



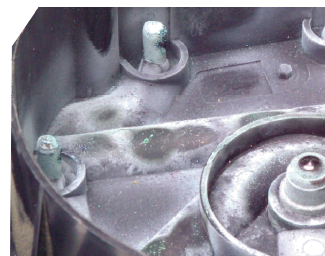
Did You Know?

Improvements to NAPA Echlin GM 6 & 8 Cyl. Caps



The Problem

For a long time GM has admitted a design problem with the ignition systems that use the RR207 and RR253 distributor caps. These GM distributor body design flaws have led to premature corrosion of the cap & rotor and ignition system failure due to improper ventilation.



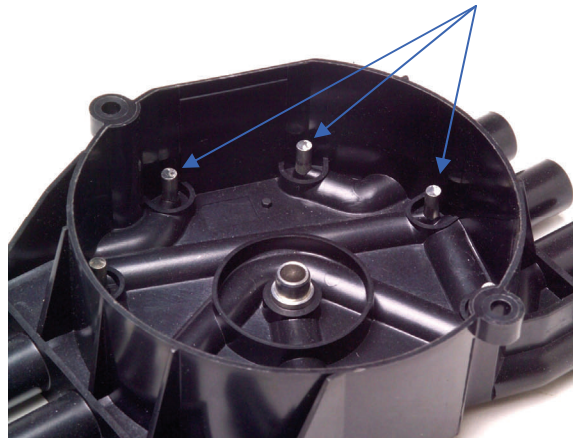
Corroded Brass Terminals

Remember, this is not a NAPA Echlin product problem but rather an original equipment design flaw. In fact, GM has released a voluntary consumer return notice in addition to numerous TSBs relating to this specific problem.

The Solution

NAPA Echlin has made the following improvements to compensate for the faulty OE design. Both the RR207 and RR253 will now be manufactured with aluminum terminals. Due to the OE distributor flaws and corrosive environment, in these instances, aluminum will actually provide a longer service life than the brass. Additionally, both numbers will now use a special formulation manufactured from a polyester base plus a unique blend of mica particles and glass fibers. This improvement results in superior performance due to the higher dielectric strength of the cap.

New Aluminum Terminals



Product Differentiation Between NAPA Echlin and Mileage Plus

Although both the NAPA Echlin and Mileage Plus will use aluminum inserts, the NAPA Echlin caps (RR207, RR253) contain 35% mica-glass content in the plastic as compared to 30% for Mileage Plus (RR207SB, RR253SB). This results in a 31% improvement in dielectric strength for NAPA Echlin! Higher dielectric strength means less voltage leakage, greater part durability in adverse conditions and extended service life. See comparison chart.

NAPA Echlin

LOOKS RIGHT. FITS RIGHT. PERFORMS RIGHT.

THE BEAR IS BACK

