

1966 BIG BLOCKCHEVELLE IGNITION COIL WIRING DIAGRAM CHEV

1966 BIG BLOCKCHEVELLE IGNITION COIL WIRING DIAGRAM CHEV IS AN ESSENTIAL REFERENCE FOR AUTOMOTIVE ENTHUSIASTS AND RESTORERS WORKING ON THIS CLASSIC MUSCLE CAR. UNDERSTANDING THE IGNITION COIL WIRING SETUP IS CRUCIAL FOR ENSURING RELIABLE IGNITION PERFORMANCE AND MAINTAINING THE ORIGINALITY OF THE 1966 CHEVELLE WITH A BIG BLOCK ENGINE. THIS ARTICLE PROVIDES A DETAILED EXPLANATION OF THE WIRING DIAGRAM, COMPONENT FUNCTIONS, AND TROUBLESHOOTING TIPS SPECIFICALLY TAILORED FOR THE 1966 BIG BLOCK CHEVELLE IGNITION SYSTEM. BY EXPLORING THIS COMPREHENSIVE GUIDE, READERS WILL GAIN INSIGHTS INTO THE PROPER CONNECTIONS, WIRE COLORS, AND TERMINAL LOCATIONS, HELPING THEM ACHIEVE OPTIMAL IGNITION COIL FUNCTIONALITY. ADDITIONALLY, THE ARTICLE ADDRESSES COMMON ISSUES AND HOW TO DIAGNOSE WIRING FAULTS EFFECTIVELY. THE FOLLOWING SECTIONS OUTLINE THE WIRING CONFIGURATION, KEY COMPONENTS INVOLVED, STEP-BY-STEP WIRING INSTRUCTIONS, AND MAINTENANCE ADVICE RELATED TO THE 1966 BIG BLOCKCHEVELLE IGNITION COIL WIRING DIAGRAM CHEV.

- OVERVIEW OF THE 1966 BIG BLOCK CHEVELLE IGNITION SYSTEM
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- UNDERSTANDING THE 1966 BIG BLOCKCHEVELLE IGNITION COIL WIRING DIAGRAM
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- TROUBLESHOOTING COMMON WIRING ISSUES
- MAINTENANCE TIPS FOR IGNITION COIL AND WIRING

OVERVIEW OF THE 1966 BIG BLOCK CHEVELLE IGNITION SYSTEM

THE IGNITION SYSTEM OF THE 1966 BIG BLOCK CHEVELLE IS DESIGNED TO PROVIDE A STRONG SPARK TO THE ENGINE'S CYLINDERS, ENSURING EFFICIENT COMBUSTION AND OPTIMAL PERFORMANCE. CENTRAL TO THIS SYSTEM IS THE IGNITION COIL, WHICH TRANSFORMS THE BATTERY'S LOW VOLTAGE INTO THE HIGH VOLTAGE NEEDED TO IGNITE THE FUEL-AIR MIXTURE IN THE COMBUSTION CHAMBER. THE WIRING DIAGRAM FOR THE IGNITION COIL IN THE 1966 BIG BLOCK CHEVELLE OUTLINES THE CONNECTIONS BETWEEN THE COIL, DISTRIBUTOR, IGNITION SWITCH, BATTERY, AND OTHER RELATED COMPONENTS. PROPER WIRING IS CRITICAL TO AVOID MISFIRES, WEAK SPARKS, OR COMPLETE IGNITION FAILURE. THIS SYSTEM USES A POINTS-TYPE DISTRIBUTOR AND A CONVENTIONAL IGNITION COIL SETUP TYPICAL OF MID-1960S MUSCLE CARS.

HISTORICAL CONTEXT AND ENGINE COMPATIBILITY

THE 1966 CHEVELLE WITH A BIG BLOCK ENGINE TYPICALLY FEATURES A 396 CUBIC INCH V8 ENGINE, WHICH REQUIRES A ROBUST IGNITION SYSTEM TO HANDLE ITS HIGH DISPLACEMENT AND POWER OUTPUT. THE IGNITION COIL WIRING DIAGRAM CHEV FOR THIS MODEL REFLECTS THE ELECTRICAL STANDARDS AND COMPONENT LAYOUTS USED DURING THE ERA. THIS WIRING SETUP IS COMPATIBLE WITH THE FACTORY-INSTALLED POINTS IGNITION SYSTEM, MAKING IT SUITABLE FOR RESTORATIONS OR PERFORMANCE UPGRADES THAT RETAIN ORIGINALITY.

