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10 Auto-tensioner assembly bolt (M10)
8.8 ±...

MITSUBISHI 4G63 SERVICE MANUAL

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Conventional automobiles burn gasoline in an internal combustion engine and convert that energy into motion. But first a spark is needed to ignite the fuel m...

How Ignition Coils Work - YouTube

Traditionally, ignition systems didn't use a

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ballast, meaning that the ignition system used a 12v coil with a 12v feed from the battery via the ignition switch. This system is fine when the engine is running, however can be problematic when starting.

Ballast Resistors, Resistance and Coils -
Powerspark Ignition

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The later ballasted ignition system used a modified coil that delivered a full power spark which was reduced by installing a ballast resistor or resistor wire in the power feed to the coil. These coils have a second feed running from the starter solenoid that allows 12V to be generated only at startup and a reduced level for

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ordinary operation ...

Does my car have a ballasted or non-ballasted ignition system?

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The ballast-resisted system utilises a 6 (commonly called the 'cold start' system) or 9-volt coil instead of the older style 12-volt item. When you hit the starter button/key, the coil is still seeing maximum current so produces a nice, big, fat, 12-volt induced spark to start the engine.

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Order Ignition Coils for your vehicle and
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Ignition Coils | O'Reilly Auto Parts

The top photo is a non-ballast coil. It's a fairly simple system where the positive side of the coil receives 12 volts from a switched source (only powered when the ignition is on). The negative side of the

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coil connects to the distributor and the tachometer. In contrast, the ballasted ignition has an extra wire on the positive side.

Choosing a Coil - Project A-Series
Ignition system upgrade for the Mitsubishi
EVO 8 / 9 □ 4G63 engine. Posted on

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August 7, 2018 September 19, 2019; by Mike Kojima; We're upgrading our Project Evo IX 4G63 motor with high-performance Ignition Projects - ignition coil IP-A133201 which features a high-power built-in spark amplifier, producing 4 times the spark energy and increased amperage of 100% over stock coils.

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Ignition system upgrade for the Mitsubishi
EVO 8 / 9 ...

The typical automotive ignition system prior to 1974 consisted of a coil and ballast resistor, with breaker points to interrupt the current flow when a spark was needed. The job of the ballast resistor

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was to inhibit current to a level that would not overheat the coil. This simple system is easy for even the novice mechanic to wire.

How do I Wire a Ballast Resistor & Coil? |
It Still Runs

1933-1962 Chevrolet 216,235,261,302

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Electronic Ignition 12 Volts Pertronix
Flame Thrower Ignition Coil 12 Volts 8
Cylinder Engines Chrome Ignition Coil 6
Volts with External Ballast Resistor
Pertronix Ignition Coil 8 Cylinder .6 Ohm
6 Volt

Ignition Coil 6 Volts | Vintage Auto

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Garage

Remove the coil and ballast resistor (if equipped). Set the engine at #1 (drivers side front for our Ponchos) top dead center, (verified by finger-blown-off-the-sparkplug-hole method or both valves closed at #1 while balancer mark is at zero degrees). Remove the cap from the

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distributor being replaced, and note location the rotor is pointing.

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