



DISTRIBUTOR GEAR FITTING TIPS

READ BEFORE INSTALLATION

WARNING: INCORRECT INSTALLATION WILL DAMAGE THE GEAR, DISTRIBUTOR AND / OR ENGINE BLOCK, AND CAUSE SUBSEQUENT ENGINE DAMAGE.

- ◆ Caution must be exercised if using a high volume oil pump, as it will cause severe and excessive distributor gear wear, resulting in oil contamination and potential engine damage.
- ◆ Ensure the distributor gear type chosen is compatible to the camshaft material. Eg: Most steel roller camshafts require an alloy bronze distributor gear.
- ◆ Always use a new roll pin when installing distributor gear.
- ◆ Before installation into the engine, the distributor gear should be coated with a zinc or moly based break-in lubricant to ensure maximum lubricity on start up.
- ◆ Synthetic oils should not be used during the camshaft / distributor gear break-in period.
- ◆ High quality 30 weight oil (20W-50) should be used for camshaft / distributor gear break-in period.
- ◆ Oil filter should not be by-passed under any situation.
- ◆ Always inspect the distributor gear for excessive tooth wear during the first few hours of operation (refer item on high volume oil pumps above).
- ◆ Refer to additional distributor gear installation instructions on Ford pinned thrust collar distributors if changing the gear on a Ford distributor.