



If there is a key way, just grind down a pin like you would use to hold the regular roller in place and use as a key. This is not a critical as you might think. The nut and spacer hold the small gear in place. It depends on if you are use a regular 6V coil or one of the T coils where you set the point to open. If you are using a regular 6V coil and condenser find top dead center on the no. 1 piston and find a place where the points are just about to open when you install the dist. Which ever cylinder this ends up being is no. 1. The wires then go 1243. Make sure you put good grease in the gear end.

[Top of page](#)[Previous message](#)[Next message](#)[Bottom of page](#) [Link to this message](#) By Albert Belling on Monday, June 01, 2009 - 11:39 am:

Thanks Mark, it does have a key way.You have been a great help. Al

[Top of page](#)[Previous message](#)[Next message](#)[Bottom of page](#) [Link to this message](#) By Ed Niedzielski on Monday, June 01, 2009 - 01:40 pm:

Albert, your Bosch is the model 600. There is supposed to be a collar spacer, part no. 68930, a little pin that looks like a rivet with a flat head, Bosch part no.68901 and spiral drive gear no. 68906 that is all held by the original Ford cam nut.

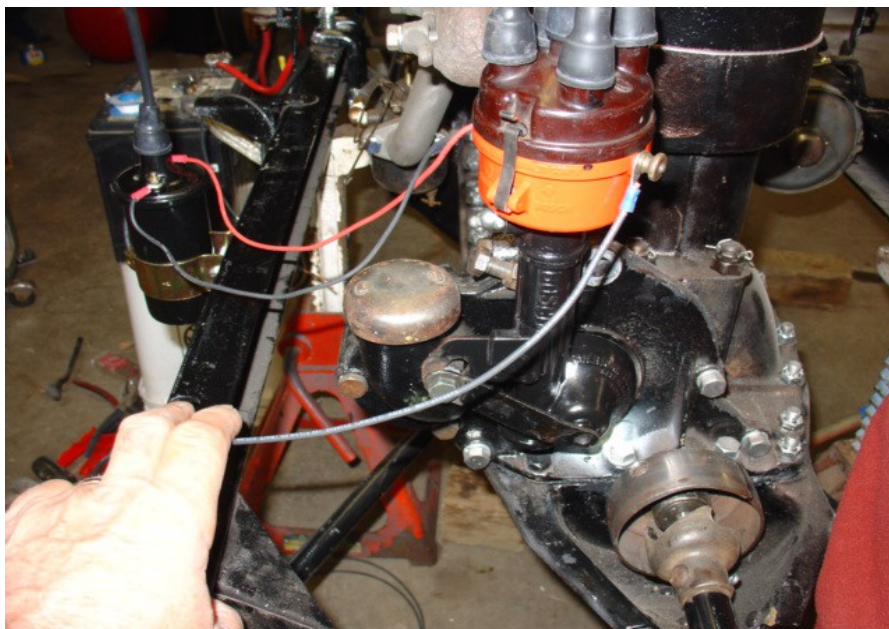
I would suggest you mount the distributor and use some gear bluing and hand spin engine over and check to ensure your tooth meshing is correct to ensure the collar spacer you have is an original with

the correct depth. I have seen a lot of distributor parts over the years with pretty sharp teeth, due to incorrect meshing.

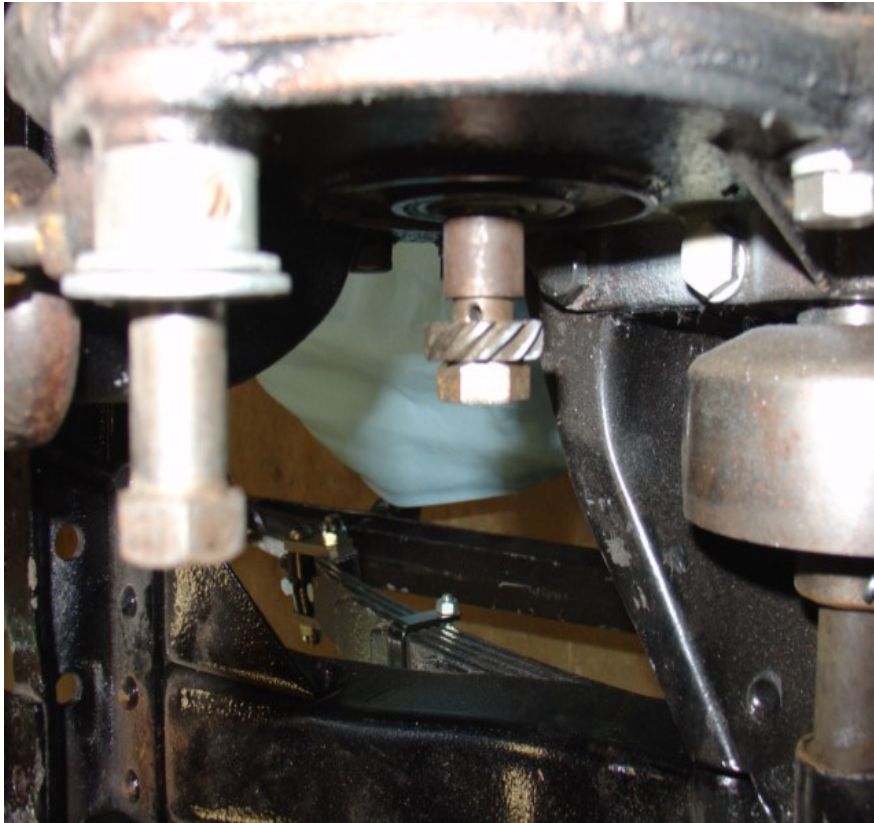
Top of pagePrevious messageNext messageBottom of page Link to this message By Ed Niedzielski on Monday, June 01, 2009 - 01:44 pm:

Forgot to mention, while you have the distributor off, if you want to really go correct on the unit, paint the head part of the head that houses the points and guts a Grabber orange color, similar to the Ford Mustang color. These Bosch's originally had a bright orange head and black main body.

I have original sales literature that shows this color and one or two originals with traces of this color as well.







The points can be .015" but the plug gap depends on the coil.
The wider the plug the better until it overheats the coil.
I would not set the plug gap more than .025 it could damage a regular coil.
If you buy a "hot" coil then you can safely go wider on the plug gap.
A wide too wide gap will cause a coil to heat up.

Bring your engine up to top dead center and just a little past. I have seen some suggest just bring to TDC but I like to error on the side of safety. Mount your gear on the cam shaft, I use a filed off nail to fit in the key way. There is a 1/2" spacer that goes on first, then the gear and pin, last the nut.

There is no dedicated No 1 spot. It will be trial and error. What you are looking to get, the points are just about to open when installed. The shaft turns counter clockwise looking from the top. You might have to pull it on and off and rotate to the next spot on the cam or back/forward a tooth to find the correct spot. Whatever terminal in the cap the rotor points to becomes your No 1.

Lube; they came with a cover over the shaft on the engine side, pack that and the gear housing with grease. Fill and turn in the grease cup that should be on the side of the

upper housing.

Which model do you have? There were several styles of the 600 clip on. There is one that is fully centrifugal advanced, no timing rod. The rest used the timing rod like a timer. If yours uses the rod you may want to get the rod fitted and close before you fully time it.

The Model T Ford Owner has full instructions if you can get a copy