Section # 6 - Engine Compartment Review

Section Summary

☑ **Note: The starter is judged in Engine Electrical Section of this manual**

☑ **Note: The steering column and gear box are in Suspension Sections of this manual**

2. Horns

The correct horns are Prestolite horns one (1) low and one (1) high tone. They have a date code stamped near the end of the horn. There were two different date codes configurations used. One identified the date as 37 9 = 37th week of 1969. The second identification was 15 C = 15th week of 1970.

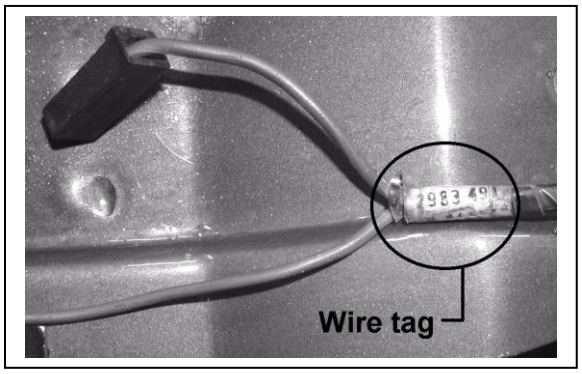
Prestolite date codes with letters are as follows. .

1958 – N	1959 – P	1960 – R	1961- S	1962 – T Prior to 62 the horn was called Autolite		
1964-W	1965 – X	1966 – Y	1967 – Z	1968 - A	1969 – B	1970 –C
1971- D	1972 – E	1973 – F	1974 – G	1975 – H	1976 –J	1977 – K

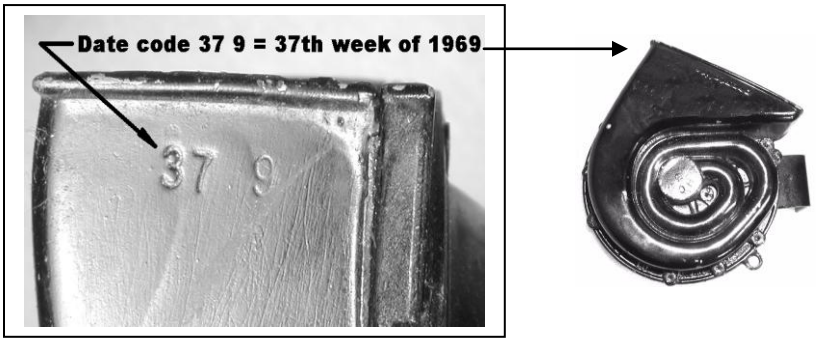
Note: Prestolite never used the letter I,O, Q & V

The horns were dipped is semi-gloss black paint. The horn was suspended from the eyelet hole at the top during the paint process. You should see paint runs from the direction of that hole. The horns are mounted the right hand inner fender (2) 5/16-18 x .88"lg. Hex head SEMS Phosphate (brownish / green) plated bolts with paint cutter and teeth. The wiring harness for the horns is an integral part of the forward engine harness.

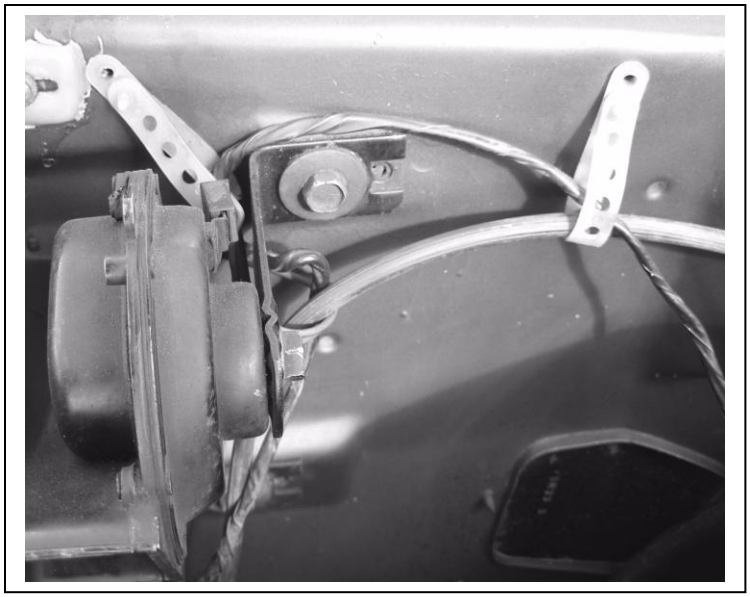
The ends are routed through two (2) yellowish plastic under wire harness clamps. There is a wire tag on the end of the harness.



