

# Corvair Electronic Distributor Information Packet

## Unit Description

The all-new design replacement distributor for the Corvair is the perfect upgrade for outdated or worn-out points-type distributors. Simply install the distributor in the engine, connect three wires, add power to the 12V coil and fire it up! A maintenance-free magnetic pick-up accurately triggers the module. The increased output of the amplifier will easily outperform the stock ignition. It will smooth out the idle, improve starting and provide spark through a much higher rpm range. Included is an adjustable mechanical advance kit which allows you to custom tailor an ignition curve to match your engine's needs. A vacuum advance canister is installed to help improve street economy. For racing, the Vacuum unit can be removed (a block off plate is included).

## Features

- Complete Ready-to-Run system – Self contained
- Simple and clean installation with only three wires to connect
- Electronic High Energy ignition system included.
- Powerful built-in module produces a high-amperage single spark through high rpm
- Magnetic-pulse pickup triggers internal electronics
- Full vacuum advance and mechanical advance
- Easy-to-adjust mechanical advance with supplied springs and stop bushings
- Mechanical advance assembly can be locked out for crank trigger systems
- Vacuum block-off plate included for competition
- Uses easily available GM parts and aftermarket accessories
- Unit requires 12 Volts at the coil connection – Easy connections
- Update to any 12 volt coil or add a high performance Coil – **Do not use stock coil.**
- Optional cap design and color for HEI (pin type) cap or OEM (well-type) cap
- Dist. clears top shroud and fan belt pulleys – except for smog pump and some A/C applications
- CNC machined billet aluminum housing and billet aluminum base
- Magnetic pickup and precision reluctor create stable trigger signals throughout the rpm range

## Explanations of Caps and clearances

Two different styles of cap are available. The standard pin-type cap requires HEI wire boots. This style cap is available in black, red or blue color. The optional well-type (OEM-style) cap can use standard type ignition wires. It is also available in black, red or blue. The well-type cap is similar, but not the same as the original Corvair. Great flexibility for rotation of the distributor to set initial advance is retained, similar to a stock Corvair. With either cap design, the distributor is slightly larger in diameter than the OEM Corvair dist. Sometimes there can be some shroud contact, it can be a tight fit.

## Guide Chart for applications

Application	Installed Distributor Configuration	
	OEM Style Cap	Pin-type Cap - red, black, blue
1961-69 2-Carb Corvair - Standard wires	Yes	No
1961-69 2-Carb Corvair - HEI wires	No	Yes
Turbocharged Motors - all years	<b>Yes - See Note #1</b>	<b>Yes - See Note #1</b>
Corvair motor w/close mounted A/C compressor	No	No
Corvair motor w/high mounted A/C compressor	Yes	Yes
Corvair Motor w/smog pump installed	No	No
Four Carb Motor 1965 linkage on Pass Secondary	<b>Yes - See Note #2</b>	No
Four Carb Motor 1966 linkage on Pass Secondary	Yes	Yes
Weber Carb motor or most EFI	Yes	Yes
Racing applications w/Mechanical Advance only	Yes	Yes
Racing applications w/Computer Controlled Advance	<b>Yes – See Note #3</b>	<b>Yes – See Note #3</b>
Notes:		
<b>#1 Advance curve must be altered. No Pressure retard available</b>		
<b>#2 Linkage is very close to cap/wires but will clear (Not recommended)</b>		
<b>#3 Mechanical Advance can be locked out totally</b>		

Early 140HP secondary throttle bell crank interferes with the cap – late 140 bell crank can be substituted and clears everything. A kit is available at a nominal cost. Shortening of the Primary-Secondary rod is necessary. **Currently no pressure retard unit is available. A turbo-charged engine will require external boost control of timing. Ask about options. Corvair pressure retard unit does not fit.**

