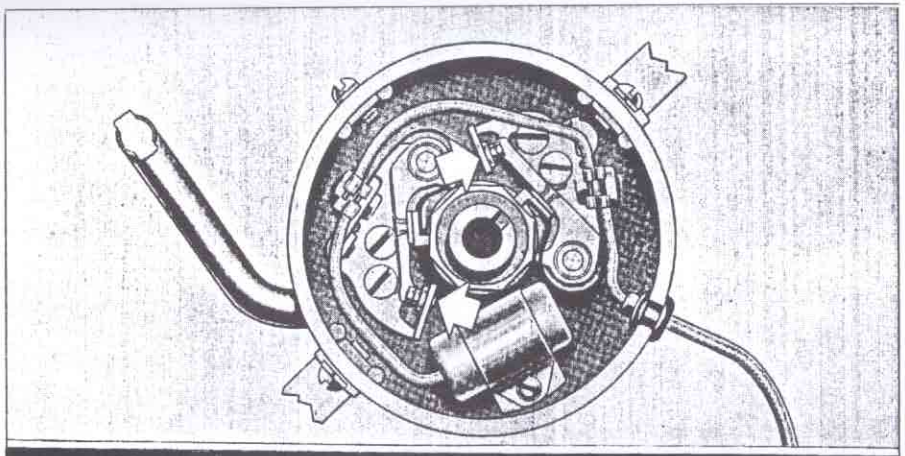
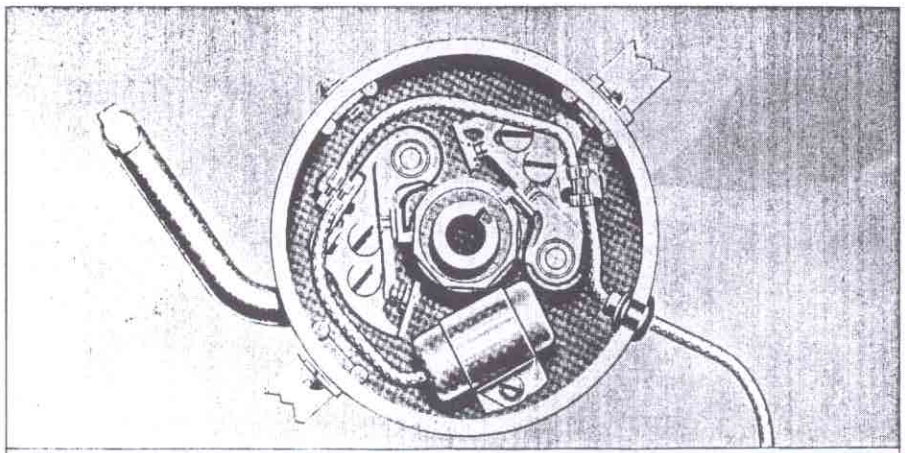
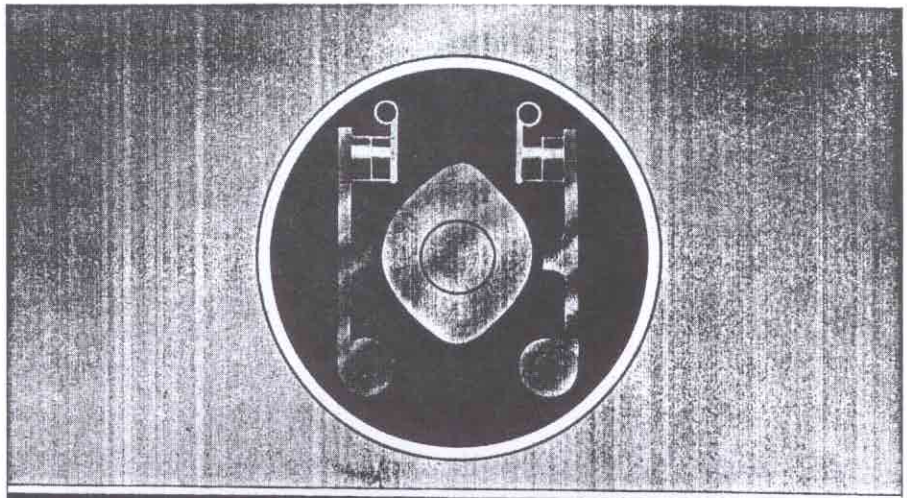


