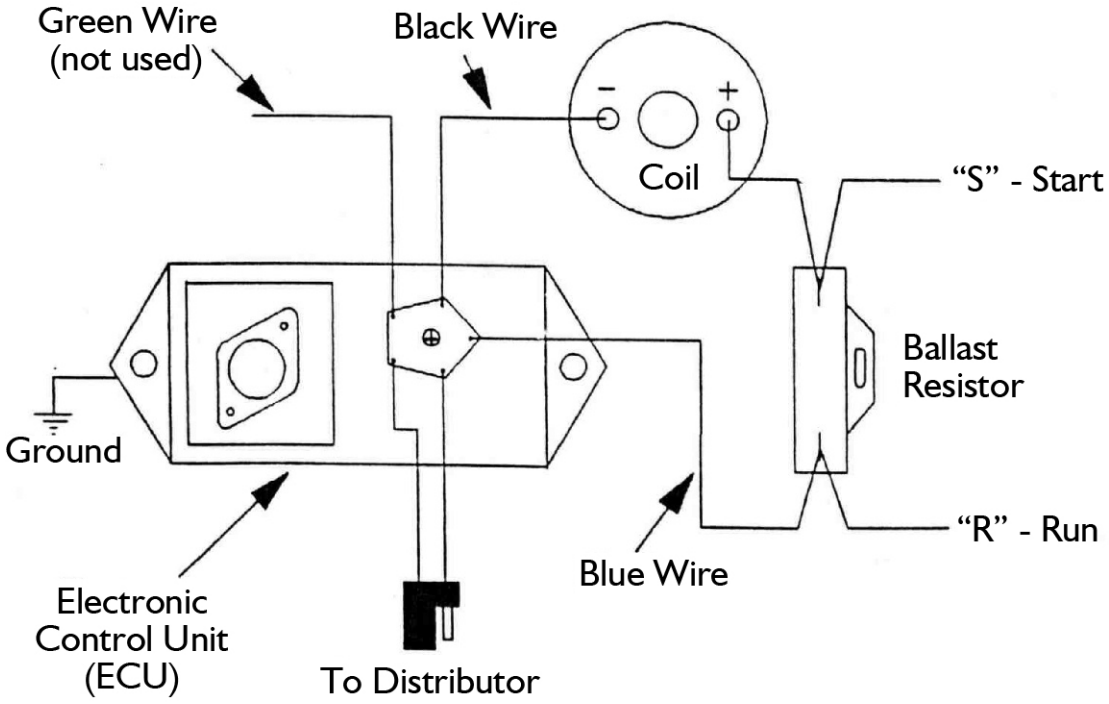
-If your vehicle does not start - Check all connections. Make sure the ECU and engine block are grounded. Be sure the Main Ignition Feed is spliced correctly. Be sure the distributor is not 180 degree's off.

-If your vehicle idles rough or stalls - Make sure the engine and ECU are grounded and the coil is at least 20Kv.

-If your vehicle fails at high speeds - Check to see that your battery is the required 12.5-volt output.

PLEASE NOTE: The most common problems are the result of a poor ground. It is recommended that you do not assume your engine is grounded.

Typical Wiring Diagram for "Street Rod" Installation



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