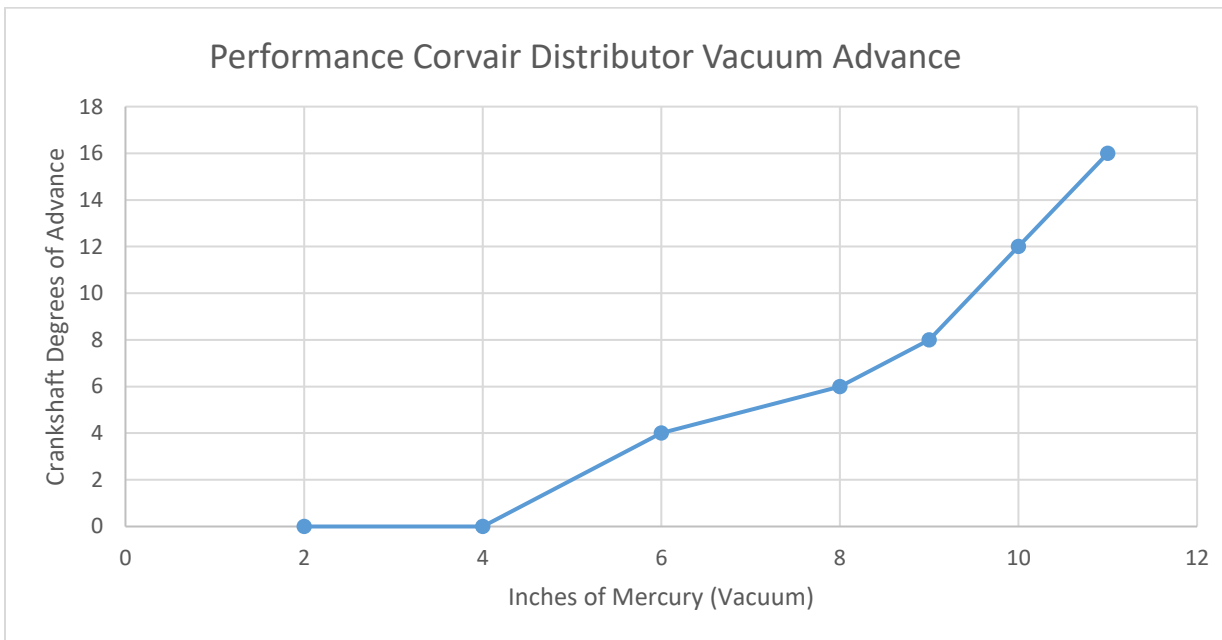
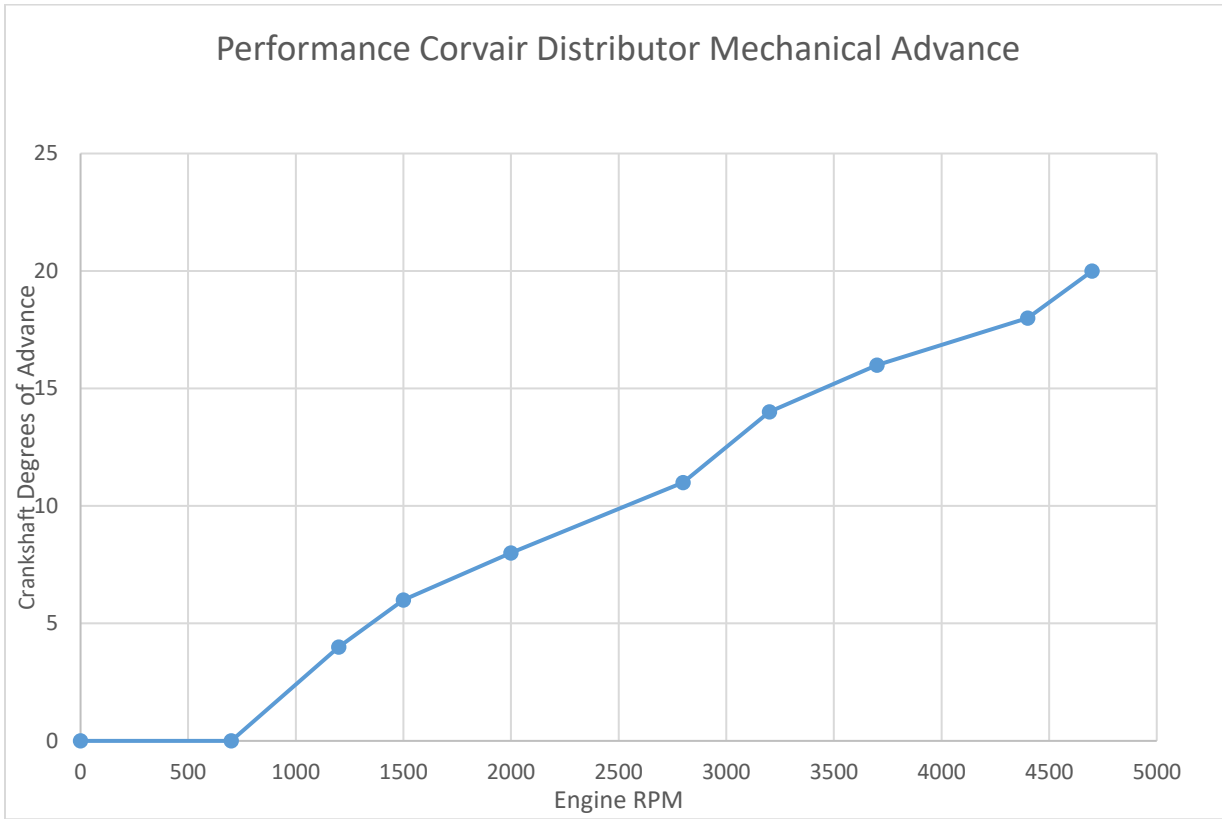
Should clear high-mounted air conditioning compressors. May not clear smog pumps (A.I.R.)