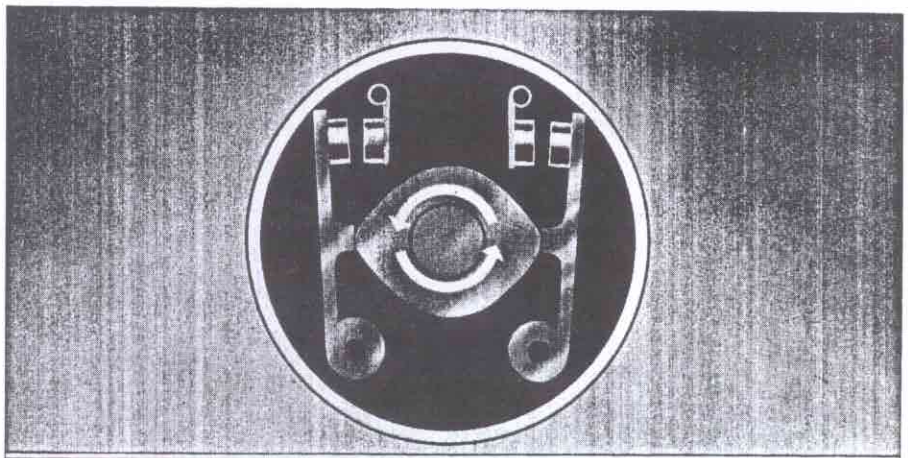
Several Corvette engines are equipped with a dual-point distributor, which permits flatter cam lobe contour and therefore reduces point bounce at the very high RPM attained by Corvette engines.



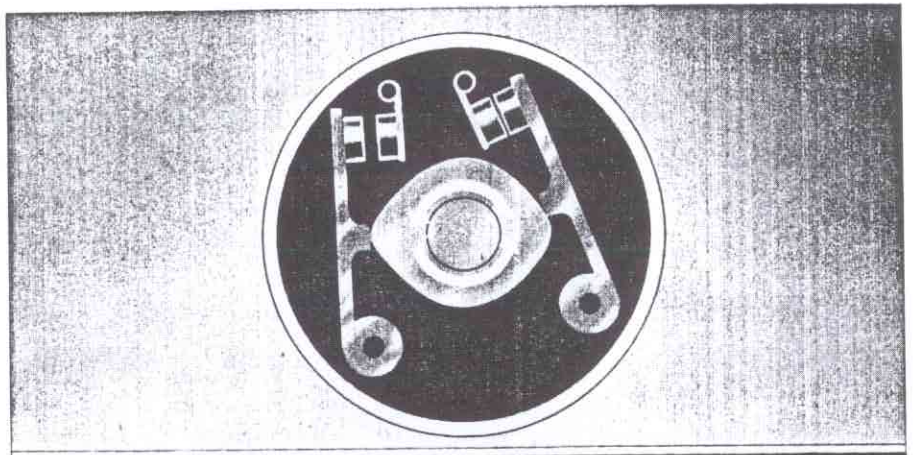
The two sets of points in the Corvette distributor are connected to a common electrical lead. Therefore, as long as either set is closed, current is flowing through the coil. Following is the principle of operation—



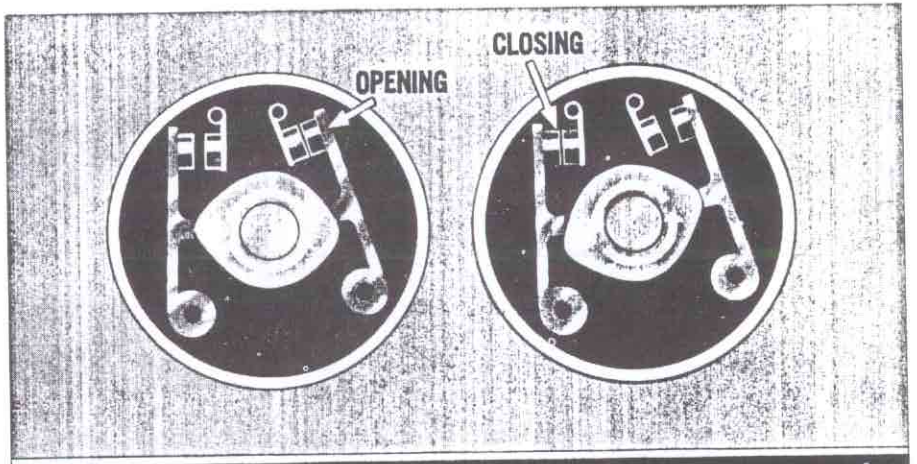
To simplify the demonstration, let's reduce the number of cam lobes from the actual eight to two. Now, if the points were located exactly opposite, as shown here—



