

Care and Feeding of the Stinger Ignition HEI Distributor

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Chapter 1 - Origin and Manufacture

Chevy used two distributor designs during the production of the Corvair engine. The 1960-61 design was unique to the Corvair, with few parts common with other GM designs of that era. It is easily recognizable by the pair of snap clips used to retain the cap onto the distributor housing. For the 1962 model year, Chevy introduced a new in-line six in the Chevy II/Nova (In 1963, a larger version was introduced for the big car). Since these in-line sixes were to have a broader appeal than the Corvair, the volume would be much larger. So, to keep costs in line, the Corvair distributor was redesigned to use many common parts. The main housing is almost the same as the GM in-line models, and the internals from the point-plate up are all common, including the points, rotor and cap. At that same time, GM had developed a V6 engine for their small compacts. That engine was built on the same production line as their small V8. GM had modified the V8 distributor to work with the V6, using special parts inside to account for the un-even firing order. This V6 points-type distributor was used in GM models through 1967, the first "end of V6 production". It was also used on several other installations of that V6 motor, notably in Jeeps.

In the 60s, Mallory Electric built several models of aftermarket distributors for the Corvair. Although they are still (as of 2014) listed in the Mallory (now owned by Holley) Catalog, I don't believe they are still available. Some replacement pieces are still around, and the later versions can be converted to either a Pertronix or a Mallory Unilite Conversion.

For many years, Corvair racers had built and raced motors with modified stock distributors, often hooking them up to external boxes, like the MSD units. There have been internal electronic conversions such as Allison (now Crane) and Pertronix. The Crane used an external box as well. In the 70s and early 80's we modified the later model Corvair distributors by adding the Chrysler reluctor and pick-up to directly trigger the MSD.

In the 90s, MSD brought out an aftermarket distributor for the in-line Chevy 6. It was based on the 1961-67 GM V6 design, now set for even firing (like the later V6s). It was designed to plug directly into the MSD-6A, and contained no internal electronics. They later adapted that distributor for the Jeep in-line 6. At that time I "re-manufactured" about ten new MSD units into Corvair specific configuration. New main shafts, etc. These were for racers who wanted a slightly larger cap for electronic isolation and the ease of use and adjustment offered by the unit. Most of them already had an MSD on their race cars, so the unit just plugged in. MSD decided they didn't want to continue that, and the units were expensive to supply. At about the same time, Pertronix brought out their in-line Chevy distributor with the Pertronix Ignitor installed. I had been bugging them for years to build a Corvair unit. After several months of discussion they decided not to build a Corvair unit.

So, in about 2011, at the SEMA show, I found a company in Southern California that supplied GM HEI style V8 distributors for uncommon (non-OEM) cars, like Fords and Chryslers. I explained what I was seeking and supplied them with parts and data needed to build the Corvair distributor, based on the last of the GM V6 points units, last supplied in 1967, but with internal electronics to make a "ready-to-run" system, with no external box needed. They were already producing similar external-coil units for the GM V8. After going through a couple of prototypes, we finalized the production unit a few years ago. That is the Stinger Ignition distributor for the Corvair.

Chapter 2 - Design and Construction

The basic mechanical design of the new distributor is based on the GM V6 supplied in the 60s. That GM unit was based on the Chevy V8 distributor used from 1957 through 1972. That means dozens of aftermarket accessories will work with the basic distributor. The internal electronics are not the same as the GM HEI units sold after 1973. They are, however, used on many other aftermarket "small-cap" distributors, most of which use that same basic design. Instead of the original GM brass sleeve, the new distributor uses a sealed ball bearing. A boon for the racers, the springs and weights are located just under the cap, you don't have to remove the pick-up plate or points plate to adjust them, as you do on the OEM distributor. The rotor is the standard GM rotor used on V8s since 1957, into the 70s. The Magnetic pick-up and reluctor is the same design used on millions of Fords over the years. The cap supplied with the unit was an HEI pin type cap, either red or black. An OEM style well-type cap is available in three colors, red, black and blue, at extra cost. There are also OEM-style (1966 Buick) caps, complete with an unused slide window available in black at auto parts stores. These OEM-style well-type caps can use standard wire sets.

The cap and housing diameter is larger than the original Corvair distributor. The supplied cap is slightly smaller than the OEM-style window cap, since it does not have the slider/window in the side like the current OEM cap has. In many cases, it will be a tight fit against the upper shroud. It can depend on the location of the shroud when it was bolted down. If necessary, a tap with a hammer or a push with a lever should provide clearance. It will likely be invisible after the installation. There are three other design constraints. 1) The larger cap design will not clear the Smog pump used on 1968-69 cars (66-69 in California). 2) The early, low-mount, Air Conditioning compressor will not clear the cap. (This includes the aftermarket mount and small "Sanden-style" units.) 3) The early 1965 140 secondary right-side carb bell-crank will hit the wiring, unless modified. The late 65-69 linkage will clear.

Chapter 3 – Commonality with other Distributors

MSD makes several distributors that use parts that will fit this distributor. Their Red Distributor cap, P/N 8014 will fit. MSD says it was superseded by P/N 28094. The MSD rotor, P/N 8467 will also fit. The MSD distributors that use these parts are designed for the Jeep inline 6 cylinder, the Chevy inline 6 cylinder and the Chevy 4.3L V6. None of those MSD 6-cylinder distributors are designed as “Ready-to-Run” units. They are designed to drive an external ignition box, such as an MSD 6A or equivalent. The black, OEM style cap was the cap used on the 1967 Buick V6. Both AC Delco and Standard Motor Products (and others) still supply those caps. The Standard Motor Products P/N is DR442S. Pertronix also sells caps that will fit the distributor. Their P/N D656700 (Black) and D656701 (Red). The stock Corvair distributor gear will fit on this distributor. (And the gear supplied on this distributor will fit the Corvair distributor.) The vacuum advance unit on this distributor is interchangeable with most GM V6 and V8 units from 1957 through 1973. There are dozens of different vacuum advance units available, including models with adjustable rates of advance. Neither the 1960-61 nor 1962-69 Corvair vacuum advance unit will fit this distributor. The 1962-66 pressure retard unit from the Corvair turbo will not fit this distributor. Right now, there is no pressure retard unit available for this distributor.