### Distributor options.

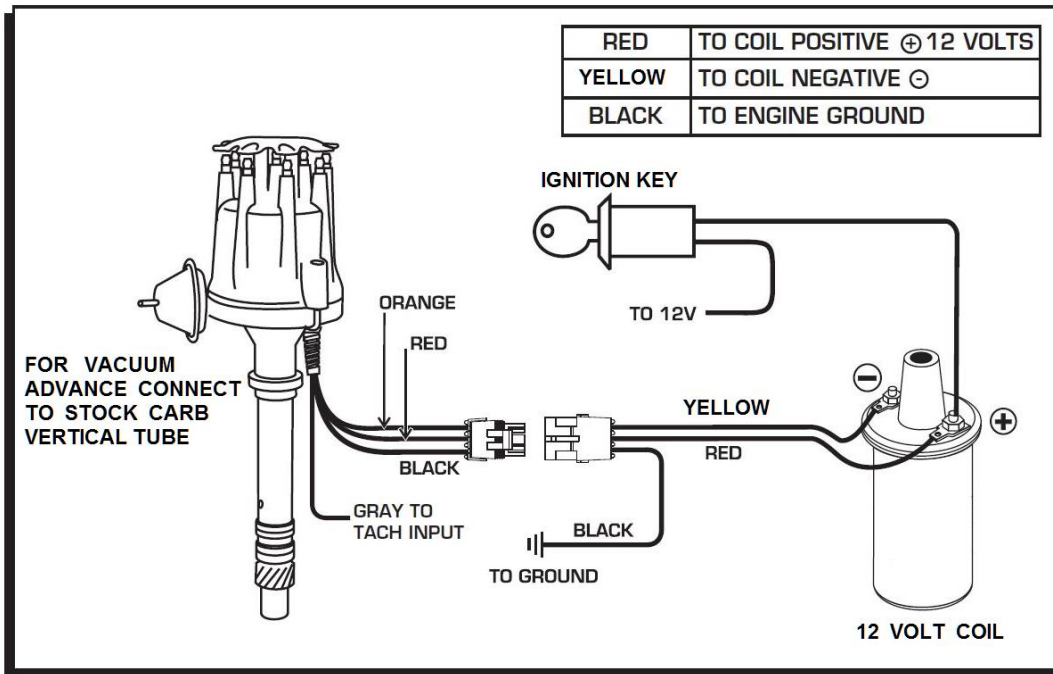
Choice of black, blue or red pin-style cap

- HEI style 8mm wire set to match pin style cap
- OEM style well-type cap
- New 12 Volt coil – Choice of Gray
- Optimized Wiring Harness (shortened for Corvair)
- 12 Volt power coil connection wire (61-64 or 65-69)
- Roger Parent designed 140 right-side bellcrank mount. Specify OEM or Roger’s linkage

# Curve of Mechanical and Vacuum advance – as delivered



Connection (Pardon the V8 Distributor in the picture)



List of compatible coils - – Stock coil must be replaced with 12 V coil.

Brand	Part Number	Street Coils that are rated for use at 12V -Stock fit	Feature/Name
Accel	8145		Yellow
	8145C		Chrome
Crane	730-0020		Black
	730-0040		Chrome
MSD	8202		Blaster 2
NAPA/Balkamp	BK # S67080		
Pertronix	45001		Chrome
	45011		Black
	45111		Epoxy filled Black
Speedmaster	PCE.382.1014		Pin type input
Taylor/Vertex	718210		Chrome
	718213		Red
	718211		Black
Jegs Brand	40105		Red

Also offered is a special HP conversion for the distributor which supplies a two-wire, magnetic pulse output for direct connection to most MSD, Crane and other racing electronic ignition boxes. This option includes changing the curve to the 140HP Corvair advance curve and installation of the vacuum advance replacement kit. If you already have a compatible box, this is the best solution. Write for more information

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