

6302

SPARK PLUG WIRE INSTALLATION INSTRUCTIONS

1960	New Yorker/Saratoga/Windsor/300	V8, All with Ram Intake
	Desoto	V8, All with Ram Intake
	Dart	V8, All with Ram Intake
	Polara/Matador	V8, All with Ram Intake
	Belvedere/Savoy	V8, All with Ram Intake
	Fury	V8, All with Ram Intake
1961	New Yorker/Saratoga/Windsor/300	V8, All with Ram Intake
	Dart	V8, All with Ram Intake
	Polara	V8, All with Ram Intake
	Belvedere/Savoy	V8, All with Ram Intake
	Fury	V8, All with Ram Intake

WARNING! Never remove wires when they are hot as the boots can tear or the wire can be pulled out of its terminal. When removing spark plug wires, do not pull on the wire. Instead, grip the boot with your fingers or a spark plug wire puller and use a gentle twisting motion while pulling.

For your convenience, enclosed is a spark plug wire installation instruction sheet and dielectric grease kit. Read all instructions before installation. **WARNING!** When using dielectric grease, do **not** allow the grease to get onto the metal spark plug terminal. Dielectric grease is an insulator and does not conduct electricity. It will cause high resistance that will lead to misfires and spark plug wire failure if applied to the terminal. Dielectric grease should **only** be applied **sparingly** to the inside surface of the rubber boots and (optionally) to the spark plug insulator (ceramic).

WARNING! This set of spark plug wires are made as-original and are not intended to be used with an aftermarket high-performance coil, or high-performance ignition system (i.e. MSD ignition system). Use of such may reduce the life expectancy of these wires and will void your warranty.

WIRE NO. 1	<u>34.0"</u>	WIRE NO. 5	<u>54.0"</u>
WIRE NO. 2	<u>17.0"</u>	WIRE NO. 6	<u>27.0"</u>
WIRE NO. 3	<u>37.5" (135° Spark Plug End)</u>	WIRE NO. 7	<u>47.5"</u>
WIRE NO. 4	<u>23.0"</u>	WIRE NO. 8	<u>38.0"</u>

SPARK PLUG WIRE INSTALLATION INSTRUCTIONS

Read all instructions before installation. Ins. #INS8315 Rev.07/10/24 Printed:07/10/24 Q:5000



1) Make sure ignition system is OFF.

2) Applying Dielectric Grease (a small tube of dielectric grease and applicator swab is included): The proper application of dielectric grease will help to keep the ignition coil's spark from arching through or around the spark plug wire boot, help maintain a dry environment at the terminal connection, and keep the boots from bonding to the spark plug insulator thereby making installation and reinstallation of the plug wires easier.

A) Using the enclosed cotton swab, apply and spread a small amount of dielectric grease to the **INSULATOR** (ceramic portion) of the spark plug. Only a thin glaze of grease is required. Try not to get the grease onto the spark plug's metal terminals. If you do, simply wipe it off.

B) On the end of the spark plug wire that attaches to the spark plug, using the cotton swab, apply a small amount of dielectric grease to the **INSIDE** of the spark plug wire **BOOT**. Coat the entire inside surface of the boot. Only a thin glaze is required. Try not to get the grease onto the spark plug wire's metal terminal. If you do, simply wipe it off.

NOTE: Only use dielectric grease on the boot at the spark plug end of the wire. It is not necessary to use dielectric grease at the distributor cap end, or coil end of the wire.

C) Repeat above process for the remaining spark plugs and spark plug wires.



You can also watch a Lectric Limited video on the proper use of dielectric grease. Go to: <https://vimeo.com/667993469>

3) Install all the spark plugs onto the engine.

4) Using the chart on the back side of this sheet, layout the individual wires according to wire/cylinder number (as determined by the wire length). **NOTE:** A wire/cylinder number chart is not included with all spark plug wire sets.

5) Install the first spark plug wire, making sure that the wire's terminals are fully seated onto the spark plug terminal and into the distributor cap terminal. You should hear/feel a definitive "click". This click will insure that the metal collar on the spark plug wire has fully engaged the spark plug terminal and distributor cap terminal. If you don't hear/feel the click, press harder onto the top of spark plug wire boot/terminal while using a slight wiggle motion.

NOTE: At the distributor cap end of the wire, if you do not hear/feel the click, you can gently slide the boot up the wire so that the terminal is exposed. The boot will more easily slide up the wire if you apply a mild lubricant like WD-40® to the wire. Exposing the terminal will make for easier insertion onto the distributor cap's terminal. Then, gently slide the boot down over the distributor cap.

Taking the time to ensure that you have a good terminal-to-terminal connection (by hearing/feeling the click) will avoid arcing, performance problems, and ensure that the wires don't fall off.

6) Your set of spark plug wires were made as-original. If the wire(s) do not reach their intended destination, make sure that you have them routed correctly and that your distributor is rotated to the correct clock position. A factory "Assembly Manual" (not a shop or service manual) if available for your vehicle, is very helpful.

7) Repeat Step 5 & 6 until all the spark plug wires have been installed.

SEE BACK SIDE →

(Note: The back side may be blank if no additional information is provided.)