Chapter 4 – Standard Equipment and Requirements

The distributors are delivered with one of three distributor cap designs. The HEI style cap presents pins vertically for the appropriate HEI connectors on the ends. It is available in red, black or blue color. All are mechanically the same. The OEM-style caps receives standard male wire ends, similar to the original wires. The original OEM style cap had a window on the side. The window, a vestige of the 60s, allowed adjust of the points while the engine was running. To clear the top shroud, with a window equipped unit, this window must face toward the rear of the car. The window is not used in this installation. The third design cap is brand new. (2018) It is a combination of the two designs with female connectors for the wires, but a no-side-window design. It is also available in black and red and blue. This design provides the clearance of the HEI cap with the wire design of the OEM cap. The caps are retained in place with a pair of rotating clips. All of the caps have a tab that drops into a slot on the housing, locating the cap in place. Some distributor housings have a pair of slots, allowing two different positions for the cap. Those slots are 180 degrees apart, so the timing is not affected.

The original factory set-up, for both the mechanical and vacuum advance systems, are close, in settings, to the 1965 110HP Distributor (GM P/N 1110319). The distributors come with extra springs and sleeves to alter the mechanical advance.

The wiring is simple – three wires out to power and run the unit. The extra gray wire provides a digital pulse tach output signal for your use. Some use it for a feed an RPM signal to a Fuel Injection. The internal electronic package is designed to run on a full 12 volts. The resistance wire in the engine compartment harness (or the separate resister on some Spydors) must be bypassed to provide a full 12 Volts to the unit. In addition, the coil must be designed to run on a full 12 Volt power, all the time, with **no** external resister. Appropriate coils are available. The standard Corvair coil is not recommended. The coil should be marked “Not for use with external resister.”

Chapter 5 - Distributor Optional Extras

Shipped with the distributor (in a separate, bagged, parts kit) are two extra pairs of springs. The silver pair is thinner than the Factory pair and the advance will come in sooner. The bronze colored pair is even lighter and will allow the advance curve to approximate the curve in the 140HP (Stick) distributor (GM P/N 1110330). Remember the springs alter the rate of advance but do not affect the total amount of advance. Also included in the parts kit are several different colored advance sleeves. Installation of a thicker sleeve will limit the amount of mechanical advance. The sleeve changes both the starting point and the ending point of the rotor/reluctor position. Chapter 6 will show you how to change both the rate and amount of advance.

Also included in the parts kit is a vacuum advance block-off filler plate. If vacuum advance is not needed, you can swap this plate in place of the advance unit. This makes many adjustments easier on the car, and can limit interference with fan belts and shrouding. For serious competition use, the vacuum unit should be removed. If a different amount or rate of vacuum advance is desired, there are dozen of different advance units available. This design was used on 20 years of GM V8 distributors, prior to the GM HEI units. The advance unit for the GM HEI distributors will not fit. The Corvair vacuum units also do not fit. Some of the aftermarket vacuum units (Including the one offered by Crane Cams) allow the vacuum advance rate to be adjusted by inserting a hex driver into the tube on the advance pot and re-adjusting the spring loading. Speedway Motors P/N 28799601 and CraneCams P/N 99601-1. The unit that is factory-provided with this distributor does not have this feature. Both Crane and MSD offer a small, adjustable, cam that can be installed to change the beginning position of the vacuum advance arm. Installing this small cam will limit the amount of vacuum advance. This position cam is usable with the factory provided advance unit. See Chapter 7 for the various vacuum advance procedures.

The 3-wire lead coming out of the distributor is 6 inches long, terminating in a 3-gang Delphi Weatherpack connector. Included in the parts kit is a matching Weatherpack connector and a 24 inch long extension wire, to connect the unit to the ignition coil and ground. This extension wire assembly is used on several different distributor installations, including V8 distributors. Depending on where your coil is located on a Corvair, it is about twice as long as is needed. A shortened (optimized) length extension wire assembly is offered at a nominal cost. You can also shorten the supplied assembly if you wish. The wire terminals should be both soldered and crimped on. The factory ones have plastic insulation, I suggest shrink tubing on optimized ones. The red and yellow wires terminate with -10 ring terminals, the black/ground wire has a .25" ring terminal.

Chapter 6 - Mechanical (Centrifugal) Advance Design and Adjustment

The mechanical advance mechanism in this distributor duplicates that of the GM V6 and V8 distributors from 1957 through 1972. (Also similar to the HEI distributor from 1973-on). Unlike the Corvair distributor, the springs and weights are located directly beneath the distributor rotor. On the Corvair, the point plate must be removed to change springs and/or weights. This distributor's design makes it easy to alter the mechanical advance. When I set up a distributor for a particular application, I try to either duplicate the GM mechanical advance that GM used, or change it to a particular curve, based on the requested usage. The most common set-up is to convert it from the "as-delivered" curve - similar to the 1965 110 curve - to the curve used with the 140HP motor with the standard transmission (GM 1110330 distributor). The items to do that are included with the distributor.

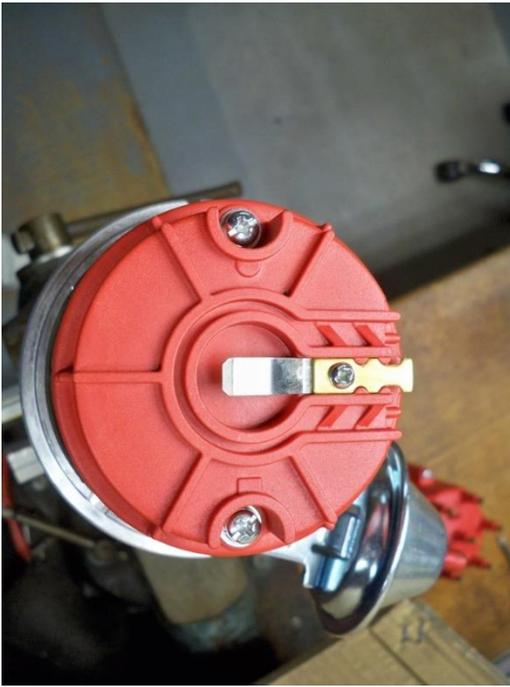
Here is an example of changing the distributor over to the 140 advance curve. This is much more easily done with the distributor removed from the motor.

1) Hold distributor vertical in vise – by the shaft - protect the distributor shaft with soft jaws or fabric.

