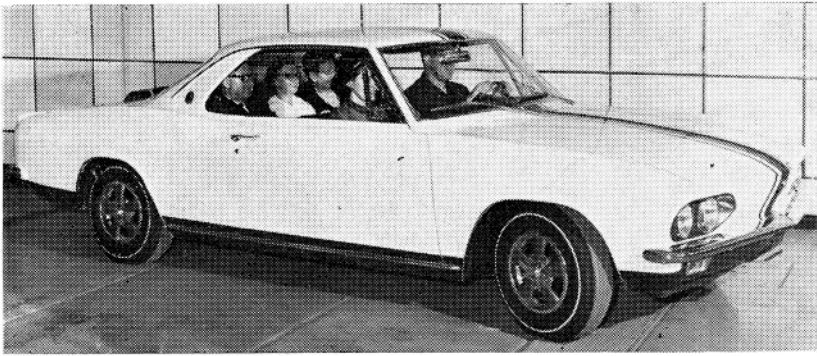




**The**  
**Yenko** *YenkoStinger.org* **STINGER**



If your idea of a gutsy Grand Touring sports car can be met by a nose-heavy, large bore bomb that has been beefed up to imitate sports car performance, then the Yenko Stinger is not for you.

Here is America's only air-cooled rear engine sports car with independent four-wheel suspension. Inspired by the inherently excellent design of the Corvair Corsa, the Stinger was created to handle in true GT tradition. It transforms sophisticated chassis engineering into a competition-bred road machine that will make **you** want to do the chauffeuring.

Inside there are two honest bucket seats (three-passenger removable rear seat included); a four-speed, full-synchro, closer-ratio gearbox; responsive, feather-light, quick steering (3.0 turns lock to lock). And that's just the beginning.

It corners like it "invented rails." Race-spawned dual master cylinders command the heavy duty brakes. A few racing modifications make the Stinger a winner in Class D Production of the Sports Car Club of America or Class H Stock (NASCAR) at the drags.

Even the basic Stinger (Stage I) a fine five-passenger family car, offers you an eager 160 horsepower in a race-suspended chassis. A dual-purpose Stinger for the serious rallyist and the occasional race driver boasts a Stage II tune that unleashes a husky 190 horses. Stage III is all spirit with 220 horses for the street — the "detuned" race car. Stage IV is something else — with ALL the racing goodies at 240 horsepower. For this one you'll need a competition license, a race course, and lots of trophy space. And, if it's brute horsepower you're after, try Stage V — up to 250 horsepower. Stinger anyone?

DON YENKO

## YENKO STINGER TUNE SPECIFICATIONS

**STAGE I. 160 horsepower.** Recommended for street use or for the customer who wishes to do his own high performance preparation. (Full warranty.) \$3520.00

Dual master cylinder brake system. Fiberglas engine deck lid with spoiler, incorporating functional, adjustable air scoops. Fiberglas rear pillar Landau panels. Stinger trim, including tri-striping and color key painting; with dechrome customizing.	Tuned exhaust headers. Seven-quart finned aluminum oil pan. M-400 Moraine connecting rod and main bearings. Tuff-Trided crankshaft. Calibrated carburetors with modified linkage. Tachometer	Steel pack mufflers with chromed tail-pipes. Crankcase ventilator. Chrome air cleaners (4). Constant tension belt retainer. Stinger emblems. Vinyl trimmed dash. Rear compartment paneling.
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### OPTIONS AND ACCESSORIES (Installed)

3.89 rear axle ratio .....	\$ 10.00	Radio, pushbutton .....	57.40
Deluxe seat belts .....	10.55	Radio, AM/FM .....	133.80
Competition seat belts (includes heavy duty installation) .....	35.00	Sports styled walnut grained wheel with telescoping adjustment .....	74.10
Bumper guards (front) .....	9.50	Traffic hazard warning switch .....	11.50
Bumper guards (rear) .....	9.50	Mag-style wheel covers .....	63.20
Heater and defroster .....	70.70	Simulated wire wheels .....	57.95
Head rests (2) .....	42.15	Yenko roll bar .....	150.00
10 gallon aux. gas tank with shut off valve .....	85.00	700 x 13 Michelin X Tires (5) and Tubes, exchange .....	137.25
Special metallic brakes (includes special drums) .....	79.45	13 x 7 steel wheels (2) .....	70.00
Power brakes .....	73.80		
Heavy duty valve guides .....	102.00		

NOTE: Stages II, III, and IV are merely modifications made to the Stage I engine. All stages are streetable.