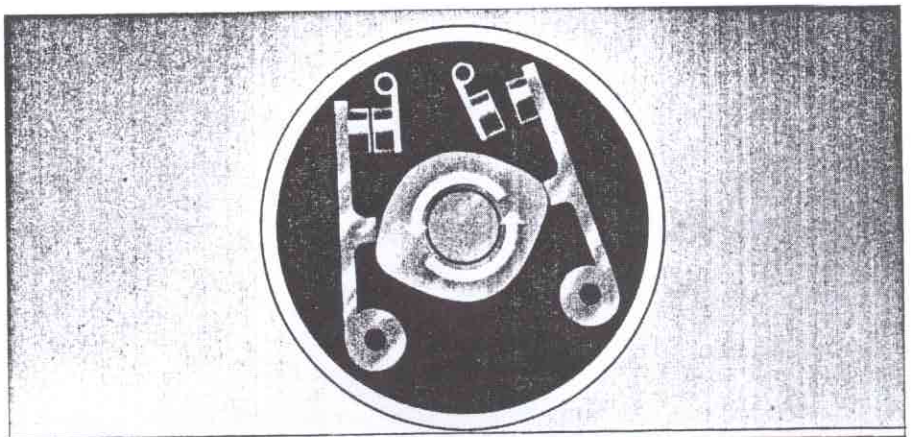
—both sets of points would open and close at exactly the same time as the cam rotated, and there would be no advantage over the conventional single-point distributor. However—



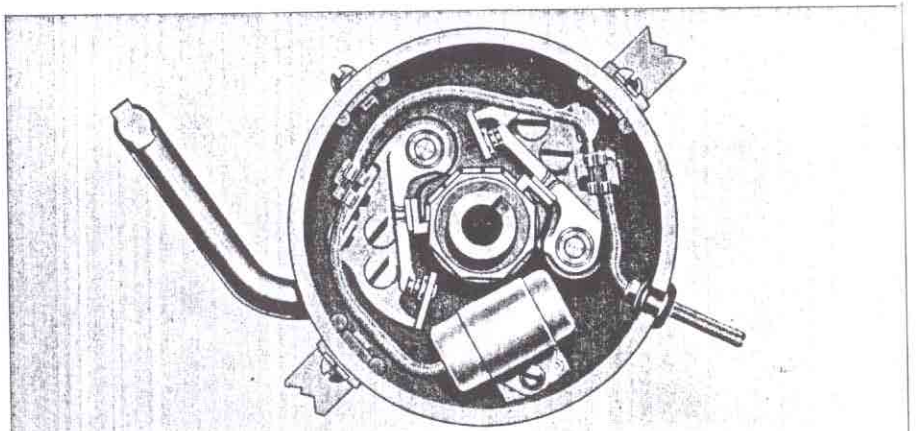
—if one set of points is moved slightly away from opposite, in the direction of cam rotation, it will open later than the other set and therefore provide a longer period of coil saturation.



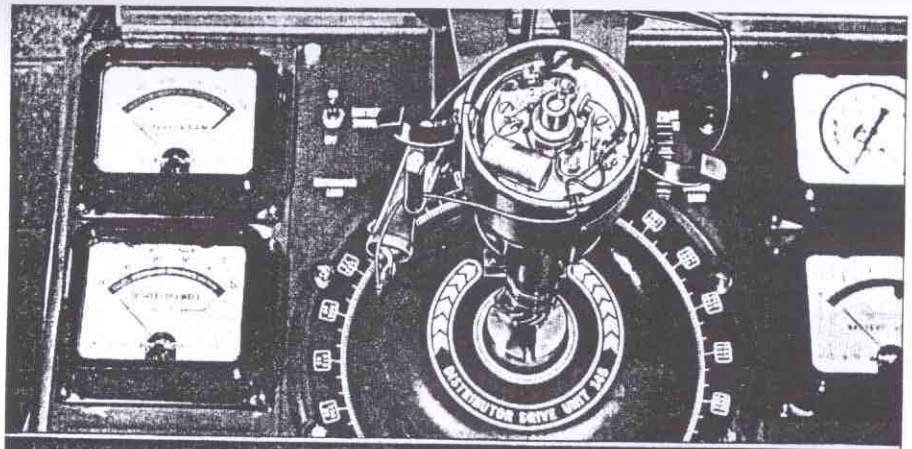
Thus, with one set of points opening the coil circuit and the other closing the coil circuit, an adequate period of coil saturation is provided with flatter cam lobes than are possible in a single-point distributor.