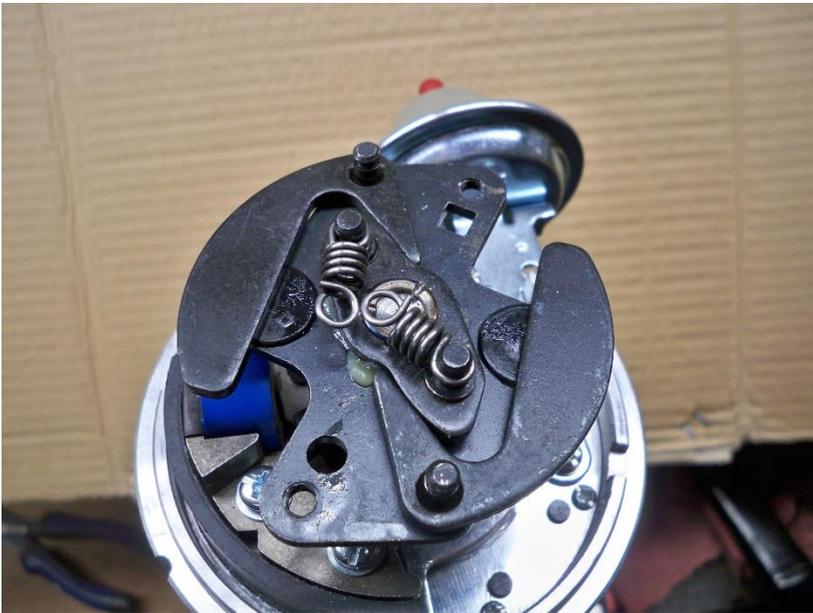


2) Remove cap – Straight or Phillips Tip screwdriver

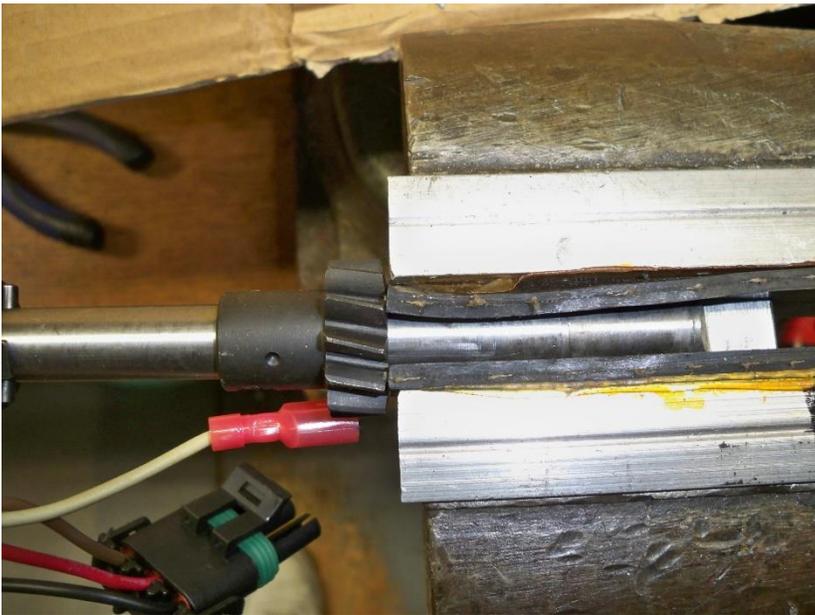
3) Remove rotor – Phillips Tip screwdriver



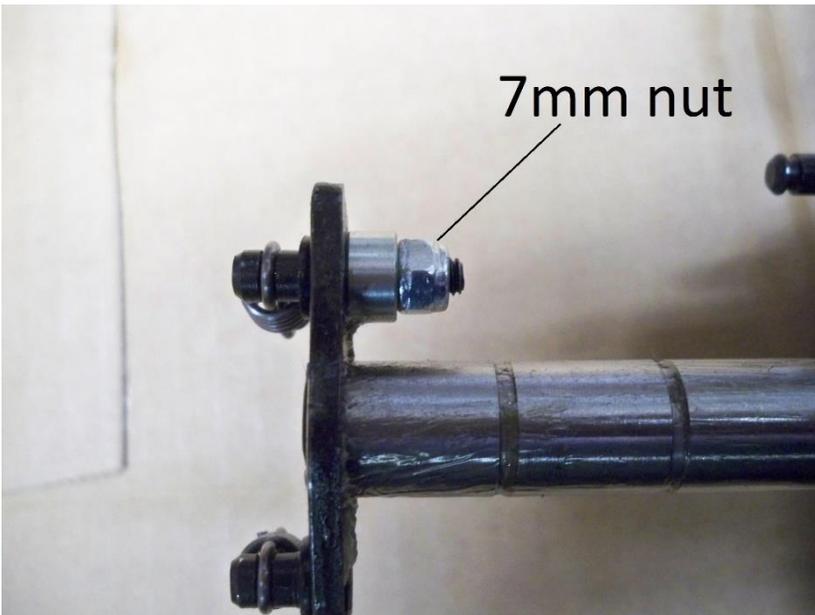
4) Remove Springs, brass spacers and weights – set aside carefully. You can leave the springs installed on the inner posts if you are not changing to different springs.



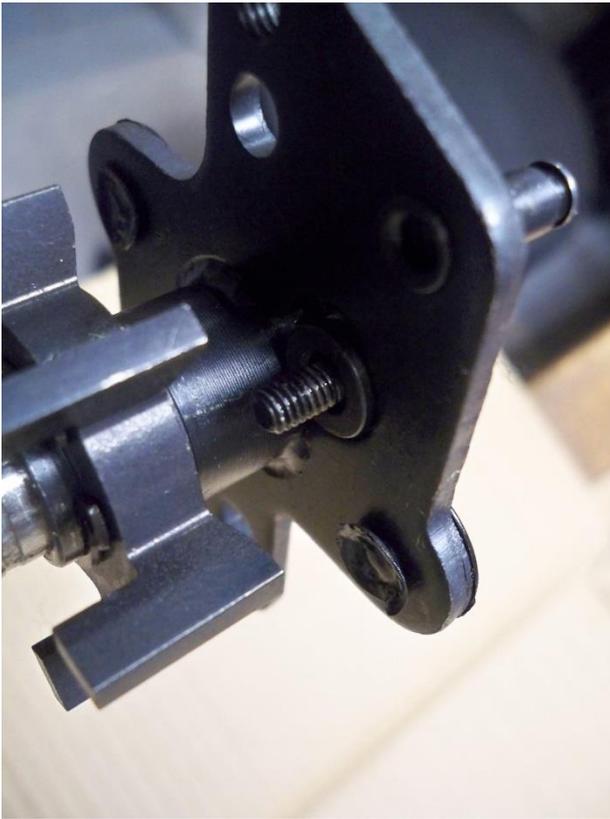
5) Rotate distributor to horizontal in vise, sticking out the side



