

## **Installation Instructions for 40655, 40656 and 40657 Distributor Gear for Ford Applications**

**Caution: Gear installation is most critical and if improperly installed, severe damage to the engine block and/or distributor can occur.**

- 1.** Measurement of the original gear location is required before removal to obtain a relative starting point. To obtain this measurement remove the end play by applying pressure to the shaft against the housing and measure from the bottom end of the gear to the underside of the distributor mounting surface (see diagram). The measurement should be within the tolerance specified.
- 2.** Before removal of the original gear scribe a reference line on the shaft at the bottom side of the gear. The mark will help with installation in positioning of the new gear. Remove the roll pin and with extreme care, remove the gear without damaging the shaft end that drives the oil pump.
- 3.** Place the new gear on the shaft and position it so that it meets the scribed line and re-measure as in step 1. Minor adjustments can be made with the shim stack between the distributor housing and the thrust collar. If the proper tolerance cannot be achieved, a new pin location may need to be machined into the distributor shaft. This operation should be performed by a qualified machinist. If this is necessary, the new location hole should be machined at 90° from the original pin location.
- 4.** Once the gear location has been set, the gear can now be drilled through with a .125" (1/8") size drill.
- 5.** Install the new roll pin provided.

### **Break-In Procedure for Bronze Distributor Gear**

*Failure to follow these precautions can result in premature failure of the distributor gear and/or other engine components!*

- The gear should be generously coated with a moly-based camshaft break-in lubricant.
- Gear wear should be monitored during and after the break-in period for several hours. Check the gear for proper mesh, excessive tooth wear and tooth alignment.