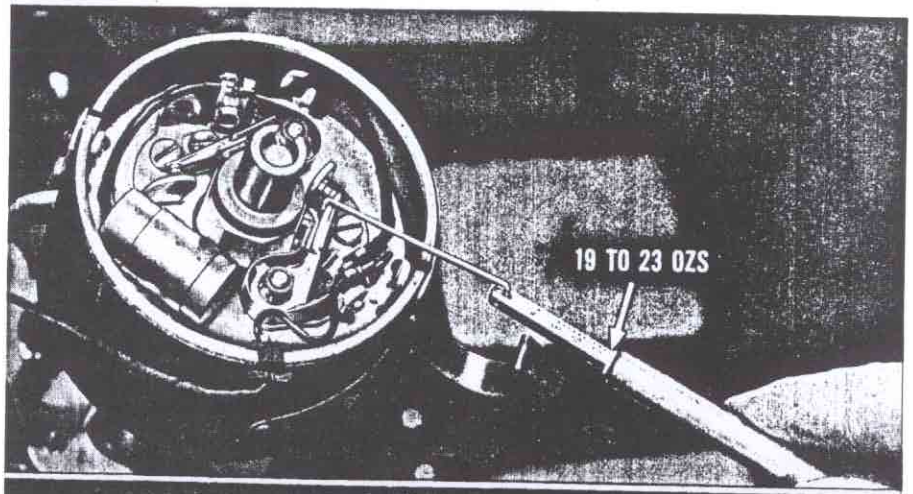
The set of points on the left, in the original position, will close sooner than the set on the right as the cam rotates, and therefore start coil saturation sooner after each plug is fired.



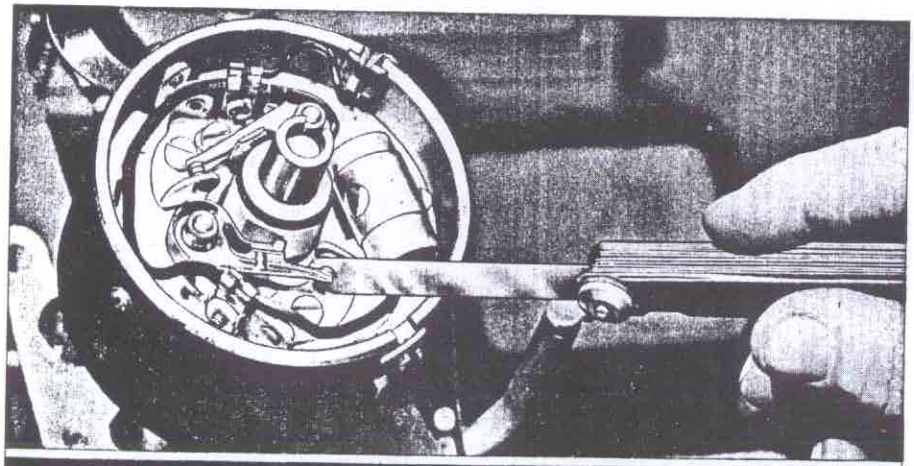
In the actual distributor, the points are spaced three cam lobes apart instead of approximately opposite. This provides room for the condenser, and does not change the basic principle of operation we have just seen.



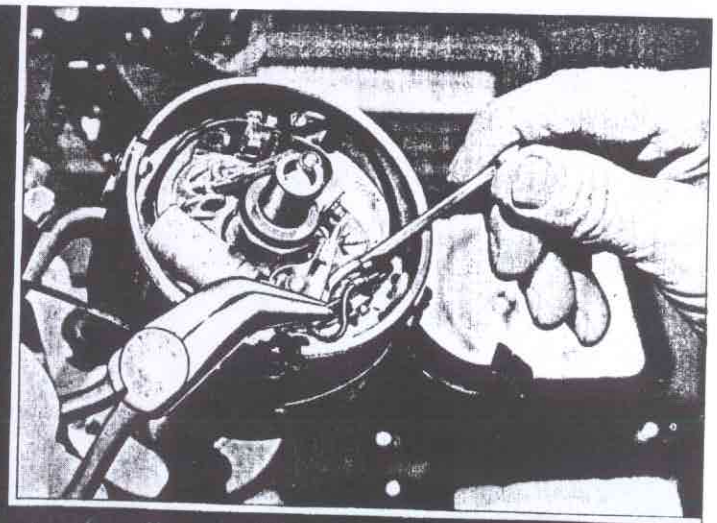
Servicing the Corvette distributor is very simple. You may wish to remove the distributor from the engine and mount it in a tester. Or, all necessary steps can be performed easily on the engine.