6) Remove retainer nut for advance sleeve – 7mm open end wrench

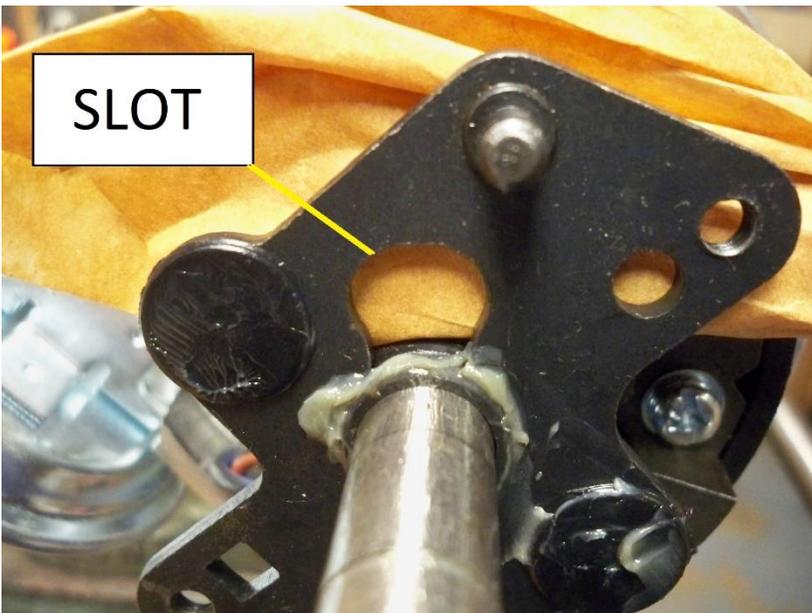


7) Remove existing sleeve. (I place an Exacto blade between the spacer and its seat, and tap on it.)



8) install black spacer – aim the counter-sunk hole side toward the seat. Replace nut, do not tighten.

9) Verify that the upper assembly rotates through full motion available in the slot. If it rubs on one side, you may have to open up the slot a little, see below. (This happens only with the black sleeve and only on about 1 out of 4 units). If it seems to move freely, tighten the retainer nut and check it again. (If it does not move freely, see action below)

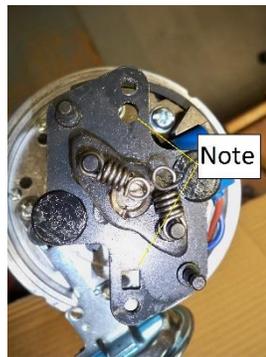


10) Re-install weights – a little lube on the plastic buttons below is a good thing. Then install the brass spacers.



11) Choose the pair of bronze springs and install them. Bronze are the thinnest wire

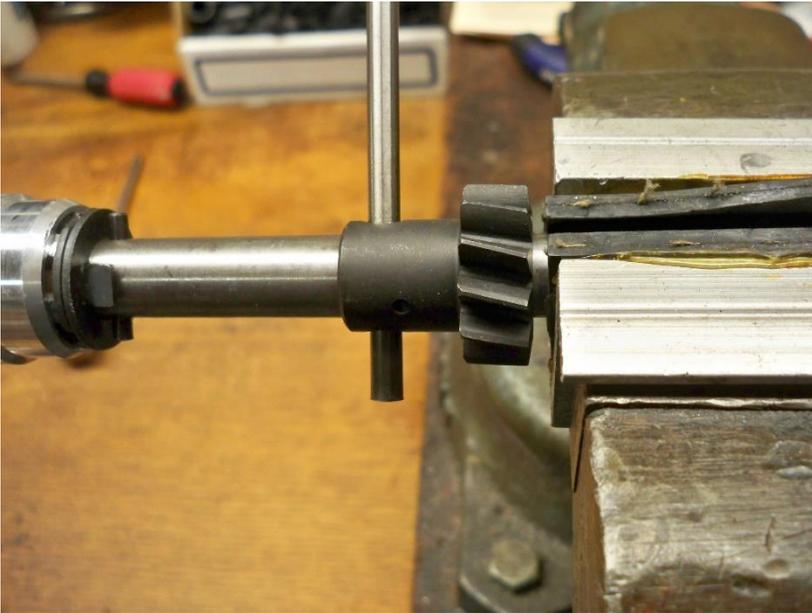
12) Verify rotation and travel of the weights, reinstall the rotor (Note the square and round keys.)



13) Reinstall the Distributor

Action – If the sleeve won't move freely in the slot, you will need to open up the slot a little with a rat-tail file. That upper assembly – with the slot - must be removed to do this. Follow this procedure:

1) Drive out the pin that retains the drive gear on the shaft. Note the direction that the gear faces, before removal. Remove the pin and the gear, set them aside. Punch size .185" (3/16")



