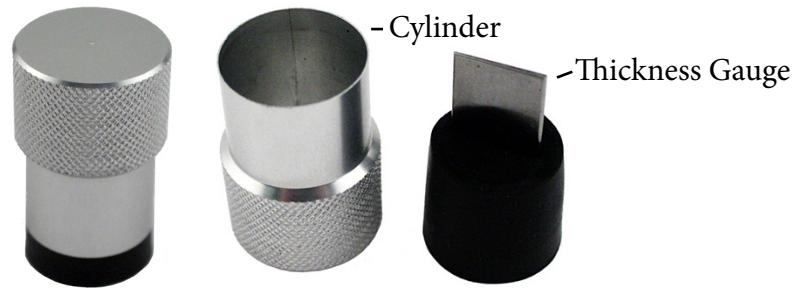


A-12198 Quick Point Gap Setter

You do not have to rotate the distributor cam to find the high spot, no cranking the engine to rotate the distributor shaft like you would in the traditional method. "Just Set and Get."



First remove the distributor cap, rotor and the distributor body to gain access to the breaker points. Always inspect the contacts to see that the surfaces are not burnt or pitted. If replacement of the point arm is required, refer to Les Andrews' "Mechanics Handbook" to replace the original style point sets. The newer "Modern"* point sets are replaceable without removing the distributor cam and upper plate. Once the new arm is in place and the cam is reattached, set the points using this tool.

1. Loosen the clamp screw on the top of the fixed point block (on original style points), on modern points loosen point mounting screws.
2. Remove the rubber stopper from the tool and set it aside.
3. Manually open the points sufficiently to slide the Cylinder (the Shell) of the tool over the cam so that the sleeve covers the cam lobes.
4. Release the move-able point arm so that the rubbing block of the move-able point arm rests on the outside of the sleeve.
5. Use the thickness gauge that projects from the rubber stopper to gauge the gap between the fixed contact and the move-able contact.
6. Once you have achieved this setting, tighten the clamp sleeve on the fixed contact (original style), or modern points tighten the mounting screws, and remove the cylinder from the cam.
7. Place the stopper back into the tool and reassemble the distributor...don't forget the rotor...and your done.

NOTE: Always use the thickness gauge provided with the tool and always insert the stopper back into the tool to keep the cylinder from being damaged.

**It is recommended to upgrade to the modern point sets for ease of replacement.*