Check the breaker arm spring tension of each set of points with cam follower between lobes of cam. Tension range is 19 to 23 ounces. If more or less, adjust as follows—

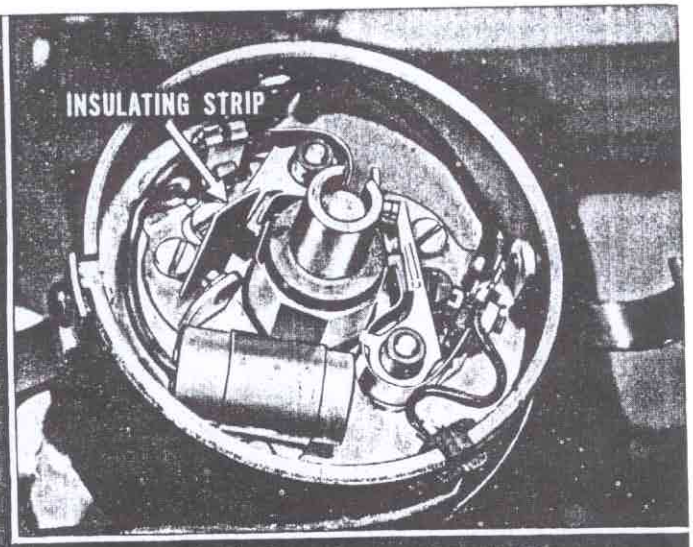


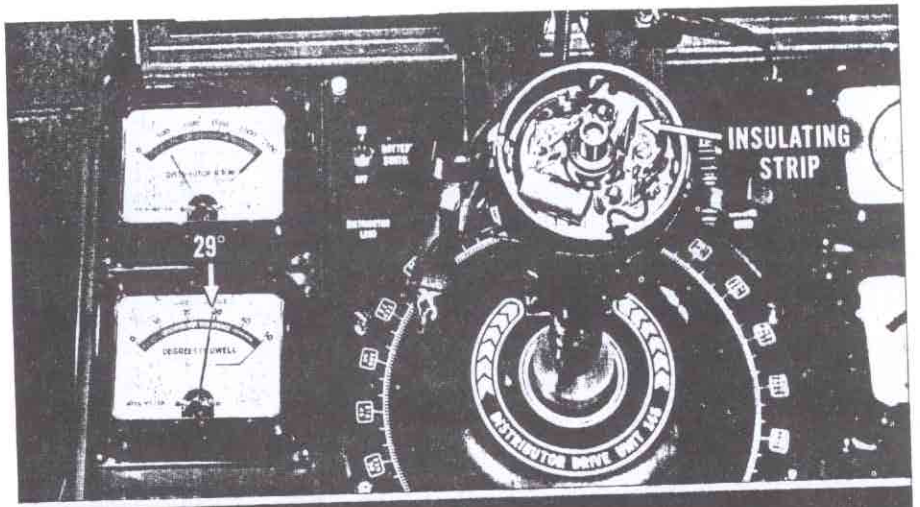
Inspect the point contact surfaces and replace points if necessary. Clean and align points. Adjust the point gap to .014" for used points and .018" for new points as an initial setting. Test the condenser.



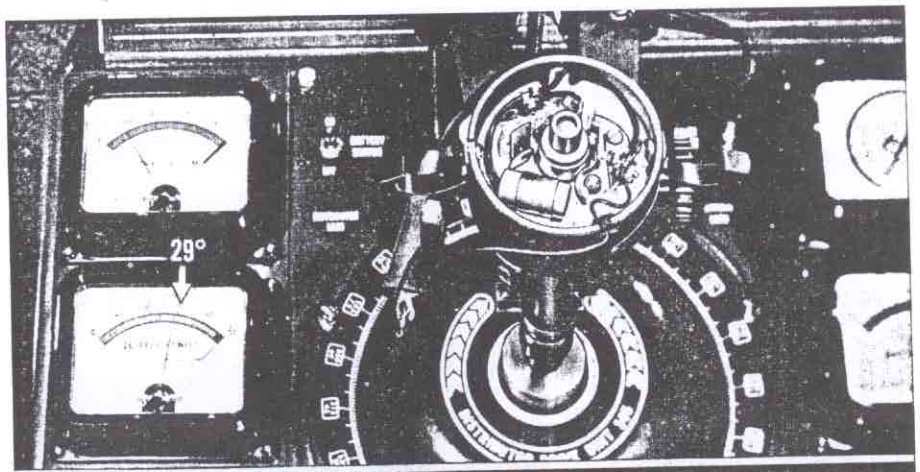
Loosen the primary lead retaining nut on the stationary point. Shift the spring to *shorten* its effective length to *increase* tension. *Lengthen* the spring's effective length to *decrease* tension. Tighten the nut and recheck tension.

