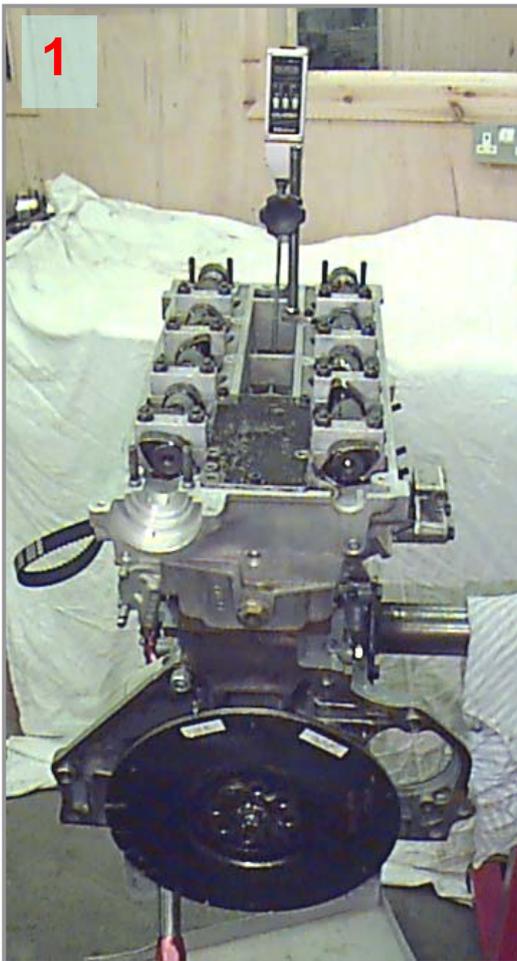


Instructions for cam timing

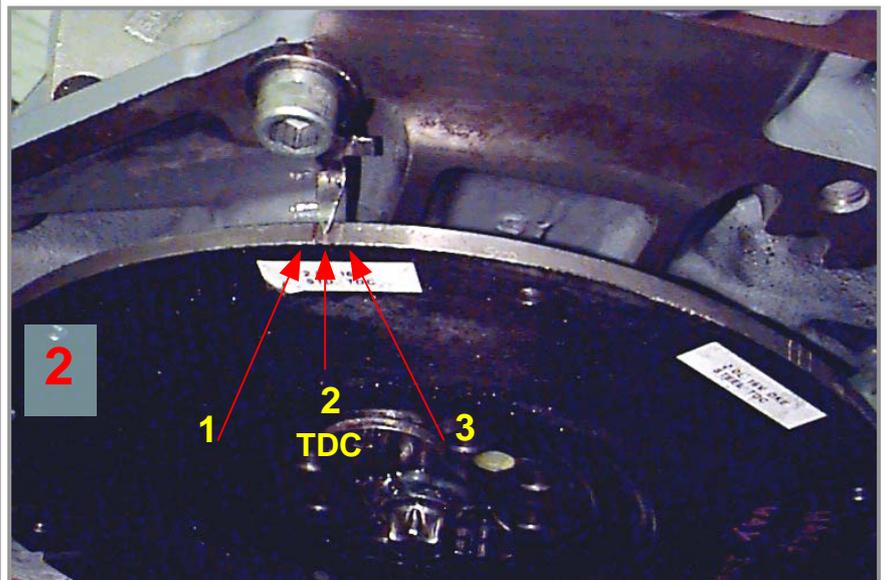
VERY IMPORTANT: MAKE SURE THAT PLENTY OF CAM LUBE IS USED THROUGHOUT THIS PROCESS OR DAMAGE COULD OCCUR.



Ensure the valves on no.1 & no. 4 cylinders are not open to avoid the pistons coming in contact with the valves & possibly bending them.

