

The other notable difference between an 82' Z1300 or KZ1300 igniter versus a Voyager or ZG unit is the the Voyager and ZG igniter have 3 sets of connectors coming out of them. The 3rd wiring harness goes to a MAP sensor (manifold vacuum readings are converted to an electrical signal) to feed it an electronic 'vacuum signal' so it can alter the ignition advance curve according to how much manifold vacuum it measures.

Both boxes have the same dimensions except that one has 2 connectors and the other has 3. I seriously doubt there would be any way to interchange these igniters even if you swapped the pickups with them unless you were possibly using the KZ box on a Voyager or ZG and you were doing away with the fuel injection system and trying to adapt it back to the old style carbs. I've only heard of one person ever doing a swap like this. Or going the other way by using the Voyager igniter on an 82' you'd need to add the MAP sensor so you'd have an ignition advance. Probably not difficult, but you still have the issue of different cam timing between the KZ and ZN motors.



79' Stator cover without oil feed



80' - 81' Stator cover with oil feed. You can clearly see the difference in the 2 covers inside and out. Keep in mind that while either of these covers will physically bolt to any 79' - 81' engine, the 79' engine had a smaller stator and rotor (approximately 1.75") and that 'small' cover is not quite as deep as the 80' - 81' large cover.

I think the way this works is that you can put the 79' cover without oil feed on a 80' - 81' but you'll need the 79' rotor (and stator) too or you'll have interference problems on the wider 80' - 81' rotor / stator (approximately 2.00"). As I recall, going the other way by putting the 80' - 81' cover on the 79' you'll have an issue with the 79' rotor not fitting all the way into the smaller stator and maybe causing charging problems. However, you could use the 80' - 81' large stator on a 79' small rotor.

The best way to do this is to put the 80' - 81' large engine cover with oil feed on a 79' and install the larger 80' - 81' cover, stator and rotor all together as a unit. Now you have a little more alternator output with this setup.

If you're waiting on one of these right side covers to come available in a 79' version you might be waiting a year on ebay to see an auction for one. These don't grow on trees in NOS versions, and they bid pretty high usually even on used ones. I'd expect a NOS cover to bid \$300 easily whether it's a 79' cover or an 80'. Most people don't care, they just need the part. The stator is available new from multiple sources and those are on my links page. The 80' - 81' also used a larger regulator, but that's available new or used.

It's always a much better idea to upgrade from the 79' version to the 80' - 81' parts, because the small stator that comes on a 79' is not available anymore as far as I know. I think only the larger 80' - 81' stator and the even bigger 1300 Voyager dual stator setups are available.