ELECTRICAL SYSTEM BASICS

THE IGNITION COIL WIRING IS AN INTEGRAL PART OF THE CHEVELLE'S 12-VOLT ELECTRICAL SYSTEM. THE COIL RECEIVES POWER FROM THE BATTERY VIA THE IGNITION SWITCH AND SENDS A HIGH-VOLTAGE SPARK TO THE DISTRIBUTOR, WHICH THEN DISTRIBUTES THE SPARK TO THE SPARK PLUGS. THE WIRING DIAGRAM CHEV ENSURES THAT ALL THESE CONNECTIONS ARE

CORRECTLY ESTABLISHED TO MAINTAIN ELECTRICAL CONTINUITY AND SYSTEM RELIABILITY.

COMPONENTS INVOLVED IN THE IGNITION COIL WIRING

UNDERSTANDING THE INDIVIDUAL COMPONENTS CONNECTED WITHIN THE IGNITION COIL WIRING CIRCUIT IS FUNDAMENTAL WHEN INTERPRETING THE 1966 BIG BLOCKCHEVELLE IGNITION COIL WIRING DIAGRAM CHEV. EACH COMPONENT PLAYS A SPECIFIC ROLE IN DELIVERING AND CONTROLLING ELECTRICAL CURRENT TO THE IGNITION COIL.

IGNITION COIL

THE IGNITION COIL ITSELF CONSISTS OF TWO WINDINGS: A PRIMARY WINDING THAT HANDLES LOW VOLTAGE AND A SECONDARY WINDING THAT GENERATES A HIGH VOLTAGE SPARK. THE COIL HAS TWO MAIN TERMINALS: THE POSITIVE TERMINAL (OFTEN MARKED AS “+” OR “BAT”) AND THE NEGATIVE TERMINAL (MARKED AS “-” OR “COIL”). PROPER WIRING TO THESE TERMINALS IS ESSENTIAL FOR CORRECT IGNITION OPERATION.

DISTRIBUTOR AND POINTS

THE DISTRIBUTOR HOUSES THE MECHANICAL POINTS AND ROTOR, DIRECTING THE HIGH VOLTAGE FROM THE IGNITION COIL TO INDIVIDUAL SPARK PLUGS. THE POINTS ACT AS A SWITCH THAT INTERRUPTS CURRENT FLOW THROUGH THE COIL’S PRIMARY WINDING, INDUCING THE HIGH VOLTAGE NEEDED FOR SPARK GENERATION.

IGNITION SWITCH

THE IGNITION SWITCH CONTROLS THE POWER SUPPLY TO THE IGNITION COIL. WHEN TURNED ON, IT ALLOWS CURRENT TO FLOW FROM THE BATTERY TO THE COIL’S POSITIVE TERMINAL. WIRING TO THE IGNITION SWITCH MUST BE SECURE AND CORRECTLY ROUTED TO PREVENT ELECTRICAL FAULTS.

BATTERY AND GROUND CONNECTIONS

THE BATTERY PROVIDES THE ELECTRICAL ENERGY REQUIRED FOR THE IGNITION SYSTEM, WHILE GROUNDING ENSURES A COMPLETE CIRCUIT. PROPER GROUNDING OF THE IGNITION COIL AND DISTRIBUTOR IS CRUCIAL FOR SYSTEM STABILITY AND AVOIDING ELECTRICAL NOISE OR MISFIRES.

WIRING HARNESS AND CONNECTORS

THE WIRING HARNESS BUNDLES AND PROTECTS THE WIRES RUNNING BETWEEN THESE COMPONENTS. CONNECTORS MUST BE CLEAN, CORROSION-FREE, AND TIGHTLY FITTED TO MAINTAIN RELIABLE ELECTRICAL CONNECTIONS THROUGHOUT THE IGNITION CIRCUIT.

UNDERSTANDING THE 1966 BIG BLOCKCHEVELLE IGNITION COIL WIRING DIAGRAM

THE 1966 BIG BLOCKCHEVELLE IGNITION COIL WIRING DIAGRAM CHEV ILLUSTRATES THE ELECTRICAL PATHS AND COMPONENT INTERCONNECTIONS NECESSARY FOR THE IGNITION SYSTEM’S FUNCTION. THE DIAGRAM USES STANDARDIZED SYMBOLS AND COLOR CODES TO IDENTIFY WIRES AND TERMINALS, FACILITATING PROPER INSTALLATION AND TROUBLESHOOTING.

