

The Stinger Pro Billet Performance Distributor is perfect for racing or a street performance ignition upgrade. It features a CNC-machined billet aluminum body and hardened steel shaft, with a sealed ball bearing on top and a sintered steel bushing on the bottom. It also comes with a fully adjustable mechanical advance, and a magnetic pickup trigger. The high-dielectric caps come with solid brass terminals, and are available in both cap styles.

**Parts Included:**

- (1) Pro Series Distributor
- (1) Spring and Weight Advance Kit

An important feature on all Stinger Pro Billet Performance Pro Series distributors is the fully adjustable mechanical advance curve. The function of the advance curve is to match the ignition timing to the burning rate of the fuel and speed (rpm) of the engine. Any factor that changes the burning rate of the fuel or the engine speed can cause a need for an ignition timing change.

**Timing curve modifications**

The Stinger distributor allows you to easily modify the timing to achieve a variety of curves. Included with all Stinger Pro Billet distributors are four advance bushings of varied sizes. The outside diameter of the bushing determines the total mechanical advance the distributor can achieve. The larger the diameter of the bushing, the less advance allowed. The largest diameter bushing, the black bushing is pre-installed. The bushing can be changed out without full disassembly of the distributor. The unit should be removed from the engine to make the change.

The rate or how quick the distributor reaches maximum advance is determined by the type of springs, which are installed in the distributor. The Pro Series Corvair Distributors are equipped with two light duty gold springs installed. This approximates the standard 140 HP Corvair distributor, giving you the fastest advance curve possible. The parts kit contains three additional sets of springs, with two at each level of tension. These which can be used to match the advance curve to your particular application. The thicker the wire in the spring, the slower the advance. To change the springs, remove the cap and rotor and use needle-nose pliers to remove the springs. Be sure the new springs seat in the groove on the pin. The springs can be safely changed with the distributor installed. The small brass spacers are installed over the pin before the spring. The original 18-degree (at the crank) ignition setting is a good starting point, if you are using the distributor as delivered. Many aftermarket distributor accessories will work with this unit, the basic mechanical design parallels the pre-HEI GM distributor of the 1957-72 era.

**Full advance lock out.**

Complete locking out of the mechanical advance is not necessary for normal operation. This is necessary for some aftermarket fuel and ignition control systems. Confirm with the manufacture of the engine management system to verify if it is needed.

## DISTRIBUTOR INSTALLATION :

1. Place the engine at TDC on the compression stroke for the number one cylinder. Top Dead Center is when the #1 cylinder is at the furthest point of upward travel before it changes to the downward stroke. Compression can be verified by pressure blowing out the spark plug hole while cranking.
2. Disconnect the power wiring from the distributor to the coil. Lift off the cap.
3. Loosen the distributor hold down clamp and slide the clamp out of the way. Note the direction that the tip of the rotor is pointing.
4. Lift the distributor out of the engine. Note that the rotor rotates as you lift the distributor out. This is due to the helical cut gear and should be taken into consideration when installing the new distributor.
5. Install the gasket and apply some engine oil to the distributor gear.
6. Install the new distributor, pointing the rotor in the same direction as the old one was pointing. That will be the new number one cylinder.
7. Install the new distributor cap and sparkplug wires one at a time to ensure correct location.

## Connection to Ignition System

The two-wire magnetic-pulse output plug from this distributor will connect directly into many Capacitive Discharge ignition boxes. Since it is the box that will finally trigger the coil, no wire will connect from this distributor to the coil and no power is fed to the distributor. The plastic connector on the end of the two-wire feed is labeled 1 and 2. It should plug directly into the box or into the extension cable usually supplied with the box. Follow the diagrams supplied by the box manufacturer. They prefer the box be located away from direct engine heat. Here is a generic diagram:

### INSTALLING A DISTRIBUTOR WITH A MAGNETIC PICKUP