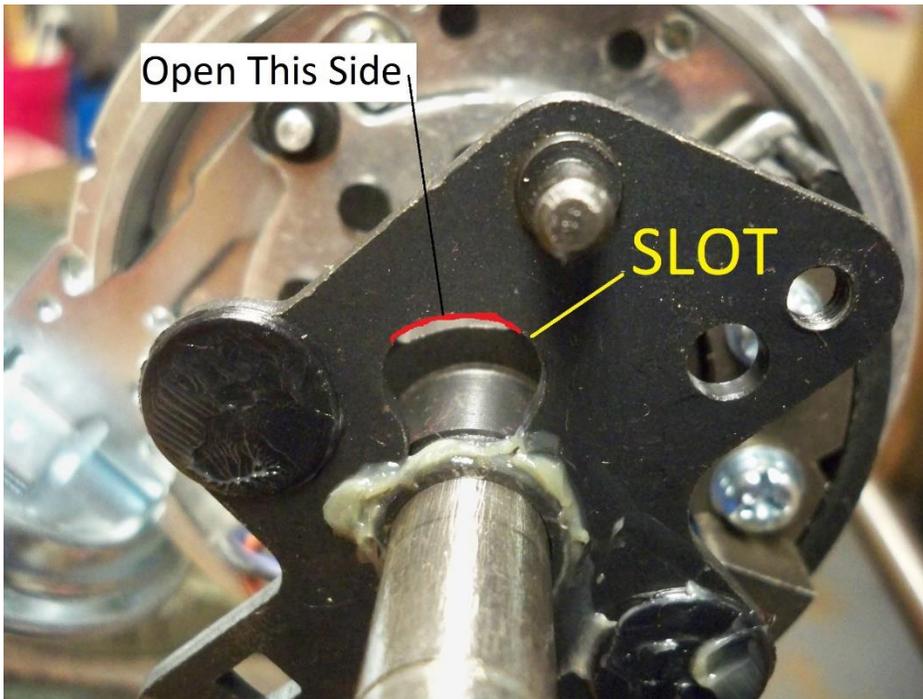
2) Drive out the pin that rides below the housing. Note the 2-prong tab, the spacer (if any) and the 3-prong tab and their relative position. Punch size .122" (ground down to .115" for ease of use.)



3) Slide the main shaft out the top with the reluctor still in place. Be sure to note the location of any spacers on the shaft, they need to go back in place. Note where the interference is – usually on the outside of the slot.

4) Remove the reluctor assembly. It just slides off.

5) Gently open up the side(s) of the slot with the rat-tail file – minimize contact with the reluctor as you do this. Blow away any debris of the filing. Slide the main shaft back through and check clearance.



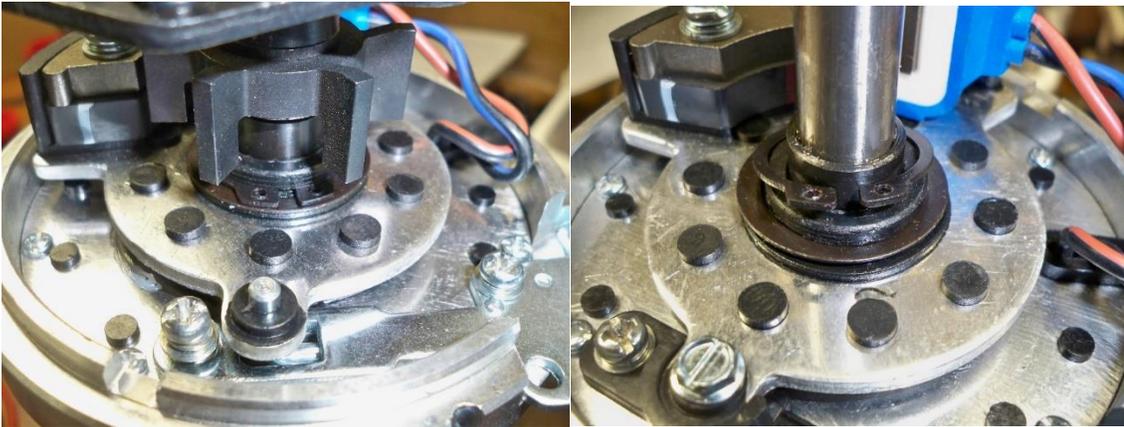
6) Once it moves freely through the full slot travel, reinstall the shaft into the distributor housing and re-assemble. Note the 3-prong tab faces the housing, then the spacer(s), then the 2-prong with tabs facing down.

Chapter 7 - Vacuum Advance Design and Replacement

If you decide to remove or replace the vacuum advance unit, you will have to remove and replace a large snap ring just above the mounting plate. Removal of that plate will allow you to lift the advance unit off of the vacuum advance pin, and the main mounting plate. Here is the procedure. It should be done with the distributor removed from the engine.

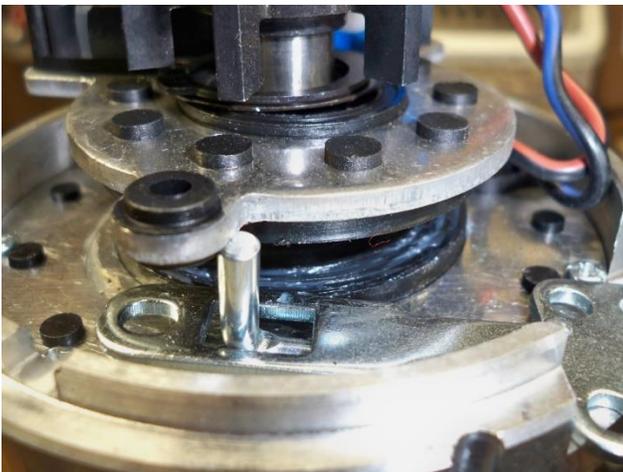
1) Remove the rotor.

2) Remove the external snap-ring from its slot. Note the spacer below it. Once removed from the slot, slide the snap ring and the spacer up.



3) Remove the two vertical screws holding the vacuum advance unit in place.

4) Lift the rotating plate off the vertical tip of the vacuum advance unit. If it doesn't lift easily, make sure that spacer has not dropped into the snap ring slot. The vacuum unit should be free. If you are removing the vacuum unit, set it aside and drop the plastic lock unit into the housing and start the two retainer screws back into place. If you are replacing the vacuum unit, just insert the tip and drop the plate back down.



5) Drop the rotating plate back into place, the tip should drop into the plastic holder.



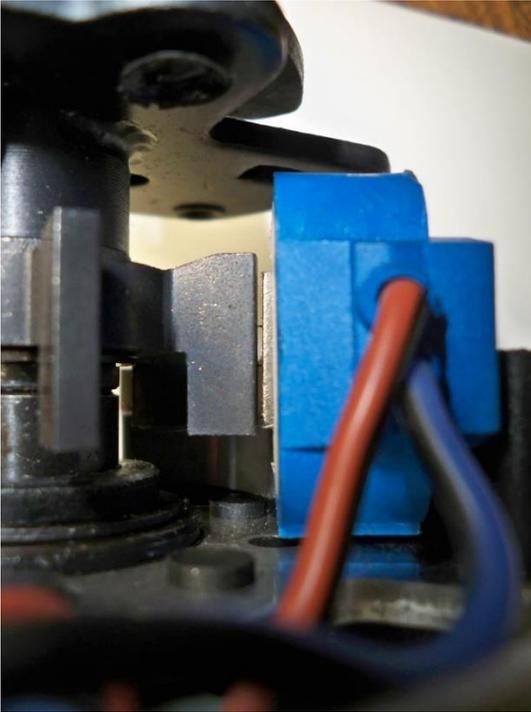
6) Center the spacer and re-install the snap ring to retain the rotating place. Make sure the spacer has fully dropped into place and the snap ring is fully in the slot.

