

1965 CHECKER MOTORS

A12W6C V8
A12W8C W/2 BBL. CARB.

1965 CHECKER MOTORS



318 CU. IN. ENGINE

COMP. RATIO 8.25-1
COMP. PRES. 120-150 PSI
MAX. VAR. 20 PSI
FIRING ORDER 1-8-4-3-6-5-7-2
VALVE CLEARANCE — HOT
IN. .013" — EX. .021"

IGNITION COIL

CHRYSLER — 1688212
AUTOLITE — 200367
PRI. RES. 1.65-1.79 OHMS @ 70°-80°F.
SEC. RES. 9400-11700 OHMS @ 70°-80°F.
TEST SET LINE 8
IGNITION CURRENT
ENGINE STOPPED 3.0A — IDLING 1.9A

BALLAST RESISTOR

CHRYSLER 2095501
0.5-0.6 OHMS @ 70°-80°F.

CONDENSER CAPACITY

.25-.285 MFD

SPARK PLUGS

CHAMPION — J10Y
GAP — .035"
TORQUE — 30-32 FT./LBS.

IDLE SPEED

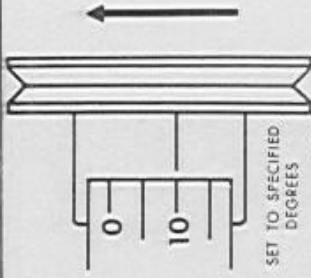
STAND. TRANS. 500

IGNITION TIMING

STAND. TRANS. 5° BTDC @ 500 RPM
DIST. VAC. LINE DISCONNECTED

IGNITION ADVANCE AT 2500 ENGINE RPM

TOTAL CENT. ONLY
STAND. TRANS. — 29½°-39½°
12½°-16½°



SET TO SPECIFIED DEGREES



FRONT OF ENGINE

DISTRIBUTOR

MECHANICAL ADVANCE

DIST. DEG.

0°
0°-2°
5½°-7½°
8½°-10½°

VACUUM ADVANCE

DIST. DEG.

0°
5°-8°
8½°-11½°

DISTRIBUTOR STAND. TRANS.

CHRYSLER 2098851

C

Rotation
Spring Tension 17-21½ Oz.
Dwell 28°-33°
Gap .014"-.019"

Dwell Variation 2° (MAX.)
Between Idle Speed and 1500 RPM
WITH DIST. VAC. LINE DISCONNECTED

SECONDARY RESISTANCE — 3.0 MIN.
HI TENSION WIRE RESISTANCE 30000 OHMS (MAX.)

IGNITION COIL

CHRYSLER — 2095223
ESSEX — 60-160-2

PRI. RES. 1.41-1.55 OHMS @ 70°-80°F.
SEC. RES. 9200-10600 OHMS @ 70°-80°F.
TEST SET LINE 8

IGNITION CURRENT

ENGINE STOPPED 3.0A — IDLING 1.9A

BALLAST RESISTOR
CHRYSLER 2095501
0.5-0.6 OHMS @ 70°-80°F.

BATTERY

12V 80 AH NEG. GRD.

CRANKING VOLTAGE
MIN. 9.5V

STARTER DRAW CRANKING 150-250A (MAX.)

ENGINE CRANKING SPEED

COLD — 35 RPM
HOT — 120 RPM

STARTER FREE RUNNING CURRENT DRAW

90 AMPS @ 11 VOLTS 1925-2400 RPM (MIN.)

SOLENOID SWITCH CURRENT DRAW

PULL IN COIL

14.4-16.0 AMPS @ 6 VOLTS

HOLD IN COIL

11.5-12.6 AMPS @ 6 VOLTS

FUEL PUMP

PRES.

5-7 PSI @ 500 RPM

VOL.

1 PT. 30 SEC. @ 500 RPM

VAC.

FUEL LINE DISCONNECTED AT CARB.
10" @ 500 RPM

FUEL FILTERS

FUEL TANK — SCREEN
FUEL PUMP — CERAMIC
ELEMENT AND SEDIMENT
BOWL

DISPOSABLE ELEMENT TYPE
IN LINE BETWEEN FUEL PUMP & CARB.

ALTERNATOR — MOTOROLA

MOTOROLA — A12NCC603

RATED OUTPUT — 55 AMPERE NEG. GRD.
ROTATION — CLOCKWISE

CIRCUIT TYPE — RBT

CURRENT OUTPUT — 55 AMPS @ 15 VOLTS

MINIMUM — 50 AMPS @ 13 VOLTS

ENG. RPM — 2000 GEN. RPM — 5000

FIELD CURRENT DRAW 1.8-2.4 AMPS @ 12 VOLTS

BELT TENSION FT./LBS.

NEW CAR INSPECTION — 80-110

USED BELT — 70-80

CHARGING CIRCUIT RESISTANCE

VOLTS @ 10 AMPS

.3V INS. CIR.

.05V GRD. CIR.

ROTOR FIELD CURRENT DRAW

2.1-2.7 AMPS @ 12.6 + .2 VOLTS

RECTIFIER DIODE TESTING

WITH 12V BULB AND 12V BATTERY

TEST LAMP LITES ONE DIRECTION

DIODE SATISFACTORY

TEST LAMP LITES BOTH DIRECTIONS

DIODE SHORTED

TEST LAMP DOES NOT LITE EITHER

DIRECTION — DIODE OPEN

WITH DIODE RECTIFIER TESTER

METER INDICATION 2 AMPS OR MORE

DIODE SATISFACTORY

METER INDICATION 1 AMP OR LESS

DIODE SHORTED

METER INDICATION ZERO

DIODE OPEN

REGULATOR — MOTOROLA

MOTOROLA — TVRCCI

CIRCUIT TYPE — RBT

ISOLATION DIODE TEST

VOLTMETER CONNECTED POS. LEAD TO ALTERNATOR REGULATOR TERMINAL,
NEG. LEAD TO ALTERNATOR GROUND. WITH IGNITION SWITCH AND ALL
ACCESSORIES OFF VOLTMETER INDICATION SHOULD NOT EXCEED .1 VOLT.

REGULATOR TERMINAL VOLTAGE TEST

VOLTMETER CONNECTED POS. LEAD TO ALTERNATOR REGULATOR TERMINAL
NEG. LEAD TO ALTERNATOR GROUND. WITH IGNITION SWITCH ON VOLTMETER
SHOULD INDICATE NOT LESS THAN 1/2 VOLT OR MORE THAN 2 VOLTS.

OPERATING VOLTAGE TEST

VOLTMETER CONNECTED POS. LEAD TO ALTERNATOR OUTPUT TERMINAL,
NEG. LEAD TO ALTERNATOR GROUND. ENGINE RPM 2000 WITH 10 AMP. MAX. LOAD.
14.0-14.8 VOLTS @ 75°F.

OPERATING VOLTAGE CHART

TEMPERATURE	VOLTAGE SETTING	TEMPERATURE	VOLTAGE SETTING
0°	14.6-15.4V	80°	14.0-14.8V
20°	14.6-15.3V	100°	13.8-14.6V
40°	14.3-15.0V	120°	13.7-14.5V
60°	14.1-14.9V	140°	13.6-14.4V
		160°	13.3-14.1V