Checking cam dwell precisely is extremely important on Corvette distributors. Block either set of points open with a strip of insulating material at least .025" thick. Then—

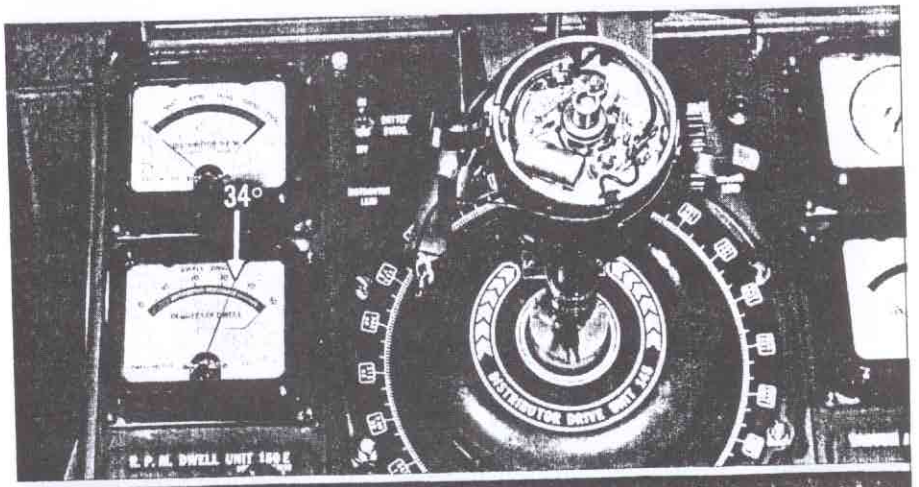




Shift the insulating strip to the *adjusted* set of points and check the dwell angle of the second set. Again, adjust if necessary, to 29-degree reading.

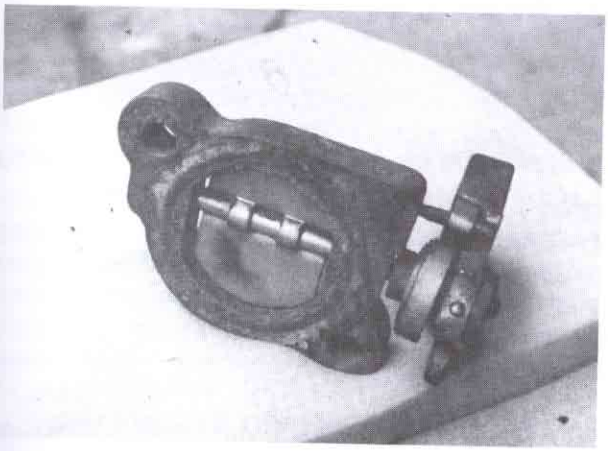


—check the dwell angle with only one set of points operating. It should be 29 degrees. If necessary, adjust gap of operating set of points to obtain this reading as precisely as possible.



Remove the insulating strip. Total dwell angle with both sets of points in operation should be 34 degrees, plus or minus one. If not, recheck dwell of each set of points separately and adjust as necessary.

ORIGINAL '55 HEAT RISOR THAT HAS PART NO. CAST INTO THE COUNTER WEIGHT
#3721512
"SAME AS '55 CAR"



Following are the recommended ignition timing settings

	Degrees BTDC at Idle
ALL SINGLE CARBURETORS	4°
1956 DUAL CARBURETORS	8° to 12°
ALL 1957 DUAL CARBURETORS AND 1957 FUEL INJECTION WITH HYDRAULIC VALVE LIFTERS	12° to 14°
1957 FUEL INJECTION WITH SOLID VALVE LIFTERS	4° to 8°

Where a range is given, the maximum setting is permissible only with the very highest octane fuels available. All settings must be made at slowest possible idle. If distributor has vacuum advance, it must be disconnected while setting timing.

While in Bend, Oregon I met Forrest Shropshire from Georgia. He had brought his '56 Corvette to the NCRS Meet in Oregon. He was retired, "Sold the farm, literally," and made a hobby of having the fastest stock '56 Corvette in the world.