

## Ignition timing

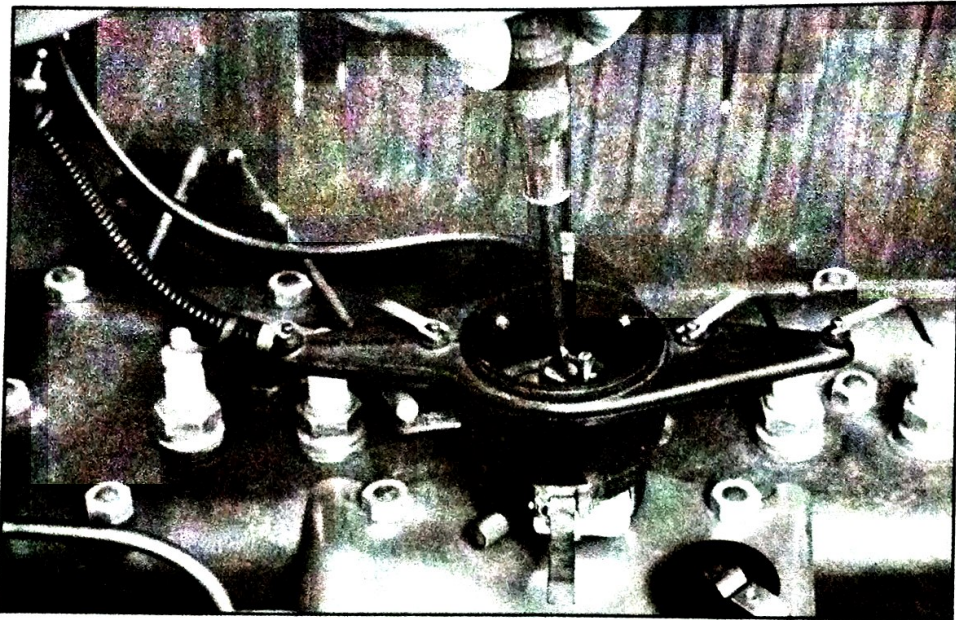
1. Fully retard the spark lever (all the way up).
2. Remove the distributor cap if it is not already off and check to see that the point gap is set at 0.018 to 0.022 inch. Adjust the points if necessary.



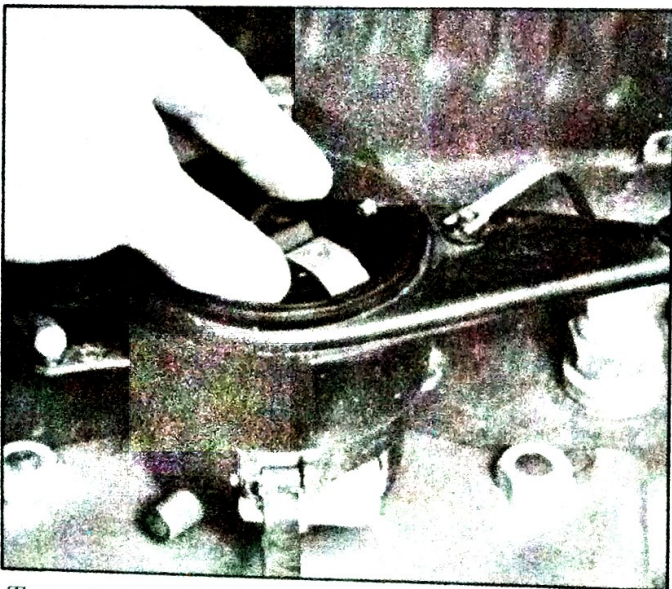
*The timing pin is inserted in the hole in the timing cover and pushed in gently as the engine is turned.*



3. Remove the timing pin located in the timing gear cover on the right front of the engine and turn it over, inserting it in the opening by the round end.
4. Using the starting crank, turn the engine over slowly. At the same time press in firmly on the timing pin. When the piston reaches top dead center, the timing pin should slip into the small hole in the timing gear.
5. With the pin in place remove the rotor from the distributor cam and loosen the cam locking screw until the cam can be turned.
6. Replace the rotor and turn it until the rotor arm is opposite the number one contact in the distributor cap.
7. Remove the rotor from the cam and slightly turn the cam in the direction of rotation until the points are just beginning to open. If the points are set properly, they should be fully closed when the cam is tightened.



*Loosen the cam locking screw to adjust the timing.*



*Turn the rotor to the number 1 contact in the distributor body.*



8. Check the timing by removing the timing pin from the recess in the timing gear, and turn on the ignition switch. While turning the engine over by hand, press in on the timing pin. If the engine is properly timed, a spark should occur between the points just as the pin slips into the recess in the timing gear.

9. When the ignition has been properly timed, turn off the ignition and replace the rotor and distributor cap. Remove the timing pin and screw it tightly back into the timing gear cover.