WIRE COLOR CODES AND TERMINAL IDENTIFICATION

IN THE 1966 CHEVELLE, TYPICAL WIRE COLORS FOR THE IGNITION COIL CIRCUIT INCLUDE:

- **RED:** BATTERY POSITIVE FEED TO THE IGNITION SWITCH AND COIL POSITIVE TERMINAL
- **BLACK:** GROUND OR CHASSIS CONNECTION
- **ORANGE OR TAN:** WIRE FROM THE IGNITION COIL NEGATIVE TERMINAL TO THE POINTS IN THE DISTRIBUTOR

TERMINAL IDENTIFICATION ON THE COIL USUALLY INCLUDES A “+” TERMINAL CONNECTED TO THE IGNITION SWITCH POWER SOURCE AND A “-” TERMINAL CONNECTED TO THE DISTRIBUTOR POINTS. UNDERSTANDING THESE CONNECTIONS IS VITAL FOR CORRECT WIRING.

DIAGRAM INTERPRETATION TIPS

READING THE WIRING DIAGRAM REQUIRES ATTENTION TO THE DIRECTION OF CURRENT FLOW AND THE LOCATION OF SWITCHES AND COMPONENTS. THE COIL POSITIVE TERMINAL RECEIVES CONSTANT BATTERY VOLTAGE WHEN THE IGNITION SWITCH IS ON, WHILE THE COIL NEGATIVE TERMINAL IS GROUNDED INTERMITTENTLY BY THE OPENING AND CLOSING OF THE DISTRIBUTOR POINTS TO GENERATE SPARK.

STEP-BY-STEP WIRING INSTRUCTIONS FOR THE IGNITION COIL

WIRING THE IGNITION COIL CORRECTLY IN A 1966 BIG BLOCK CHEVELLE IS A STRAIGHTFORWARD PROCESS WHEN FOLLOWING THE WIRING DIAGRAM CHEV CAREFULLY. THE FOLLOWING STEPS OUTLINE THE PROCEDURE FOR ACCURATE INSTALLATION.

1. **DISCONNECT THE BATTERY:** ALWAYS START BY DISCONNECTING THE NEGATIVE BATTERY TERMINAL TO PREVENT ACCIDENTAL SHORTS OR SHOCKS.
2. **IDENTIFY COIL TERMINALS:** LOCATE THE POSITIVE (+) AND NEGATIVE (-) TERMINALS ON THE IGNITION COIL.
3. **CONNECT THE POSITIVE TERMINAL:** RUN A RED WIRE FROM THE IGNITION SWITCH’S OUTPUT TERMINAL TO THE COIL’S POSITIVE TERMINAL. ENSURE THIS WIRE IS FUSED APPROPRIATELY FOR SAFETY.
4. **CONNECT THE NEGATIVE TERMINAL:** ATTACH AN ORANGE OR TAN WIRE FROM THE COIL’S NEGATIVE TERMINAL TO THE DISTRIBUTOR POINTS.
5. **GROUND THE COIL:** CONFIRM THAT THE COIL’S METAL CASING IS SECURELY GROUNDED TO THE CHASSIS OR ENGINE BLOCK.
6. **INSPECT DISTRIBUTOR WIRING:** VERIFY THAT THE POINTS WIRING FROM THE DISTRIBUTOR IS INTACT AND CONNECTED TO THE COIL NEGATIVE TERMINAL.
7. **RECONNECT THE BATTERY:** ONCE ALL CONNECTIONS ARE SECURE, RECONNECT THE BATTERY AND TEST THE IGNITION SYSTEM.

SAFETY AND VERIFICATION

AFTER COMPLETING THE WIRING, DOUBLE-CHECK ALL CONNECTIONS FOR TIGHTNESS AND CORRECT POLARITY. USE A MULTIMETER TO VERIFY VOLTAGE AT THE COIL TERMINALS WHEN THE IGNITION SWITCH IS ON. CONFIRM THE DISTRIBUTOR POINTS ARE FUNCTIONING PROPERLY TO INDUCE THE SPARK NEEDED FOR ENGINE OPERATION.

