

# CARDONE™ ProTech®

Supporting Today's Vehicle Technician



## A Little Lube Prevents Distributor Gear Failure

**Application** Ford gear-type distributors.

**Problem** Replacement units installed in new or remanufactured engines experience distributor or cam gear failure.

**Cause** Failure to pre-lube distributor gear, prime oil pump, possible mismatch of gear and camshaft material, or inadequate oil pressure.

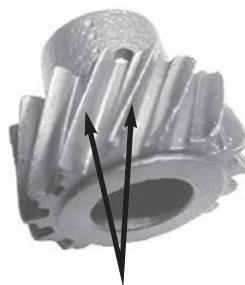
**Solution** Before installing distributor, lube distributor gear with grease and prime oil pump. Prime pump by using a drill with an intermediate shaft from an oil pump attached. Operate drill in a clock-wise direction until oil pressure develops. Or disable engine so it won't start then crank in short intervals until oil pressure develops.

### Installation Tips

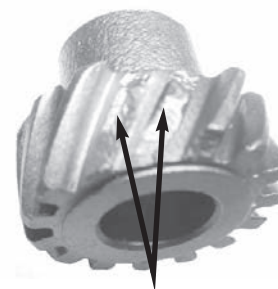
- Do not tap starter or crank engine to position gear teeth.
- After installation check for up and down play of distributor shaft (must be between .015 and .030).
- Check camshaft endplay for proper specification.
- If cam is changed it is very important that cam and gear material match. Steel distributor gears must only be used with roller camshafts, cast iron distributor gears only with cast iron camshafts.



**GOOD GEAR**



**WORN TEETH**



**BROKEN TEETH**