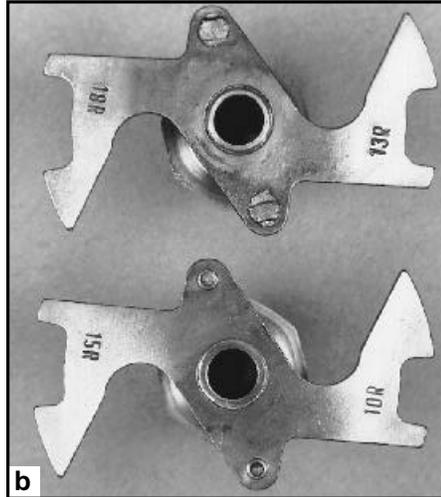
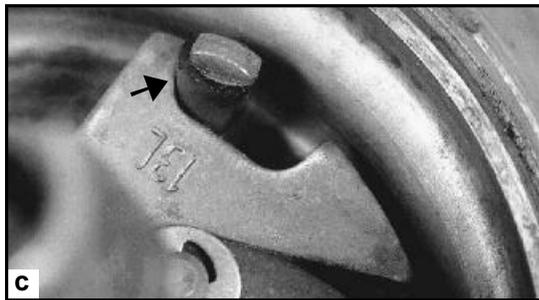


a



b

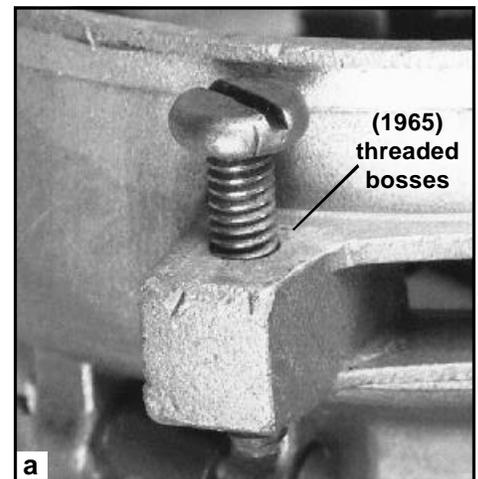


c

5H2: The 1965 distributor used a new cam and weight arrangement (a). The cam could be installed in one of two positions to vary maximum advance and generally used two different sized controlling springs. In addition, two cams were available (b). One cam allowed for a 10 or 15 degree maximum advance, while the other allowed for 13 or 19 degrees. Note the difference in arch length of each cam boot and the marking nearby. For reasons not fully understood,

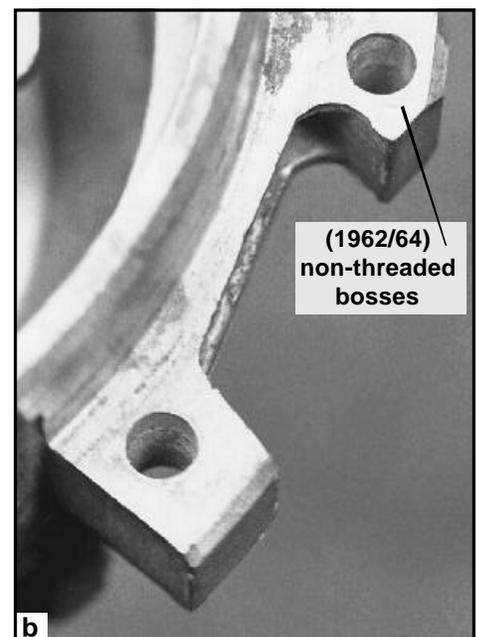
the numbers on the bottom of the cam carried a trailing *R*, while identical numbers on the top carried a trailing *L* (c). A small rubber cushion (arrow) was used on the post that engaged the cam's controlling boot. Ford stressed the importance of this cushion remaining in place to ensure proper distributor control.

5H3: A new change for 1965 was the incorporation of threads in the distributor body's vacuum advance housing bosses (a) and non-threaded holes in the vacuum advance housing. This was exactly opposite to previous years when the distributor boss holes had been drilled straight through (b) and threaded holes incorporated in the lower half of the vacuum advance housing flange. So, the vacuum advance housings between 1964 production and 1965 production were incompatible (even though they appeared to be identical). In short, a 1964 or earlier housing on a 1965 distributor would not allow the housing to be tightened against the distributor body, because of threads in both components. If a 1965 housing were installed on a 1964 or earlier distributor, there would be no threads for the screws to engage on either component. Therefore, the housing and distributor had to be kept together as a pair. Attached to the front of the vacuum advance housing was the same steel vacuum advance line (c) that was used on 1964½ Mustangs and other late 1964 cars.



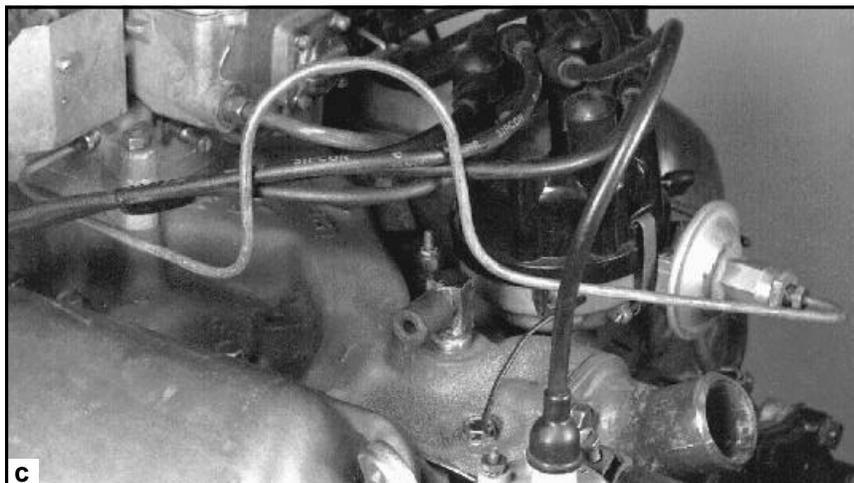
a

(1965)
threaded
bosses



b

(1962/64)
non-threaded
bosses



c