**STAGE II. 190 horsepower.** Recommended for high-speed touring, rallying, or dual-purpose race machine. Same as Stage 1, plus the following: \$4020.00

High performance Stinger camshaft (includes heavy duty valve springs and retainers). Lightweight flywheel. Modified engine cooling fan.	Notched pistons for increased valve clearance. Select fit piston skirt clearances. Horizontal oil control bearings. Oil Pressure and Temperature Gauges	Ampmeter Gauge Polished crankshaft. Select fit main bearings. Deep sump oil pan pickup. High compression (10 to 1) cylinder heads.
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NOTE: Stage II engine will afford the buyer high performance without sacrificing any of the desired reliability and smoothness of a street machine. Tested at 190 dynamometer clutch brake horsepower, the Stage II machine will easily out-accelerate all of the street variety V-8's and most of the so-called high performance cars.

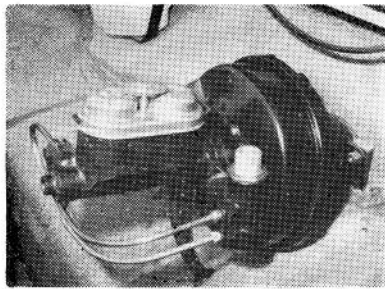
**STAGE III. 220 horsepower.** For the customer who wants all out street performance. Same as Stages I and II, plus the following: \$4420.00

High compression cylinder heads (10.5 to 1), includes polishing, porting, relieving, shaving. Honed cylinder walls to racing clearances.	Full float piston fit using high compression forged pistons. Adjust piston deck height. Distributor, high performance — reworked.
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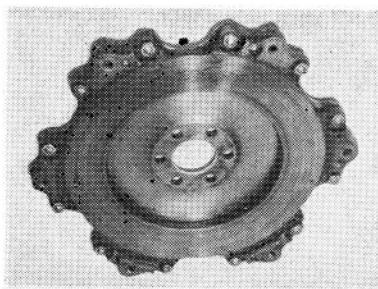
**STAGE IV. 240 horsepower** for the customer who wants all out performance in Class D Production competition. This is the basic Stage III engine. Total price is according to racing options \$4420.00

**STAGE V. 250 horsepower.** Illegal for SCCA racing. Includes .060 pistons. \$5079.00

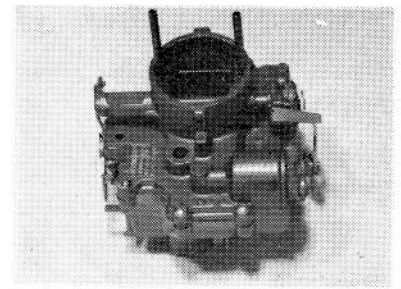
CONVERTIBLE AVAILABLE, SPECIAL ORDER



1



2



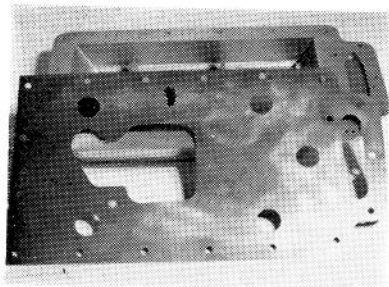
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**STOP ITEMS**

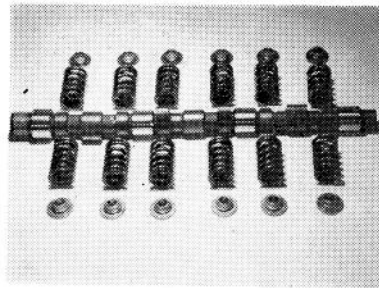
	<b>Price</b>
Custom Stinger segmented, sintered metallic brake linings, complete set of eight.	<b>\$ 49.05</b>
Adjustable rear brake bias restricting valve with fitting.	<b>26.50</b>
Photo 1 Tailored Stinger brake servo booster unit with bracket.	<b>46.50</b>
Installation kit for brake servo booster unit.	<b>28.00</b>
Photo 1 Stinger dual master cylinder (standard all Stages).	<b>30.00</b>

