

This month: how to deal with lost keys, keys locked in the car, or how to steal a Corvair.

- ❑ A useful little device than can be carried in your billfold (or purse) for gaining entry into any Corvair is the little spring clip that holds the air baffles up against the cylinders in all Corvair engines: about 3 ½ inches long with an eye on either end. To open a wing window, gently push one end past the rubber under the vent handle with the eye to the rear of the car. Push in on the vent window and rotate the clip counter clockwise. The vent handle will unlock and you can reach in to open the side window or door. This method is quick and will not damage anything.
- ❑ The wiring for the Corvair starter operation begins at the battery, travels twenty plus feet through several connectors and switches (depending on transmission) to end up only two feet from the battery where it started. To bypass all of that, run a jumper wire from the positive battery terminal to the purple wire in the two wire connector found at the left front of the engine compartment. Unplug the connector and touch the jumper wire to the purple wire that leads through the rubber grommet in the sheet metal. Anytime you make the connection, the starter will engage. The engine will only start if the key is on, so you can use this for compression checks, setting dwell, fuel pump testing etc.
- ❑ In order for the engine to run, the coil receives less than six volts to the + terminal because of a resistance in the wiring. Full battery voltage is supplied only during the cranking to help starting under extreme conditions. If you apply 12 volts during running, the points will quickly burn and the engine dies. To run an engine with out using the ignition switch, make up a jumper as follows: cut a length of standard wire (any gage from 12 to 20 will work) that reaches from the positive battery connection to the positive coil terminal. Attach a clamp or clip for the battery end and a smaller clip for the coil + terminal end. Purchase a \$6.00 coil resistor from a parts store and attach it in series in the middle of the wire. Wrap it with tape because it gets hot to the touch. You also could use the original resistance wire from another harness. Anytime this jumper is hooked up, the engine will run until you unhook it. You cannot run other accessories with this jumper, only the ignition part of the engine. Also be sure you don't lay the wire against anything that moves when the engine starts.
- ❑ When I need to drive a car without keys, I use all three of the above. Next month I'll cover the way to prevent somebody from using these methods.