



TRITEC MOTORSPORTS FORD BIG BLOCK GEAR SAVES HEART OF LIFE-LONG VEHICLE

In 1970, Allen Beckett's parents purchased a brand-new Torino. He was six-years-old and immediately fell in love with the vehicle. "I started cleaning the car when I was 12, and when I would do a good job, my dad would let me drive it from one driveway to another. If I ever overlooked a speck or left a smudge, then the next weekend I wouldn't get to drive it from A to B and that would make me very sad!"

Fast forward a few years to when Allen now owned the car himself. He noticed that after a few engine swaps for performance and more power, he ran into an issue with the distributor gear. When it was pulled, the gear was shaved down and missing about one-third of its teeth. Allen pulled the engine out, took it apart, flushed it, cleaned it and replaced the camshaft with another cast cam with about the same specs. This particular cam only ran about 500 miles before the same thing happened.

The next round of fixes took Allen to a bronze gear, but that only ran about 200-300 miles before it started causing spark scatter. Allen continued to try anything and everything, including burnishing the drive gear of the cam under close supervision of an accomplished machinist.

He settled on this arrangement of replacing the gear every 300-500 miles until he heard about TRITEC's solution, a Ford Big Block Gear made from ultra-durable PTFE. "I ordered a new comp cam and burnished it. Installed that along with the new heads, intake and polymer distributor gear. Now I see very little wear on the gear and have doubled the life of the gear before spark scatter and no metal fragments in the oil at all," said Allen.

Allen continues to utilize TRITEC distributor gears on his vintage vehicles and hot rods and is very pleased with the success he's seen in maximizing performance.