7) At this point, you can install a small screw. This size fits:

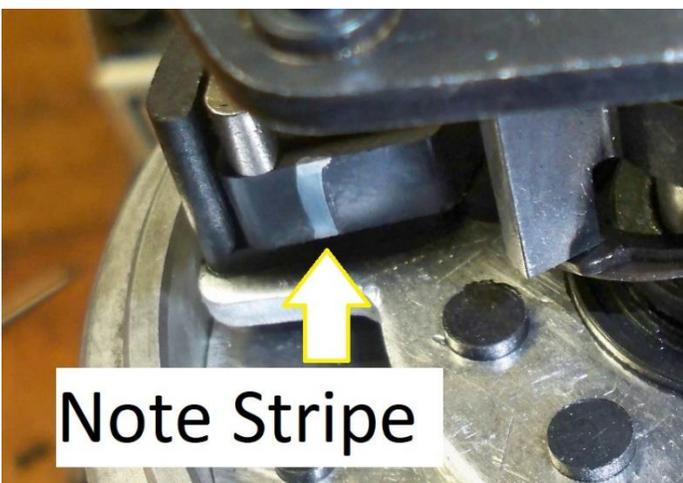


Chapter 8 – Magnetic Pick-up Design and Adjustment

This magnetic pick-up and reluctor is actually a Ford Motor Company design from the 1970s. (The parts in this distributor were not produced by Ford). There is a similar Chrysler design which we installed inside Corvair distributors in the 80s. As installed in this distributor, two hold-down screws position the pickup, and the magnet below it to provide an air gap of about .030 inch” between the tips of the reluctor and the exposed magnetic pick-up edge. The actual triggering occurs when the reluctor passes directly past the pick-up, so the amount of the air gap is immaterial, as long as the parts don’t hit.



The magnet below the pickup should be positioned as delivered. Note that one end of the magnet has a stripe across the end. If the assembly is removed, the lower magnet must be re-installed in that same position. Strange timing changes will occur if it is incorrectly oriented. (Note a MSD brand magnet is NOT marked the same. This stripe orientation is only for these distributors.)



When properly installed in the distributor, the tip of the ignition rotor will be in the same relative position as one of the reluctor tips.

The electronics are assembled as a complete unit. And are supplied in that form. See photo. The magnetic pickup is soldered to the PC board and the external wires are also soldered onto that same board. The assembly must be replaced as a unit. Replacement of the assembly requires complete disassembly of the distributor. See Chapters 11, 12 and 13 for the method of disassembly/reassembly. The unit comes with new Weatherpack connectors and pins, which will need to be attached.



Chapter 9 – Engine Preparation for Installation

The supplied installation instructions for the distributor covers the nuts and bolts of installation. A few items must be updated and/or installed on the target engine. This distributor electronic design requires a full 12 volts at the coil during running condition. The coil must be designed for full 12 Volt operation, all the time. The original Corvair coil will not work in this installation. To facilitate this, the replacement coil should be mounted in either the stock location or, preferably, on the rear vertical support. GM installed the coil there on all air-conditioned cars and smog-pump motors. The coil must be fed a full 12 Volt power. The connector in the engine compartment has a full 12-volt feed from the ignition. On early models and FCs, the terminal is a Delco type 56 male terminal. On later models a special terminal is used. The correct 12-volt feed wire is available with the replacement terminals installed. (Specify early or late.) Just remove the resistance wire at the compartment feed connector, identifiable by the cloth-braided outer jacket, fold it back and tape over it to isolate it, electrically. Insert the new wire in the same location. Route it around the rear of the compartment and connect it to the coil “+” terminal. At the coil, remove the old feed wire, fold it back and isolate it with tape. (When the engine is cranking, 12 volts is present on that wire so it must be taped over to insulate it).

Since the outside diameter of the distributor housing and the cap is larger than the Corvair distributor, there may be some interference between the housing and the upper shroud. If you are setting up a new motor, make sure the upper shroud slides as far forward as it can, before bolting it down. There is a possibility that you might have to ding the shroud in a little bit for clearance. The cap can obscure any small sins here.