TROUBLESHOOTING COMMON WIRING ISSUES

ISSUES WITH THE IGNITION COIL WIRING IN THE 1966 BIG BLOCK CHEVELLE IGNITION COIL WIRING DIAGRAM CHEV CAN CAUSE ENGINE STARTING DIFFICULTIES, MISFIRES, OR COMPLETE IGNITION FAILURE. IDENTIFYING AND RESOLVING THESE PROBLEMS REQUIRES SYSTEMATIC TROUBLESHOOTING.

COMMON SYMPTOMS AND CAUSES

- **NO SPARK OR WEAK SPARK:** OFTEN CAUSED BY A LOOSE OR CORRODED CONNECTION AT THE COIL TERMINALS OR IGNITION SWITCH.
- **ENGINE STALLING:** MAY RESULT FROM INTERMITTENT WIRING FAULTS OR FAILING COIL INSULATION.
- **BURNT OR MELTED WIRES:** INDICATE EXCESSIVE CURRENT FLOW DUE TO INCORRECT WIRING OR SHORT CIRCUITS.
- **DISTRIBUTOR POINTS NOT TRIGGERING SPARK:** COULD BE DUE TO BROKEN WIRES OR POOR GROUNDING.

TROUBLESHOOTING STEPS

FOLLOW THESE STEPS TO DIAGNOSE IGNITION COIL WIRING PROBLEMS:

1. INSPECT ALL WIRING FOR VISIBLE DAMAGE OR CORROSION.
2. TEST CONTINUITY OF WIRES BETWEEN THE IGNITION SWITCH, COIL, AND DISTRIBUTOR USING A MULTIMETER.
3. VERIFY PROPER VOLTAGE SUPPLY TO THE COIL POSITIVE TERMINAL WHEN THE IGNITION IS ON.
4. CHECK THE GROUNDING OF THE COIL AND ENSURE THE CHASSIS CONNECTION IS CLEAN AND SECURE.
5. TEST THE DISTRIBUTOR POINTS AND RELATED WIRING FOR PROPER FUNCTION.

MAINTENANCE TIPS FOR IGNITION COIL AND WIRING

REGULAR MAINTENANCE OF THE IGNITION COIL WIRING AND ASSOCIATED COMPONENTS HELPS SUSTAIN OPTIMAL PERFORMANCE AND PREVENT UNEXPECTED FAILURES IN THE 1966 BIG BLOCK CHEVELLE IGNITION SYSTEM.

PREVENTIVE MEASURES

- KEEP ALL WIRING CLEAN AND FREE FROM CORROSION BY APPLYING DIELECTRIC GREASE TO CONNECTORS.
- INSPECT WIRING HARNESSES PERIODICALLY FOR CRACKS, BRITTLE INSULATION, OR LOOSE TERMINALS.
- MAINTAIN A SECURE GROUND CONNECTION BY CLEANING THE CONTACT SURFACES AND TIGHTENING MOUNTING BOLTS.
- REPLACE IGNITION COIL IF SIGNS OF INTERNAL FAILURE SUCH AS OVERHEATING OR CRACKING APPEAR.
- ENSURE DISTRIBUTOR POINTS ARE ADJUSTED CORRECTLY AND LUBRICATED AS PER MANUFACTURER SPECIFICATIONS.

UPGRADING AND MODERNIZING

WHILE MAINTAINING FACTORY ORIGINALITY IS IMPORTANT, SOME OWNERS OF 1966 BIG BLOCK CHEVELLES CONSIDER UPGRADING TO ELECTRONIC IGNITION SYSTEMS. WHEN DOING SO, IT IS ESSENTIAL TO UNDERSTAND AND MODIFY THE IGNITION COIL WIRING DIAGRAM CHEV ACCORDINGLY TO ACCOMMODATE NEW COMPONENTS WHILE PRESERVING SYSTEM RELIABILITY.

FREQUENTLY ASKED QUESTIONS

WHAT IS THE BASIC WIRING SETUP FOR THE IGNITION COIL ON A 1966 BIG BLOCK CHEVELLE?

THE IGNITION COIL ON A 1966 BIG BLOCK CHEVELLE TYPICALLY HAS TWO TERMINALS: THE POSITIVE TERMINAL CONNECTS TO THE IGNITION SWITCH OR BALLAST RESISTOR, AND THE NEGATIVE TERMINAL CONNECTS TO THE DISTRIBUTOR'S POINTS OR ELECTRONIC IGNITION MODULE.

