

A little performance wiring note. Feeding 12 Volts to your coil

All Corvairs, except some Spyders, use a braided resistance feed wire from the main engine feed connector to feed the coil during running conditions. If you are adding an ignition system to your car that either requires or desires a full 12 Volt feed to the coil, and perhaps to also feed the specific ignition system, the common method of bypassing the resistance wire is to remove the braided wire at the main connector at the front left of the engine compartment, fold it back and tape it to protect it, then run a new wire around to the coil positive post.

1965-69 Shown



Depending on the coil, this works fine with certain Pertronix and Crane/FAST conversions and the TSP electronic replacement distributor. The earlier cars, through the 1966, crimped the resistance wire at the starter connector to the yellow wire to the coil. 67-69 Corvairs are wired slightly differently. Instead of crimping the two together at the starter feed, Chevy ran the resistance wire all the way straight to the coil. It was crimped to the other end of this same yellow wire, right at the coil + connection. On these models the stock harness contains only two wires at the starter jumper, the Purple that actuates the starter, and the yellow that feed 12 volts to the coil only while cranking. Since the yellow wire from the starter feed runs directly to the coil, it can be easy to open the connector at the starter to the coil feed end, add a short jumper and send 12 volts down the yellow wire to the coil. This method avoids routing new wire around the compartment and limits the number of hot wires you need to protect. You can build the jumper yourself. You may even have extra parts around to do it! This parts list shows the Clarks Part numbers for the terminals and housings.

The jumper consists of these parts:

6 inches of 18 Gauge wire – (I use yellow to be consistent)

Two Small shrink tubing pieces. One 3/16" (one inch long) and one 1/2" (one inch long)



1 Main wire terminal - Clarks P/N C3964 (5 pairs) (This mounts into the main harness.) 65-69 models.

For the 1961-64 Models, the terminal below (Type 56 Male) is used to connect to the main harness.



1 (or 2) Type 56 Male terminals Clarks P/N C3299 (5 each) (This mounts in a female housing) (Two are used on the 61-64 install)



1 Single wire Female Type 56 housing Clarks P/N C3296 (5 each)



1 Single wire Male Type 56 housing (1) Clarks P/N C3300 (Each)

Build up the short jumper

(Note – I solder the terminals after crimping them)

Step 1:

For 61-64 models, crimp one Type 56 Male Terminal onto the jumper. Solder. No shrink tubing used.

For 65-69 models, crimp the main wire terminal onto one end of the wire. Solder, then shrink the small tubing over it.

Step 2

For all models, crimp a Type 56 Male terminal on the other end. Solder, then install into the Type 56 Female Housing. The jumper is now complete.

Install the jumper



Remove the braided resistance wire at the main terminal. Fold it over 180 degrees. Shrink tube over it, or tape it up.

Install the new jumper into that same position in the main terminal.

Unplug the starter feed connector. The one with Yellow and thick purple wire. Put the wires to the starter aside.

On the compartment harness feed side, remove the yellow feed wire (or crimped wire pair on earlier models) from the plug. Leave the purple wire installed. Install the Single Type 56 Male housing onto that yellow wire(s) terminal removed from the feed plug.

1967 Shown:



Connect the jumper into that housing

Reinstall the starter feed plug to the starter (Yes, one wire position will be empty)

The ignition feed will now provide a full Battery Voltage to the coil, whenever the key is on.