

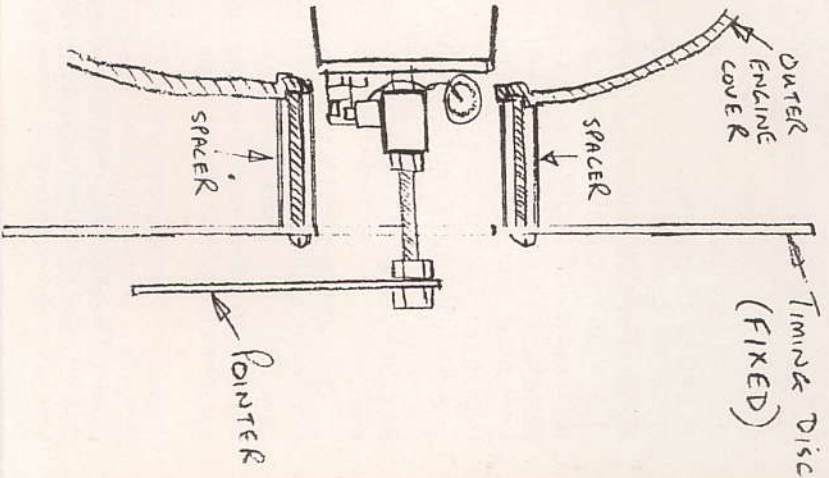
Lightweight ignition timing

In John Allen's excellent series on Lightweights it is claimed that the primary chaincase has to be removed in order to use a timing disc.

I have, for many years, used a simple method to enable a timing disc to be used by only removing the points cover.

A long bolt (about 3") is fitted in place of the contact breaker cam retaining bolt, with a locknut to retain the cam and a suitable pointer fixed to the outer end.

The timing disc is then fixed behind the pointer, using suitable spacers (mine are wooden) ensuring that the centre of the disc is concentric with the camshaft. You have to set the pointer to zero degrees at TDC, for which I revert to the spoke in the plug hole, only this time using any mark on the spoke as a datum, turn the engine both ways to the mark, note the readings on the disc and choose the mid-point. This is TDC and avoids having to guess the precise TDC at the top of the stroke. The disc I use is so large that the gear lever has to be removed, but this is still a lot easier than removing the chaincase.



Once set up, this device can be used to quickly and accurately set or check the timing, with the added advantage of checking the notorious auto-advance unit, but remember:

- *The pointer is turning at half engine speed*
 - *The pointer is turning backwards*
 - *The pointer hurts if you get fingers in the way*
- Hope this (and the sketch) helps.

John Woodward