WHERE CAN I FIND A DETAILED IGNITION COIL WIRING DIAGRAM FOR A 1966 BIG BLOCK CHEVELLE?

DETAILED WIRING DIAGRAMS CAN OFTEN BE FOUND IN FACTORY SERVICE MANUALS FOR THE 1966 CHEVELLE, CLASSIC CAR RESTORATION GUIDES, OR ONLINE FORUMS DEDICATED TO CHEVELLE RESTORATIONS SUCH AS CHEVELLEFORUM OR VINTAGE GM WEBSITES.

DOES THE 1966 BIG BLOCK CHEVELLE USE A BALLAST RESISTOR IN ITS IGNITION COIL WIRING?

YES, THE 1966 BIG BLOCK CHEVELLE TYPICALLY USES A BALLAST RESISTOR WIRED IN SERIES WITH THE IGNITION COIL TO REDUCE VOLTAGE AND PREVENT COIL OVERHEATING DURING NORMAL OPERATION.

HOW DO I WIRE THE IGNITION COIL IF UPGRADING TO AN ELECTRONIC IGNITION ON A 1966 BIG BLOCK CHEVELLE?

WHEN UPGRADING TO ELECTRONIC IGNITION, THE POSITIVE TERMINAL OF THE COIL IS CONNECTED THROUGH THE BALLAST RESISTOR AS USUAL, WHILE THE NEGATIVE TERMINAL CONNECTS TO THE ELECTRONIC IGNITION MODULE INSTEAD OF THE POINTS IN THE DISTRIBUTOR.

WHAT COLOR WIRES ARE USED IN THE IGNITION COIL WIRING FOR A 1966 BIG BLOCK CHEVELLE?

IN A 1966 BIG BLOCK CHEVELLE, THE COIL POSITIVE WIRE IS USUALLY RED OR PINK, COMING FROM THE IGNITION SWITCH THROUGH THE BALLAST RESISTOR, AND THE NEGATIVE WIRE IS OFTEN BLACK OR BLACK WITH A STRIPE, GOING TO THE DISTRIBUTOR POINTS OR ELECTRONIC IGNITION.

CAN INCORRECT IGNITION COIL WIRING CAUSE STARTING ISSUES ON A 1966 BIG BLOCK CHEVELLE?

YES, INCORRECT WIRING OF THE IGNITION COIL CAN LEAD TO NO SPARK, WEAK SPARK, OR COIL DAMAGE, CAUSING STARTING PROBLEMS OR POOR ENGINE PERFORMANCE. IT'S ESSENTIAL TO FOLLOW THE CORRECT WIRING DIAGRAM FOR THE 1966 BIG BLOCK CHEVELLE IGNITION SYSTEM.

ADDITIONAL RESOURCES

1. *CHEVROLET BIG BLOCK ENGINES: 1966-1970 PERFORMANCE AND RESTORATION GUIDE*

THIS COMPREHENSIVE GUIDE COVERS THE INTRICACIES OF CHEVROLET BIG BLOCK ENGINES FROM THE LATE 1960S, FOCUSING ON PERFORMANCE UPGRADES AND RESTORATION TECHNIQUES. IT INCLUDES DETAILED WIRING DIAGRAMS FOR IGNITION SYSTEMS, INCLUDING THOSE USED IN THE 1966 CHEVELLE. ENTHUSIASTS WILL FIND STEP-BY-STEP INSTRUCTIONS AND TROUBLESHOOTING TIPS TO KEEP THEIR MUSCLE CARS RUNNING SMOOTHLY.

2. *WIRING DIAGRAMS FOR CLASSIC CHEVELLES: 1964-1972*

A MUST-HAVE REFERENCE FOR ANYONE WORKING ON CLASSIC CHEVELLES, THIS BOOK PROVIDES CLEAR AND ACCURATE WIRING DIAGRAMS FOR ALL MAJOR SYSTEMS, INCLUDING THE IGNITION COIL WIRING FOR 1966 BIG BLOCK MODELS. IT ALSO EXPLAINS THE ELECTRICAL COMPONENTS IN DETAIL, HELPING RESTORERS AND MECHANICS UNDERSTAND THE VEHICLE'S ORIGINAL SETUP.

