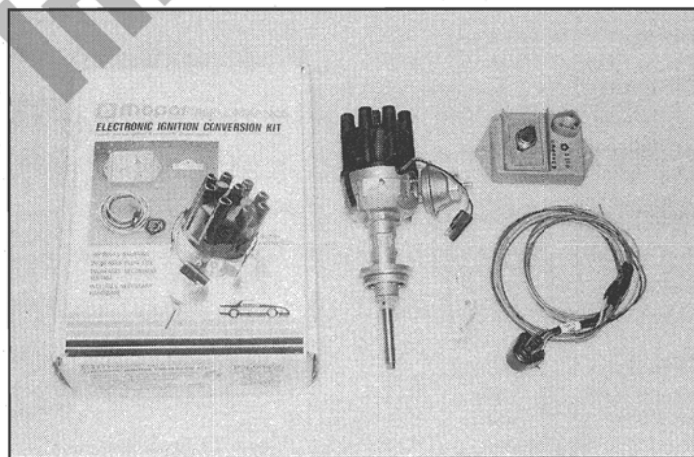


connect it to the battery. Using a 100-amp alternator in a vehicle not designed for such high output can result in damage to the wiring and alternator gauge. In addition, the bulkhead connector is a widely recognized source of trouble in older Chrysler vehicles, and the terminals in the bulkhead connector will certainly not be able to handle the current this monster puts out. Unless you are up to the task of wiring in a shunt between the alternator and battery, avoid the 100-amp unit.

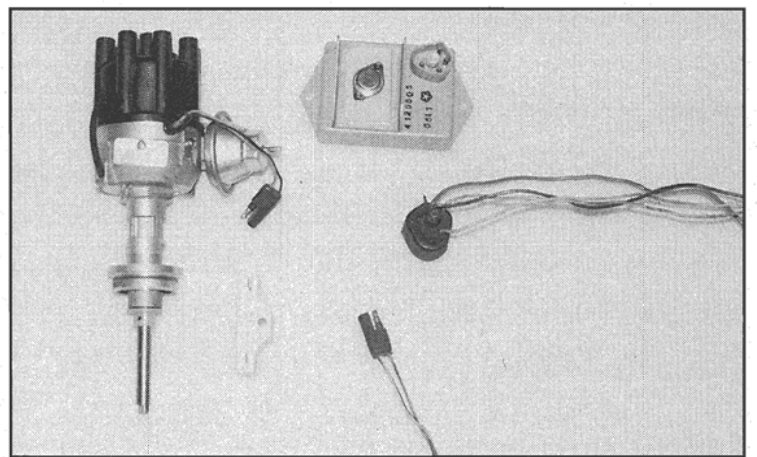
IGNITION SYSTEMS

The heart of any ignition system is the coil, which is really nothing more than a step-up transformer. In a breaker-point ignition system as well as in many electronic systems, the coil is typically capable of stepping up voltage from the 12-volt system to around 20,000 volts. (This is the reason we humans jump so violently when zapped by a deteriorated spark-plug wire!) While the coil changed little over the years, the method of actuating or firing the coil did evolve.

In a single breaker-point system, current flows from the ignition terminal of the ignition switch through the ballast resistor and on to the positive terminal of the coil. It then flows through the primary winding of the coil, out the negative terminal, and to the distributor where it flows through closed breaker points to ground. The condenser is used to help the points break the current flow cleanly by reducing arcing at the points when they open. These are the components and the path of current flow in the primary side of the ignition system.



The Mopar Performance electronic ignition conversion kits come with a distributor, ballast resistor, control module, and a wire harness.



If you choose to wire up a four-pin module with used parts, you will need a distributor, distributor pigtail, control module, and control module pigtail. Although not absolutely necessary, it is a good idea to install a new ballast resistor as well.