Horn wire tag position reference

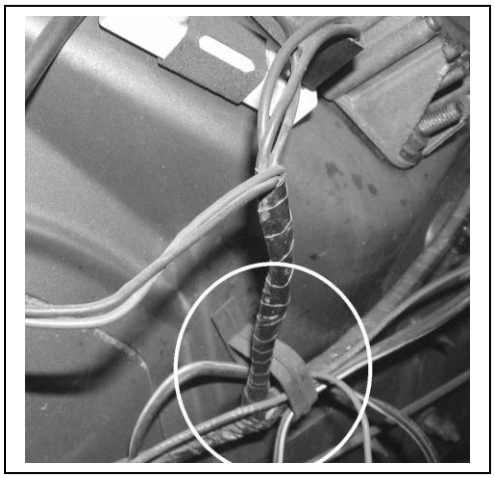


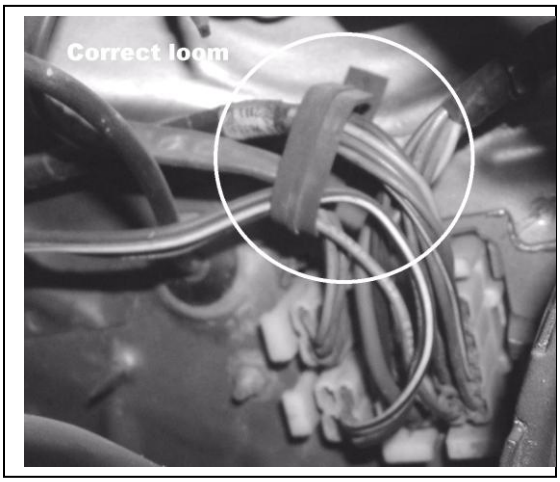
Date code reference

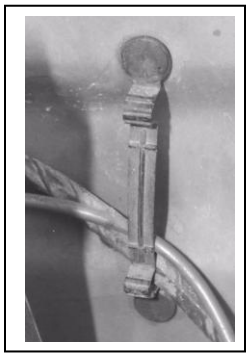


Date code reference 15C = 15th week of 1970

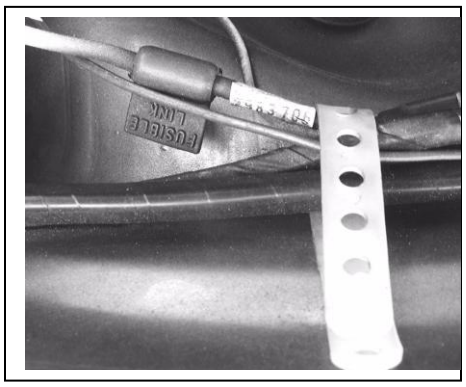
Engine Compartment Wire Harness Clamp Reference Photographs