3. *THE COMPLETE CHEVELLE IGNITION SYSTEM MANUAL*

FOCUSING ENTIRELY ON IGNITION SYSTEMS, THIS MANUAL BREAKS DOWN THE WIRING, COMPONENTS, AND TROUBLESHOOTING PROCESSES FOR CHEVELLE MODELS EQUIPPED WITH BIG BLOCK ENGINES. THE 1966 IGNITION COIL WIRING DIAGRAM IS FEATURED PROMINENTLY, ALONGSIDE TIPS FOR UPGRADING OR REPAIRING THE SYSTEM FOR BETTER PERFORMANCE.

4. *MUSCLE CAR ELECTRICAL SYSTEMS: BIG BLOCK CHEVY EDITION*

THIS BOOK DIVES INTO THE ELECTRICAL SYSTEMS OF MUSCLE CARS POWERED BY BIG BLOCK CHEVY ENGINES, WITH A SPECIAL SECTION DEDICATED TO THE 1966 CHEVELLE. IT EXPLORES THE IGNITION COIL WIRING, CHARGING SYSTEMS, AND OTHER KEY ELECTRICAL COMPONENTS, MAKING IT AN ESSENTIAL RESOURCE FOR RESTORERS AND HOT RODDERS.

5. *RESTORING YOUR 1966 CHEVROLET CHEVELLE: ENGINE AND ELECTRICAL SYSTEMS*

DESIGNED FOR CLASSIC CAR RESTORERS, THIS BOOK OFFERS DETAILED GUIDANCE ON ENGINE REBUILDING AND ELECTRICAL SYSTEM RESTORATION. IT INCLUDES ORIGINAL WIRING DIAGRAMS FOR THE IGNITION COIL AND OTHER COMPONENTS SPECIFIC TO THE 1966 BIG BLOCK CHEVELLE, HELPING OWNERS MAINTAIN AUTHENTICITY WHILE ENSURING RELIABILITY.

6. *BIG BLOCK CHEVY PERFORMANCE HANDBOOK: FROM STOCK TO RACE READY*

THIS HANDBOOK COVERS PERFORMANCE MODIFICATIONS FOR BIG BLOCK CHEVY ENGINES, INCLUDING IGNITION SYSTEM UPGRADES. THE 1966 CHEVELLE IGNITION COIL WIRING DIAGRAM IS USED AS A BASELINE FOR UNDERSTANDING STOCK CONFIGURATIONS BEFORE MODIFICATIONS ARE DISCUSSED, MAKING IT USEFUL FOR BOTH NOVICES AND EXPERIENCED BUILDERS.

7. *THE 1966 CHEVELLE OWNER'S WORKSHOP MANUAL*

AN ESSENTIAL WORKSHOP MANUAL THAT PROVIDES FACTORY-CORRECT WIRING DIAGRAMS AND TECHNICAL SPECIFICATIONS FOR THE 1966 CHEVELLE. THE IGNITION COIL WIRING IS CLEARLY ILLUSTRATED, ALONG WITH INSTRUCTIONS FOR TESTING AND REPLACING IGNITION COMPONENTS, MAKING IT PERFECT FOR DIY REPAIRS AND MAINTENANCE.

8. *CLASSIC CHEVY CHEVELLE ELECTRICAL TROUBLESHOOTING GUIDE*

THIS GUIDE FOCUSES ON DIAGNOSING AND FIXING ELECTRICAL ISSUES IN CLASSIC CHEVY CHEVELLES, WITH SPECIFIC CHAPTERS ON IGNITION COILS AND WIRING HARNESSSES. THE 1966 BIG BLOCK IGNITION COIL WIRING DIAGRAM IS INCLUDED TO HELP PINPOINT COMMON FAULTS AND SUGGEST EFFECTIVE SOLUTIONS.

9. *HIGH PERFORMANCE IGNITION SYSTEMS FOR MUSCLE CARS*

COVERING A RANGE OF MUSCLE CARS, THIS BOOK EXPLAINS HOW TO UPGRADE AND OPTIMIZE IGNITION SYSTEMS FOR MAXIMUM POWER AND RELIABILITY. IT INCLUDES WIRING DIAGRAMS AND INSTALLATION TIPS RELEVANT TO 1966 BIG BLOCK CHEVELLES, HELPING ENTHUSIASTS IMPROVE THEIR CAR'S IGNITION PERFORMANCE WHILE RETAINING PERIOD-CORRECT APPEARANCES.

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