

Corvairisation

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Tucson Corvair Association
Volume 27, Number 4

Tucson, Arizona
April 2001



APRIL 28 PICACHO PEAK

Spares & Vairs

For Sale: 1962 4-Door Monza, automatic, factory air conditioning, 85K original miles. \$3250. Call Dick (520) 299-4723.

For Sale: Corvair parts - Large outdoor yard full of Corvairs and parts, Call Barry Cunningham at (520) 747-9028.

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For Sale: 1948 Packard Call Gordon at (520) 299-1122.

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from

TUCSON CORVAIR ASSOCIATION

TCA has a large stock of new and used parts for all models of Corvairs.

Support the Club and save a little money!



Contact Al Crispin
722-9445

From one Corvair lover to another...

Corvairs

By

Creative Stitches

2710 Cancun Court

Grand Junction, Co. 81506

(970) 245-4722

Member of Corsa and Tucson Corvair Association

CORVAIR ENGINE REBUILDING

Denny Wycoff

Motor Machine and Supply

1401 W. Glenn 85705

(520) 792-1156

Ads are free to TCA members. \$ 2.50 for up to four lines for non-members

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Raffle: Winners: Bob R, John T, Paul D, Gordon C, Allen E.

****Next month's prize donors: Tim, Don, Herb, Lance, and Chris****

Adjourned: 9:07:10 PM, more or less.

Respectfully submitted, Tim Green, Secretary

Maximizing the Pertronix Ignitor

by Joe Curran, Colonial Corvair Club

One of the most common bolt on Corvair improvements is to add an electronic ignition. The Pertronix Ignitor is probably the easiest system to add and, when balanced with other ignition improvements, gives the most bang for the buck. The Ignitor system itself will convert a points based distributor to a hall-effect triggered electronic ignition without any major modifications. This is a good first step, but **every ignition component** (with the exception of the distributor itself), **must be replaced/updated or modified to actually improve ignition when using an Ignitor**. Just adding an Ignitor is not enough unless the coil, wires, plugs, and even cap and rotor are also upgraded. Finally, the ballast resistor in the wiring harness must be bypassed to give the coil a full 12 to 14V at all times. With the correctly matched new parts installed, the Ignitor itself is probably the weakest link in the system.



Installation of the unit couldn't be easier. The unit is a direct replacement for the points plate and only requires a screwdriver and a small file to notch the distributor cap where the wires pass through. When installed, the only external difference is one extra wire running to the coil. The red and black wires are clearly marked to go to the "+" and "-" sides of the coil, respectively. Leave the radio noise suppression capacitor in place. The most important thing to remember is that the timing **MUST** be reset following installation. Let me say that again. The **timing**, okay, **MUST be RESET**. Your car may run without this step, but it won't like it. Assuming your vacuum and centripetal advances were okay before, only a static timing check is required. This can be done with a 9/16 distributor (or short) wrench, and a \$3.00 timing light.

Instructions for static timing are listed on page 21 of *How to Keep Your Corvair Alive*, by Richard Finch. To paraphrase, make sure that the rotor is lined up with the #1 spark plug wire. You should mark the distributor where the wire lines up on the cap. Use a 3/4" socket to turn the crank to line this up. Once you're in the correct range, the notch on the harmonic balancer should be within the range of the timing marks on the back of the block. Turn the crank to line up the notch with the appropriate timing for your car (mine is 15 degrees on an otherwise stock 110/PG). Note that if your harmonic balancer needs to be replaced (mine does, badly), the notch may have rotated, so your timing will be off. Once the notch is lined up correctly, connect one lead of the 12V test light to the negative, "-", terminal of the coil. Connect the other end to ground in the engine. Turn the ignition on, but do not start the car (especially if you still have the socket wrench on the crank, that would be very bad). Loosen the distributor hold down nut with a 9/16 shorty wrench. If the light is on, rotate the distributor counter-clockwise until it goes off, if it's off, rotate it clockwise until it goes on. With the Ignitor, the point where it changes will be different going in different directions. Try to guesstimate an average. When you're satisfied, tighten up the distributor hold down nut, and be sure you put your 3/4" socket away. Static timing should be accurate to about 1 or 2 degrees, which isn't too bad. It can also be done on the side of the road very easily if you notice your car is pinging, or you have to pass an emissions test and need to retard the timing.

While the Ignitor itself is a big improvement over points, the extra accuracy and voltage capacity offered by the system is wasted if this is the only ignition component improved. To make the most of the electronic ignition system, a few additional steps are required.

**The 40,000 volt
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Oil filled
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