Chapter 10 - Distributor Disassembly and Inspection

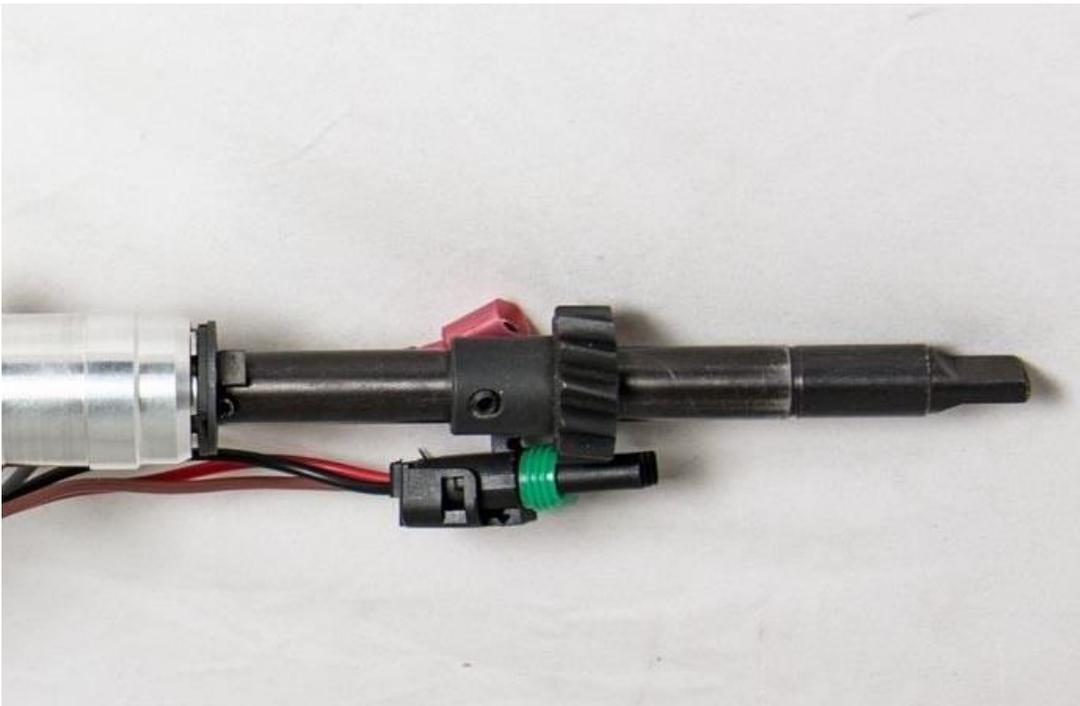
Disassembly

There are several procedures on the distributor which are easier to accomplish with the distributor fully disassembled. If you are not comfortable with performing this disassembly procedure, don't do it. Changing the mechanical advance curve and/or removal/replacement of the vacuum advance assembly can be accomplished without full disassembly of the distributor. The electronics package is completely integrated and can only be removed or replaced with full disassembly of the distributor. (See Chapters 6 and 7).

I suggest you take a few pictures of the distributor before disassembly, this will provide you with your own guide for re-assembly. Take a picture of the top of the distributor after removing the rotor. This will help you later.

The bottom portion of the Stinger Distributor is virtually the same as the OEM distributor. The drive gear is interchangeable with the later Corvair/Delco unit. At some point, GM increased the diameter of the retaining roll pin. Those later ones are the same size as the Stinger Distributor. Before taking the lower portion of the distributor apart, remove the cap and the rotor. It is also easier to remove the advance springs and weights with the distributor assembled, otherwise it is hard to hold.

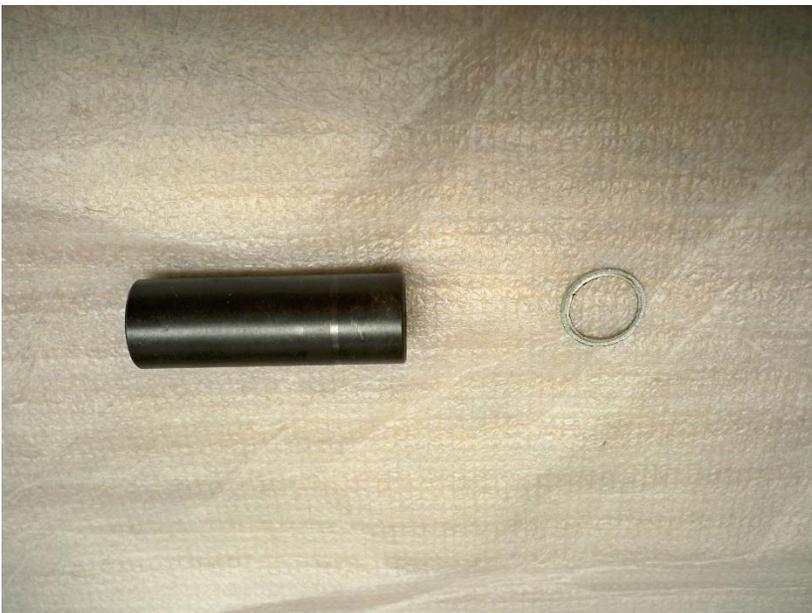
After the cap/rotor/springs/spacers/weights are removed, the two roll pins can be driven out. Remove the roll pin for the gear first. If you inspect the roll pin, it is easy to see which end of the pin was used to drive it into place, drive it out from the other side, back the way it came in.



Set the gear aside, noting that, as installed, the teeth are at the opposite end from the distributor. Then remove the smaller roll pin that secures the shims and spacers beneath the housing. One spacer had two legs, the other one three legs. The three legged one fits up into the housing, the two-legged one faces down toward the gear. Note that there may be a flat washer/spacer (or two) in between the two.



At this point the main shaft, along with the reluctor, may be withdrawn from housing. There will be one or two spacers on this shaft, one long, tubular one and one thin washer-style one. They should stay on the shaft as it is removed, but might remain in the distributor.



The tubular spacer also acts to protect the feed wires from rubbing on the distributor shaft when it is in operation. With the main shaft removed, the reluctor assembly is free to slide down the shaft and be removed – unless you have let the two advance weights/springs in place. Those will keep them together.

The main distributor housing still has the electronics installed and the vacuum advance unit in place. As noted in Chapter 7, to remove the vacuum advance unit an external snap ring and a spacer must be loosened and the rotating plate raised up to disengage the advance arm. If the main shaft has been removed, it is easier to remove the snap ring, but really easy to lose it and have it bounce across the room. Be careful. It should be removed before removing the electronics package.

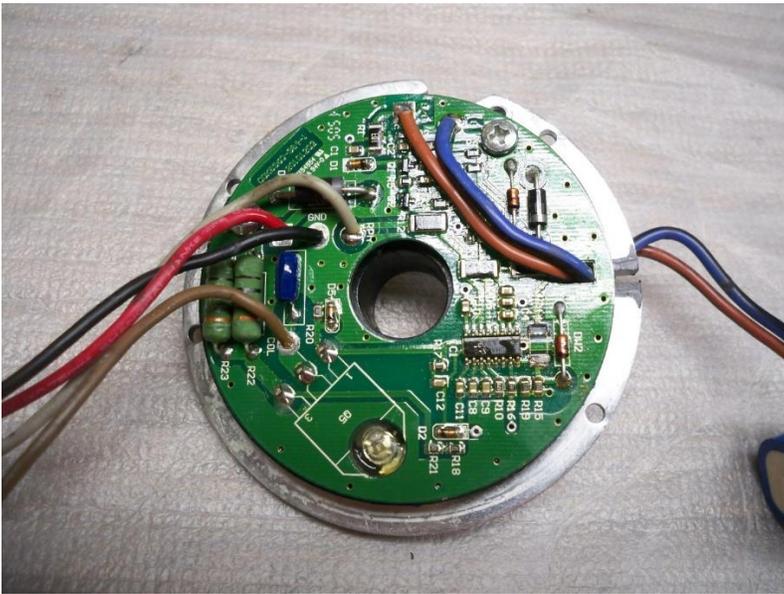
The only remaining removable item in the housing is the electronics package. In order to remove this, the wiring must be partially disassembled. The Weatherpack connector must be removed, (once the top clip is flipped back, there is a special tubular tool to slide in from the front to retract the tabs, and wires pull out the back, cheap at a local autoparts

