

IGNITION TIMING

(SUPPLEMENTAL FOR VEHICLE 00 CC 43)

The B60 engine manual for my 'screened' engine stated the opposite of what is written below (it said the No. 1 cylinder was the FIXED set of points :-/)

⚠ Read completely before attempting to set the timing ⚠

This method of timing may NOT be applicable to your engine

To check the timing, remove the distributor cover assembly by slackening the hinged bolts at the sides and front of the distributor. From inside the vehicle, open (pivot) the inspection screen cover on the fluid flywheel.

Remove all six (6) spark plugs.

Turn the engine by hand (using the fan, pull the top blades toward you when standing at the right rear fender of the vehicle) until one set of points (either set) is on the high point of the cam. Adjust the point gap between 0.010 and 0.012 thousandths inch. Rotate the engine until the other set of points is on the high point of the cam and adjust (same).

Disconnect the wire to the ADJUSTABLE set of points and the wires to the post where that wire is attached (disconnect all wires from the distributor block).

Using a continuity light (or aircraft mag adjusting box/light) connect one wire to the spring band of FIXED set of points and one to the base plate of the points.

Turn the engine until you reach the top of the compression stroke on the No. 6 cylinder (rotor arm will point to #6 position on distributor cap). Check that the timing pointer on the fluid flywheel housing is between TDC and 2 degrees After Top Dead Center (A.T.D.C.). The FIXED set of points should just start to open or break in the distributor.

If the points do not break, loosen the two nuts that hold the distributor to the engine block and rotate the distributor until the points just break then tighten the two nuts to secure the distributor to the engine block.

Note: To obtain the correct timing, it is important that the when you rotate the distributor to adjust the timing you hold the rotor arm to the fully retarded position (left).

Turn the engine until you reach the top of the compression stroke on the No. 1 cylinder (rotor arm will point to #1 position on distributor cap). Check that the timing pointer on the fluid flywheel housing is between TDC and 2 degrees After Top Dead Center (A.T.D.C.). The ADJUSTABLE SET of points should just start to open or break in the distributor. If they do not break, loosen the two screws on the adjuster plate (not the screws that you loosened to set the point gap) and adjust the plate until the points just break. This is called "SYNCHRONIZING THE CONTACT BREAKER POINTS."

Check tightness of all screws and nuts, reconnect the wires in the distributor, insert the rotor, replace the cover on the distributor, gap and reinstall the spark plugs (.015"), close the screen cover on the fluid flywheel.

DONE!