**GO ITEMS**

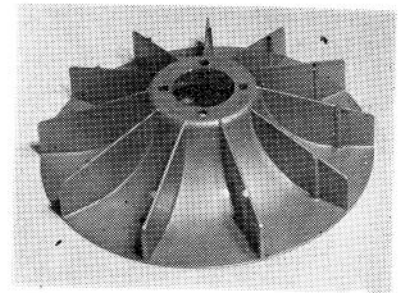
Close ratio transmission — price available on request.	
Photo 2 Stinger lightweight flywheel (standard on Stages II, III, IV).	<b>49.95</b>
High capacity secondary ignition wiring, 60c.	<b>6.95</b>
Photo 3 Stinger modified carburetor air horns with turn cut-off fix, each.	<b>15.05</b>
Stinger super high CFM enlarged venturi carburetors, each, exchange.	<b>85.00</b>
Photo 4 Seven-quart cross baffled aluminum finned oil pan (standard on all Stages).	<b>37.00</b>
Photo 4 Oil control horizontal baffle for hard cornering (standard on Stages II, III, IV).	<b>12.00</b>
Deep sump oil pan pickup (standard on Stages II, III, IV).	<b>17.00</b>
Photo 5 Stinger high performance camshaft kit; includes heavy duty inner and outer valve springs, aluminum retainers (standard on Stages II, III, IV).	<b>119.90</b>
Camshaft only, outright.	<b>89.90</b>



4

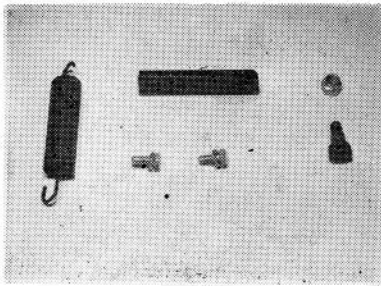


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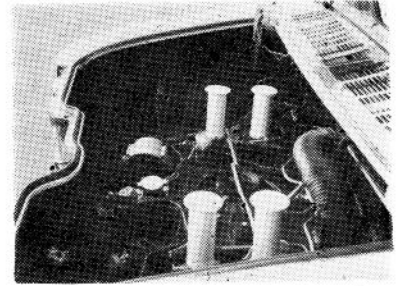
	<b>Price</b>
	<b>69.00</b>
Photo 6	<b>16.95</b>
3.89 ring and pinion gear set.	<b>32.50</b>
High performance engine cooling fan (standard on Stages II, III, IV).	<b>218.00</b>
Stage II Stinger high compression (10.0 to 1) cylinder heads, exchange.	<b>173.50</b>
Stage III Stinger extra-high compression (10.5 to 1) ported, polished, and relieved cylinder heads (for use with Stinger pistons only), exchange.	<b>133.04</b>
Full floating high compression forged Stinger pistons with pins fitted & rings. Specify Stage III or Stage IV bore (standard Stages III & IV). Pistons only.	<b>8.95</b>
Photo 7	<b>5.50</b>
Daytona-type fan belt constant tensioner (standard all Stages).	<b>68.35</b>
High velocity Stinger air cleaners, each (standard all Stages).	<b>44.85</b>
Photo 8	<b>9.95</b>
Complete Stinger exhaust system includes tuned headers, steel pack mufflers, U bends, clamps, chrome tailpipes (standard all Stages).	<b>9.95</b>
Headers only for above, set of two.	<b>9.50</b>
Heavy duty crankcase ventilator.	<b>9.95</b>
Degree engraved harmonic balancer.	<b>28.00</b>
Spark plug wire retainers, set of six.	<b>5.50</b>
Photo 9	<b>125.00</b>
Velocity stacks, set of four.	<b>50.00</b>
High velocity air cleaners, standard all Stages, each.	<b>60.00</b>
Photo 10	<b>125.00</b>
Daytona-type competition oil cooler.	<b>50.00</b>
Aircraft-type oil cooler, used.	<b>60.00</b>
Installation hoses, brackets, and fitting kit for cooler.	<b>60.00</b>