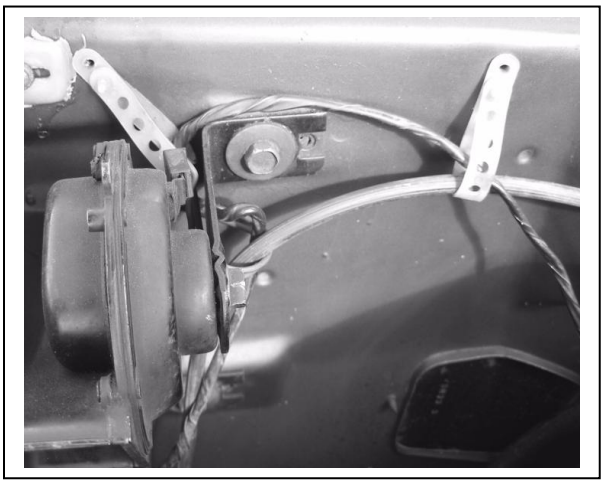




Black plastic loom behind battery

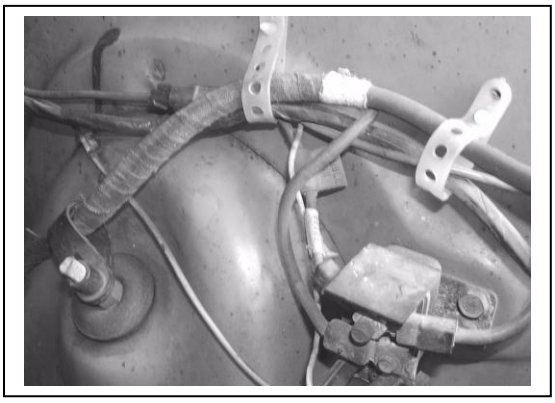


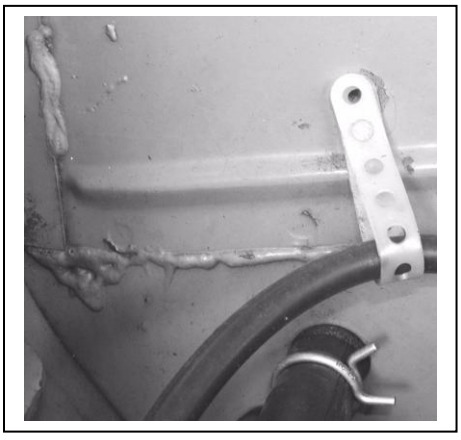
Strap part # 2097188

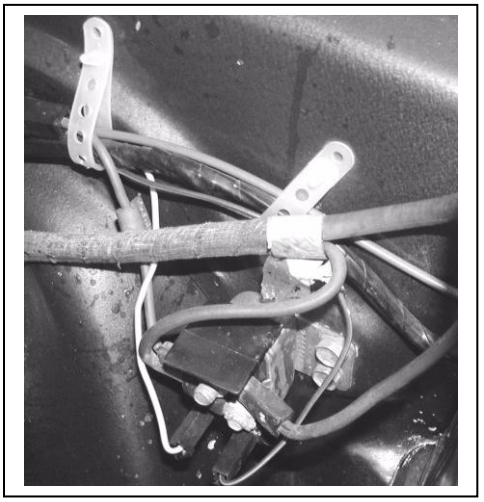


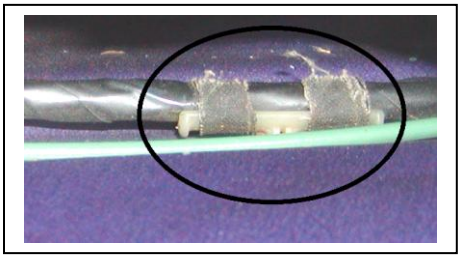
Optional configuration

"D" shaped black plastic loom









White plastic holder behind battery for head light harness secure

Electronic Ignition (available on vehicles produced in late 1971)

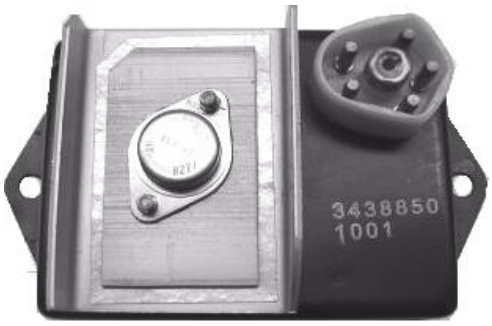
The electronic ignition control unit for all Mopar's is black. It uses the 5-Pin harness and dual (4-post) ballast resistor. Check to ensure that the period correct original part number # 3438850 and appropriate date code in the correct size and font. This module is mounted to a zinc dichromate bracket that is mounted to the upper right hand side of the firewall.

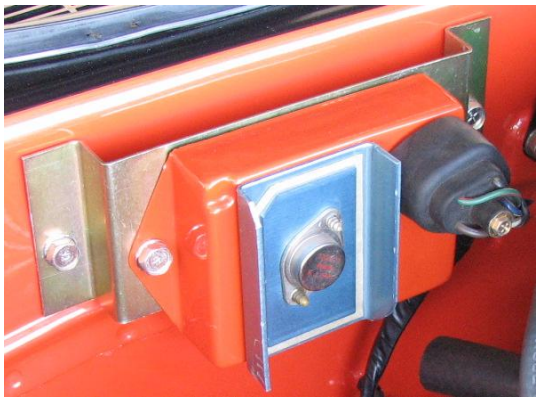
🗒☑ **Note:** Electronic Ignition was introduced as a "running-change" in late 1971. Actual installation of the system began somewhere between 5/21 and 6/1 of 1971. This was thought to be tied to the approximate time that blue-painted engines were introduced. Hamtramck-built cars began to produce blue 340 CID engines approximately 3/17/71.