Place a dial gauge down on to no.1 piston and zero it at TDC. (Pic.1) **Once TDC is set, set pistons halfway down bore.**

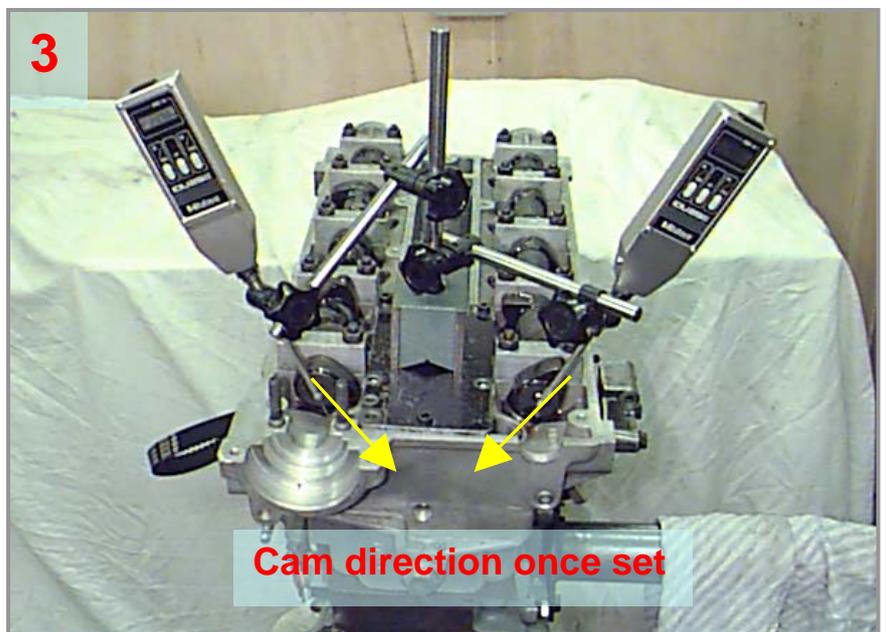
See note below.

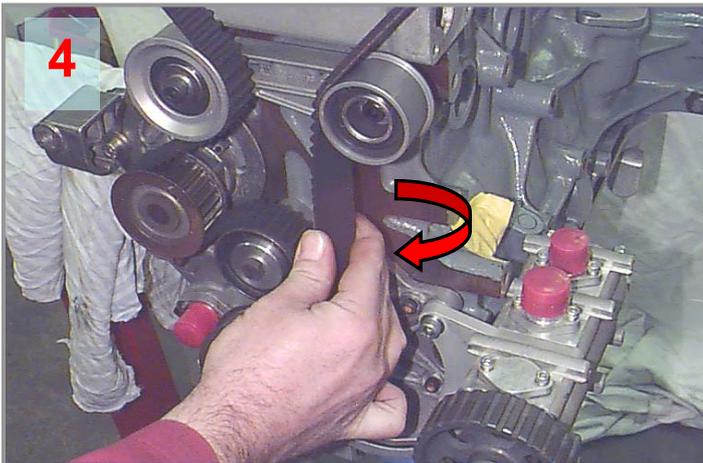


NOTE - There is a dwell at TDC so actual TDC is in the middle of the dwell, which is where the reading is taken from. (Pic.2)

