

Installation Instructions for 40800 & 40805

Mopar Electronic Ignition Control Unit

Note: This Electronic Control Unit (ECU) is for use with a Mopar style Vacuum Advance Electronic distributor, Wiring Harness, Ballast Resistor, and OEM style coil (not included, but available separately).

Included with the ECU:

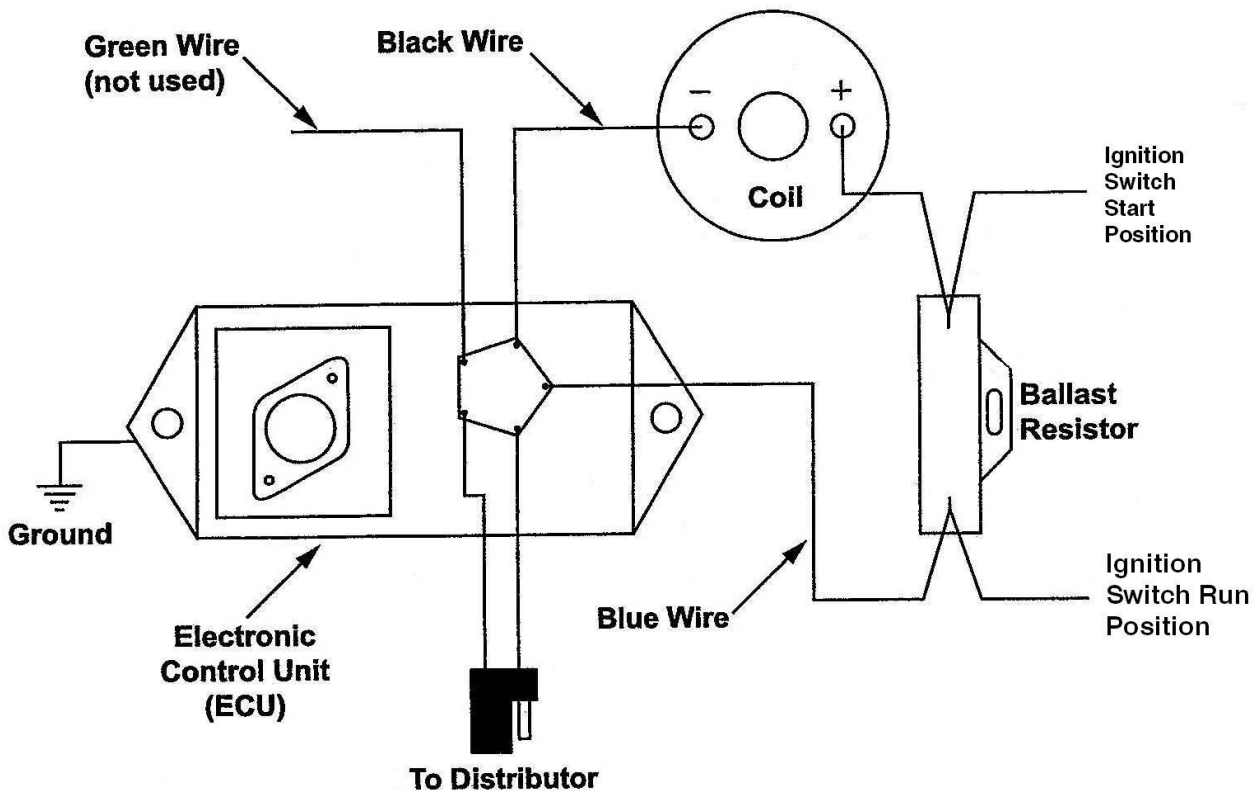
- 1 – Electronic Control Unit
- 2 – Mounting Screws
- 2 – Serrated Washers

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
- Wiring Harness: 555-40801, 312-P3690152
- 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