store). The red spade terminal on the gray wire is removed (clipped off), the strain relief is pulled out of the bottom of the housing, and the locking tab released. Then, one-by one, each wire is pulled back through the strain relief. Start with the gray wire, it pulls right out, then the individual wires with their Weatherpack seal. Be careful, but each with will pull through the strain relief, if done one at a time, without damaging the wire, the Weatherpack seal or the strain relief. After the strain relief is removed, the electronics base plate can be removed from the housing. The screws attaching the vacuum advance unit should be removed first, if still left in place. There are four small screws that hold down the plate. Be very careful engaging the Philips-tip screws. It is easy to mess up the tips, and they are threaded into aluminum. Remove all four, and the plate will lift off. Carefully slide the wires through the hole in the bottom of the distributor and you are done. After removing this plate, you can see the location of the main bearing for the distributor. I do not recommend removal of the bearing, unless it is damaged or contaminated.

Inspection

Check the wires to make sure they have not been rubbing on the housing or the advance plate.

You can inspect the underside of the PC Board, looking for any burned components.



Make sure the reluctor assembly turns freely with the advance sleeve in the slot.

Look at the underside of the center electrode in the cap. The carbon rod/contact, should be spherical on the bottom, and stick out from the cap. It is not spring loaded.

That is about it for disassembly.

Chapter 11 – Available Component/Replacement Parts

The only component parts interchangeable between the OEM Corvair distributor and the Stinger distributor is the drive gear, lower washers and the roll pins.

Other replacement parts:

Advance mechanisms, springs, weights and others are standard Pre-HEI GM parts.

Cap – Vendors have Black, Blue and Red caps available, in either HEI or Standard wire types

HEI Wire retainers are available in all three colors and come with HEI caps

MSD sells a Red cap for this application P/N 8014, MSD says it was superseded by P/N 28094.

1967 Buick V6 cap, OEM style window-type available through various sources.

Standard Motor Products DR442, Airtex/Wells 4R1250, AC Delco DR326

Pertronix sells a black or dark Red color cap, a duplicate of the window type.

Rotor – GM standard V8 rotor – Standard Motor Product DR313, AC Delco D473 and many others

Replacement electronics packages are available. Ask your vendor

GM - V8 vacuum advance units are available at any Auto Parts store

There is no pressure retard unit available for this distributor

Chapter 12 - Distributor Re-assembly and Adjustment

Reassembly is really the reverse of disassembly. Chapter 6 shows most of what you need to do during assembly. This is just a list of tips to use along the way.

The remaining instructions cover all distributors

The four small screw holes will line-up. Be sure to rotate the plate enough to line-up the two holes for the vacuum advance or the block-off plate. All six screws should be started before tightening them up. It can be tricky to line them up.

Snap the advance plate down tightly into place and place the washer and snap ring on. The washer must drop down in order for the snap ring to properly seat. Make sure the pick-up wires are not trapped beneath the edge of the advance plate.

Assemble the weights/springs/and advance sleeve before installing the shaft into the distributor. The black sleeve will provide 18 degrees of mechanical advance, about the same as the factory 140 HP distributor. Make sure the reluctor will move in the slot before installing the springs/weights.

Slide the main shaft into place, aligning the two washers, the sleeve/tube and the spacer as they came off. As the sleeve/tube slides down into the distributor housing make sure the output wires are not trapped as the shaft sleeve goes by. All wires should slide easily out the bottom of the distributor without binding. On the lower drive shaft, install the three-leg spacer, the washer (if equipped) and the two-leg spacer, then tap the smaller roll pin into place. Additional thin spacers can be installed to limit end play, but the shaft should have enough in-out movement to spin freely. Again, note which end of the roll pin was tapped on for the original installation. Align it the same way. Install the drive gear with the teeth at the bottom, tap the roll pin into place.

Confirm the alignment/spacing of the reluctor and pickup. There should be a gap of about .030" between the two at all points of rotation. A little more or less won't hurt, as long as there is NO contact. To align it, you can loosen the two vertical screws and tweak the pickup back and forth. Tighten them down and check the spacing again as the reluctor tip passes the pick-up. At this point, make sure the distributor shaft turns easily in the housing. There may be a little end-play. That is okay.

Slide each of the wires through the strain relief, on by one. For three wire units, the Weatherpack seals will compress enough to let the wires through, the last one will be tougher. Slide the gray one through and install a new connector on it if you will be using it. Check the locking tabs on the Weatherpack terminals and install them in the proper pin location. See the diagram or match the red and black to the output connector. Insert the locking tab into the strain relief and snap it into place underneath the housing.

Install the rotor. Make sure the center tab on the rotor stick up a bit. The flat portion should be 3/16" to 1/4" above the plastic of the rotor. The rotor will drop into place as the screws are inserted. Note the underside of the rotor has matching tabs, one round and one square, to slide into the appropriate round and square holes in the distributor tab. You can look at the underside to see the tabs fit in. Tighten down the two screws and you are done, and ready for the cap to be installed.

Chapter 13 - Installation tips and Checkouts

The installation instructions that were supplied with the distributor provide you the information you need to re-install the unit. As mentioned, you need a full-time 12 Volt feed to the distributor, with no resistance wire or other resistor in the circuit. The coil must be rated for use without an external resistor.

Who and how to contact suppliers.

More than 300 of these distributors have been to Corvair owners and shops around the country. I have also supplied several major Corvair Parts retailers. Both Clarks Corvair Parts in Massachusetts and California Corvair in Chino, California, continue to handle the units and they should be able to supply the replacement parts needed. Please contact them. Over the years, I have repaired several units when a component has failed. The units have a one-year factory warrantee in street use. I will continue to support the units I have sold, even past that, to the best of my ability. If you bought your unit on eBay, feel free to contact your supplier for tech support.

Contact Information

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