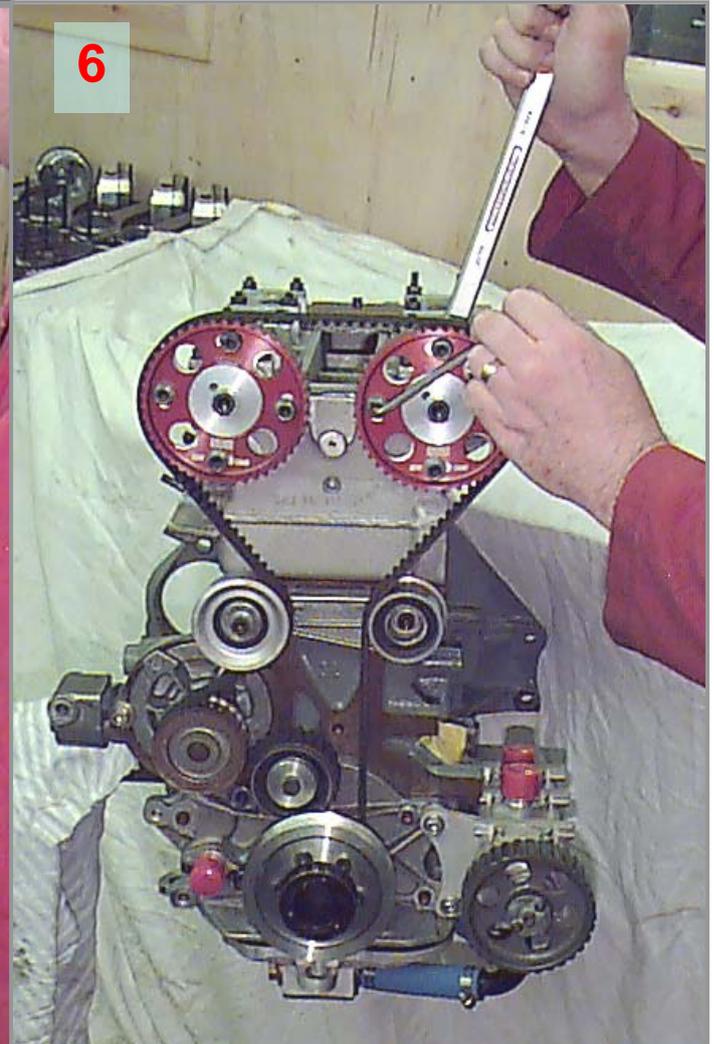
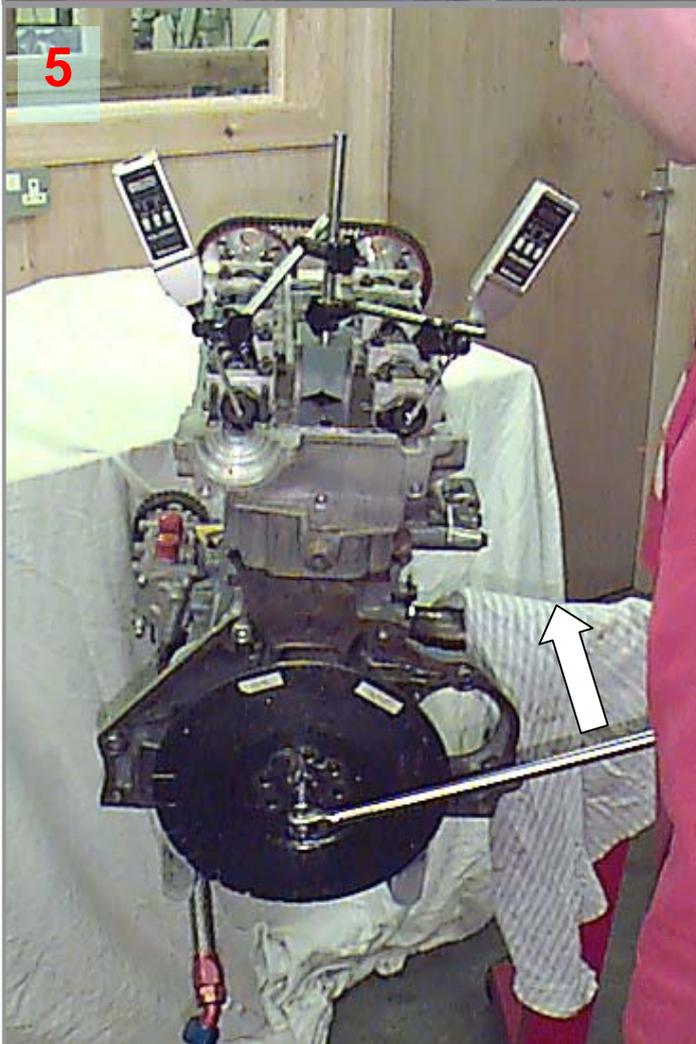
Place the dial gauges on to the followers making sure they don't catch on anything. Setting one cam at a time set the dial gauge to zero and then turn the camshafts to the recommended readings. (Pic.3)

When the cams are set the lobes on no.4 cylinder should be facing towards the centre of the engine





Once the cams have been set to the specified lift, set no. 1 piston back to TDC and put the belt on being careful that the cams do not turn. The belt should be tensioned so that you can't quite turn it through 90 degrees on the longest stretch. (Pic.4)



Finally turn the engine over towards the EXHAUST and stop it dead on TDC, hold it there and check the reading. When you go to adjust the cams the engine may spring back a fraction but that is okay as long as it is only the crankshaft and not the cams. Simply correct by undoing the Vernier pulleys(one at a time) and nudging the cams around. Turn the engine over a few times and read again. Repeat as many times as required.

Running in new camshafts

Before starting the engine, turn over the engine by hand to ensure that it turns freely, prime the oil system and check that everything is set to ensure the engine starts straight away. Do not turn over for any length of time on the starter.

Once the engine is running do not allow it to idle for the first 20 minutes, unless running in is required, then follow the separate running in procedure. Keep the revs to a minimum of 2500 in order to ensure adequate lubrication of cam and followers.