



Installation Instructions

Ford Distributor Gears 684039/686212

Distributor gear for SB Ford applications with .467" or .491" diameter shaft

DUE TO VARIED TOLERANCES IN DISTRIBUTOR SHAFTS, YOU MAY NEED TO ENLARGE THE HOLE TO FIT YOUR DISTRIBUTOR. FORCING THE GEAR ON WILL RESULT IN BREAKAGE OF THE GEAR. IF YOU NEED TO ENLARGE THE HOLE, HAVE THIS DONE BY A QUALIFIED MACHINE SHOP.

Caution: Proper gear installation is extremely critical and if not properly installed, severe damage to the engine block and/or distributor will occur.

1. Measure the original gear location before removal to obtain a relative starting point. Remove the end play by pressing the shaft (up) against the housing, then measure from the bottom of the gear to the underside of the distributor mounting surface (see diagram). The measurement should be between 3.995" and 4.005".

2. Scribe a reference line on the shaft at the bottom side of the gear before removal. This mark will help with the correct positioning of the new gear. Remove the roll pin and gear taking care not to damage the shaft or the oil pump drive end.

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 required. If the proper tolerance cannot be achieved, a new pin location may need to be drilled through the distributor shaft. This operation should be performed by a qualified machinist. If this is necessary, the new location hole should be drilled at 90° from the original pin location.

4. Once the gear location has been set, the gear can now be drilled the rest of the way through with a .125" (1/8") size drill.

5. Re-install the roll pin.

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