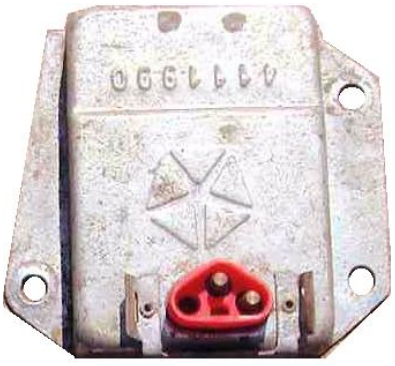
Electronic Ignition was scheduled to be incorporated into production on 340-powered vehicles with manual transmissions on 5/17/71 (T.S.B. 71-8-8). However, per the January 1972 edition of the parts catalog, part numbers are also shown for automatic transmission distributors, as well as Electronic units for Hemi-powered cars. No examples are currently known.

Mounting Bracket – 1971 -1974

The mounting bracket is a heavy gauge stamped steel. The part number is part # 3513750 and it is mounted to the firewall and is plated cloudy yellow zinc dichromate.







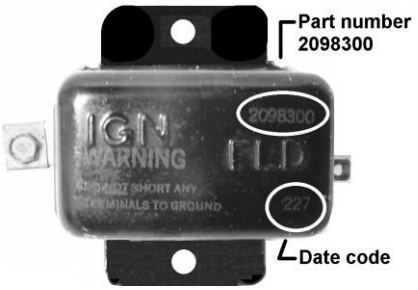
After market voltage regulators

Voltage Regulator
All factory installed voltage regulators are manufactured by Chrysler and are mounted to the firewall to the right side of the wiper motor of the firewall with two (2) ¼-20 Hex head SEMS zinc plated bolts with 6 teeth under washer. The voltage regulator is painted gloss black and connector from the wire harness is black.

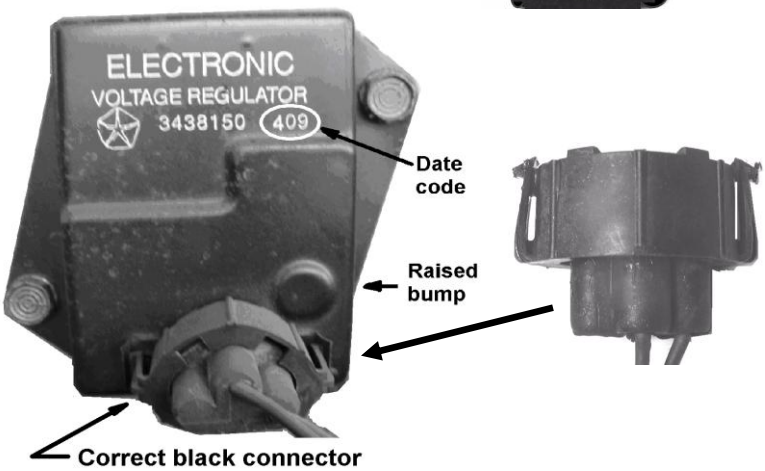
The electronic voltage regulators used from 1970 reference part # 3438150, on can be identified by looking at the front of the voltage regulator. A correct voltage regulator has a stair-stepped ledge just below the by the lettering. On an aftermarket voltage regulator the ledge is straight across with a raised bump (see below). The lettering on a 1970 and 1971 Mopar is white. Some late 1971 had yellow lettering. 1972 and newer has yellow lettering. In most 1972 regulators the raised bump was not present. The new Mopar Performance voltage regulators also use a four digit date code, whereas the early 70's all used a three digit date code.
The first two digits of this date code is the week and the third is for the year.
A "409" date code would be the 40th week of 1969, which is the last week of August.

Year	Regulator type	Letter color
1964 - 67	Points type	Red
1968 and 69	Points type	Green
1970 and 71	Electronic	White
1972 - 75	Electronic	Yellow

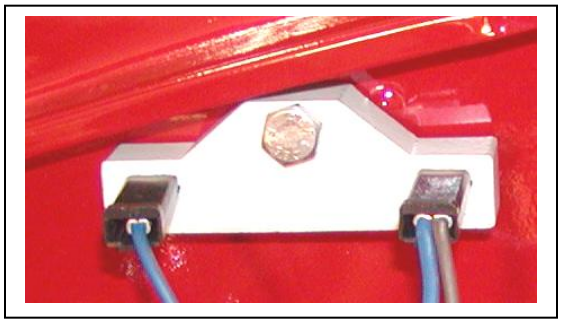
1964 – 69
Voltage regulator



Reproduction Regulator



Harness Connector
In 1970 the harness connector to the Electronic voltage regulator is black. In 1971-74 either semi-transparent white or black connectors are acceptable.



➲ Incorrect ballast resister for a 1968-70 car with factory correct points ignition

Main harness with white connector and white wire loom