

12. DISTRIBUTORS

12.1. DATE CODES

The distributor date code has three elements: first is a numeric one-digit year, second is an alpha one-digit month (I is not used), third is a numeric day (1 thru 31). Example: 5A1 is 1955 Jan 1.

Date codes generally precede the vehicle assembly date by a few weeks or months. A notable exception is distributor 1110915 which experienced low demand and may be a year older than the vehicle.

12.2. MARKINGS

The distributors were marked with "Delco-Remy", the part number labeled "model", and a date of manufacture labeled "serial".

Six Cylinder: the data appears inside on the breaker plate (missing on replacement distributors).

Eight Cylinder, carbureted: from 1955 thru 1961, the data is stamped on an oval black aluminum tag attached to the outer housing with two rivets. In 1962 the data is on an aluminum band on the neck of the distributor shaft.

Eight Cylinder, fuel injected: the data is on a rectangular plate attached to the distributor body with four slotted screws.

12.3. FINISH

The casing was painted semi-gloss black.

12.4. REFERENCES

Adams: 1953-55 pages 52, 58-60, 99-104
1956-57 pages 124, 185, 187, 196 --
1958-60 pages 234, 236, 292, 312, 314, 316
1961-62 pages 346, 377, 379, 397, 399-401

NCRS Specifications 1953-72, page 84-86
NCRS Judging Manual 1953-55, page 34-35
1956-57, page 36-37
1958-60, page 18
1961-62, page 14-15



YR	DISTRIBUTOR	TACH	TYPE	ADVANCE	NOTES
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Three Carbs:

1953-55	1112314	yes	vacuum		6-cyl
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Two Carbs:

1956	1110872	no	centrifugal		early
	1110879	no	centrifugal		late
1957-61	1110891	no	centrifugal		
1958-59	1110915	yes	vacuum		hi-lift cam

One Carb:

1955	1110855	no	vacuum		8-cyl early
	1110847	no	centrifugal		8-cyl after about VE55S001356 to -1483
1956	1110866	no	vacuum		
	1110868	no	vacuum		
	1110869	no	vacuum		
1957	1110891	no	centrifugal		
1958	1110890				
1959-61	1110946	no	vacuum		
1961	1111500	no	vacuum		
1962	1110984	yes	vacuum		regular cam
	1110985	yes	centrifugal		special cam

Fuel Inj:

1957	1110889	no	centrifugal		until about E57S102500
	1110905	no	centrifugal		manual trans after -2500
	"				hi-lift cam after -2500
	"				powerglide -2500 to -4300
	1110906	no	vacuum		powerglide after -4300
	1110908	yes	centrifugal		hi-lift after -3750 (1)
1958-61	1110914	yes	centrifugal		hi-lift cam
	1110915	yes	vacuum		regular cam
1962	1110914	yes	centrifugal		very early
	1110990	yes	centrifugal		early
	1111011	yes	centrifugal		mid/late

- (1) NCRS reports this distributor may appear on other late 57 FI cars with a threaded fitting covering the tach drive shaft.
- (2) Distributors on carbureted engines use a GITS cap on the oil tube and a felt wick for lubricating. Distributors on fuel injected engines lubricate with engine oil via a line/fitting assembly from the distributor housing to the rear of the engine block.



(3) Beginning 1962, all tach drives were on the distributor and the cable used an accordian-ribbed rubber boot (3799888) in the firewall.

(4) Corvette Oil Tube Passenger Car Oil Tube



1110847: The distributor has a non-working vacuum control (stamped 1116098) where a vacuum line would normally attach, but is blank.

1110855: The vacuum line ran alongside the carb, loops around it and is connected to its base, front corner. The distributor has a vacuum advance control (1116085 is stamped into the valve housing). This distributor has a unique screw-type grease cup lubricator.

1110866: ?

1110868: ?

1110869: ?

1110872: ?

1110879: ?

1110889: ?

1110891: Dual breaker points.

1110905: ?

1110906: ?



1110908: Had a rearward connection for a tach drive cable (tach mounted on steering column).

1110914: Dual breaker points. The tach drive cable was routed through the center of the firewall. The first firewall grommet was rubber (3751551); the second was expanded cellular rubber (3753785). The grommet switched on AIM 2-2-58. See Note 3.

1110915: Had a vacuum line from the FI plenum chamber to the distributor.

1110946: Single breaker points.

1110984: See Note 3.

1110985: See Note 3.

1110990: See Note 3.

1111011: See Note 3.

1111500: Single breaker points.

1112314: Original grease caps were metal; replacements were plastic. The distributor has a vacuum control 1116076 (stamped "076") and an octane selector. The vacuum line goes across the engine, turns rearward to the center carburetor and attaches at the bottom of the throttle body.



13. COIL:	1953-55	1956-57	1958-60	1961-62
Coil	1115086 1115394(1)	1115091 1115107(2)	1115091 1115107(2)	1115091 1115107(2)
Bracket (spt assy)	yes	3728952	3751338	3751338 3744814(2)
Support Plate	yes	none	none	none

- (1) Six cylinder only
(2) Fuel injection only

1115394: the coil bracket mounted to a support plate on the forward passenger side of the engine. The mounting bracket may have a tab for mounting a condensor, but usually it did not.

1115086: the coil bracket mounted on the firewall. The bracket did not have a tab for mounting a condensor.

1115091: the coil bracket mounted on the passenger side of the distributor. The bracket had a tab for mounting the ignition shielding. The 1956-57 "figure-8" bracket had two loops, one for the coil, one for the distributor. Beginning 1958, the distributor loop was eliminated.

1115107: the coil bracket mounted on the driver side of the distributor directly on the intake manifold. The bracket had a tab for mounting the ignition shielding. For 1961-62 FI engines, the coil moved to the driver side of the distributor to avoid the fuel pump drive cable. This new bracket no longer supported the ignition shielding.

13.1. Markings: the coils were Delco-Remy with raised markings showing the last three digits of the part number and the voltage: "6-V" for six cylinder engines or "12-V" for eight cylinder engines. These markings may be hidden by the mounting bracket.

13.2. Finish: all coil cases were painted black, except 1955 eight-cylinder engines which had a cadmium or zinc plated case.

1953-55 six cylinder engines had an engine support plate (painted engine blue) for the coil bracket (cadmium plated).

1955-57 eight cylinder brackets were cadmium plated.

1958-62 brackets were cadmium plated on FI engines and painted semi-gloss black on carbureted engines.



13.3. References:

Adams pages 57, 99-104, 129, 288, 312, 379

GM Assy Manual 1956-61	Sect 6 Sheet	4.00
	RPO 579 Sheet	4.00
GM Assy Manual 1962	Sect 6 Sheet	11.00
	RPO 582 Sheet	4.00

NCRS Specifications	1953-72, page	88
NCRS Judging Manual	1953-55, pages	34-5
	1956-57, pages	36-7
	1958-60, page	27
	1961-62, page	21