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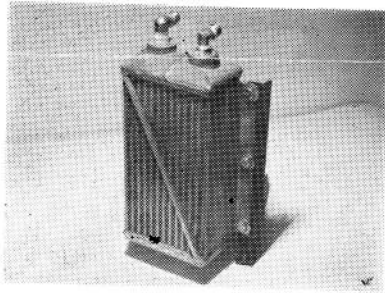


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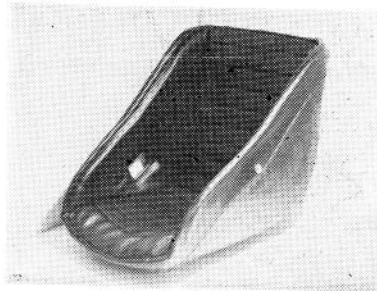


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	<b>Price</b>
Competition-type heavy duty clutch pressure plate.	<b>75.00</b>
Heavy duty competition-type clutch disc.	<b>15.50</b>
SW heavy duty adjustable electric 10 psi fuel pump.	<b>35.00</b>
Heavy duty armored fuel lines, set.	<b>30.00</b>
13 x 7" heavy duty reinforced steel wheels, each.	<b>35.00</b>
Stinger Koni shock absorbers, each, exchange.	
Rear	<b>19.95</b>
Front	<b>20.95</b>
Stinger Gabriel adjustable shock absorbers, front or rear, each.	<b>14.95</b>
Stinger GM-type heavy duty shocks (standard all Stages).	
Front or rear, each.	<b>9.70</b>
Fitch shock absorber stabilizer, set of four.	<b>29.95</b>
Oil pressure gauge kit.	<b>13.60</b>
Oil temperature gauge kit.	<b>30.00</b>
Stinger Sun electric tachometer — 0 to 7000. 270° sweep transistorized in one unit.	<b>47.90</b>
Stinger heavy duty front springs (standard all Stages), each.	<b>8.75</b>
Stinger heavy duty rear springs (standard all Stages), each.	<b>6.85</b>
<b>SHOW ITEMS</b>	
Stinger cast aluminum rocker covers, set of two.	<b>29.95</b>
Talbot aluminum racing mirrors, each.	<b>7.95</b>
Mag-style wheel covers, set of four.	<b>77.95</b>
Magnesium wheels with studs and hub caps, each.	<b>65.00</b>
Stinger fiberglass deck lid, with air scoops	<b>150.00</b>



10



11



12

Racing-type, three spoke, deep dish steering wheel.  
 200,000 candle power driving lamp.  
 AM/FM Stinger radio with antenna.

**Price**  
**46.50**  
**12.00**  
**123.80**

**MISCELLANEOUS ITEMS**

	Stinger Technical Manual	3.00
	Yenko roll bar (crash tested).	69.95
	Auxiliary 10 gallon gas tank, with installation brackets and hoses.	75.00
	Yenko fibreglas seats, less upholstery, each.	20.00
Photo 11	Yenko fibreglas seats, upholstered, each.	55.00
	Competition seat belts, each.	15.95
	Shoulder harness, each.	17.95
Photo 12	Stinger jacket patch.	1.00
Photo 12	Stinger pins — "Be a Swinger in a Stinger"; "Help Stamp Out Tea-Are-Fours in a Stinger."	.75
	Stinger T-Shirts.	2.00
Photo 12	Stinger car emblem.	3.00
	Firestone Indy tires 5.50—8.10 x 13 front, each.	36.86
	Firestone Indy tires 6.60—10.50 x 13 rear, each.	38.61
	Firestone tubes 5.50—8.10 x 13, each.	7.91
	Firestone tubes 6.60—10.50 x 13, each.	8.75
	Goodyear GP R2 tires 7.00 x 13, each.	41.67
	Goodyear tubes 7.00 x 13, each.	7.62



"IT HANDLES AS WELL AS ANY PRODUCTION SPORTS CAR AND BETTER THAN MOST."

— STIRLING MOSS

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