

Ignition feed wire installation – Stinger Distributor

The original Corvair ignition design, like all GM cars of that era, used a resistance wire in the engine harness to lower the supplied ignition voltage while running. (Some Spyder models used a separate resistor block.) The electronics inside this distributor are designed to operate on a full 12 Volts. The normal feed point for that power is the "+" terminal of the ignition coil. That means an ignition-switched full 12 Volt feed wire must be connected to that same "+" terminal. On a stock system, attaching a volt meter to that terminal will give you a 12 Volt reading (providing the points in the distributor are open). This is misleading because the resistance wire will drop that voltage to 8-9 volts when the load of the coil is added during operation. You must bypass the resistance circuit! The Corvair has an ignition switched 12 Volt feed at the body harness connector in the left front of the engine compartment. The original resistance wire in the engine harness is easily identified because it has a cloth braid covering (originally white) See photo #1 (late model shown, early is similar) This braided wire must be removed and replaced with a regular copper wire to the coil "+" terminal. The proper power feed wire is available from us to replace the resistance wire and feed a full 12 volts to the coil. Or you can make your own. Early model harnesses use one type of terminal on the connector end, late models use a different one. On the late models, the terminal has a pair of retainer tangs, one on each side. (Photo #2) These should be retracted with a tool – or a very small flat-tip screwdriver. To do this, slide the tool (shown in photo #3) down each side of the terminal, one side at a time, from the front/contact side. (Photo #4). After the tangs are retracted, the terminal, and wire will pull out the rear of the housing. On the early models, the side of the terminal is retracted for removal. (Photo #5) After you remove the resistance wire from the housing, fold it back onto the harness and tape it over so it cannot contact a ground. Insert the new wire in its place (make sure the tangs are extended) and route the wire around to the coil. AT the coil, you will undo the wire from the harness that was feeding the ignition power to the "+" terminal. Fold it back as well, and tape it to prevent grounding.

Feeding the full 12 Volts to the terminal on the coil means that the ignition coil must be rated for a full 12-volt feed, **to be used without an external resistor**. The stock coil will not function correctly and may fail in operation. A list of recommended coils is included at the end of this guide. Do not be fooled by the raised "12V" on the side of the original coil. It is not rated for constant 12 Volt duty. It is identified as "12V" for use on a GM car with a 12V battery system, instead of the earlier (1950s) 6-volt system. See the list of appropriate coils and pick one or find an option.

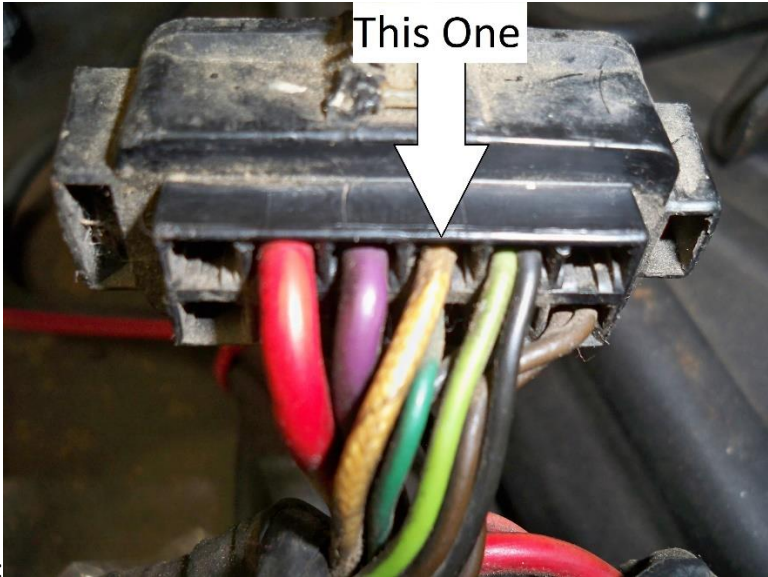


Photo #1:



Photo #2:



Photo #3:

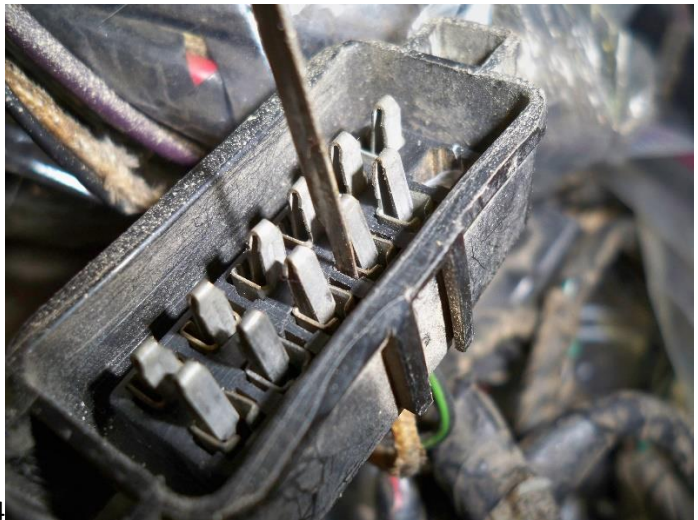


Photo #4:



Photo #5: