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 • VALVE ADJUSTMENT 1. Turn the engine over until the No. 1 cylinder exhaust lifter starts to move up. At this point install adjusting nut on intake rocker arm and adjust to zero clearance between rocker arm and valve tip. From this point turn adjusting nut down (clock-wise) 1/4 turn more for final adjustment. 2. INSTRUCTIONS FOR ENGINE PARTS REMOVAL - Jegs High Performance
 With the engine off, open the hood and locate the crankshaft pulley. There will be a mark on the crankshaft pulley along with degree mark(s) on the timing cover. Tip: These marks can be observed while the engine is running by illuminating this area with the timing light to check and adjust ignition timing. Step 2: Locate the number one cylinder.
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 To adjust your timing, all you need to do is turn the distributor housing one direction or the other, depending on whether or not you want to advance or move back the timing. If the rotor turns clockwise, you'll advance the timing by rotating the distributor counterclockwise, and vice versa.
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 Most cars have a decal in the engine compartment that shows the timing specifications. Tighten the distributor bolt when all adjustments have been made. Rev the engine up to 2,000 rpm and have your assistant observe the timing reading on the harmonic balancer. Record the timing setting.
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 About 35 years ago I ran a white timing tape that had each valve marked for adjustment. Same method, two turns. Here's another with solid lifters. Works well for me. You know those push button hand switches used for cranking your engine while working under the hood? Easy to make. Bought two from Jegs so as to have a spare.
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 The first thing to do is to remove the spark-plug. The comparator will subsequently be inserted in its place to make the adjustment of the timing advance. Firstly, however, you have to dismantle the stator and the rotor, which are found by turning the engine from the ignition side: the external element is the stator, the internal part is the rotor. The former has a "ring" shape and is fastened ...
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 A timing belt is one of the most simple, but crucial, parts of your vehicle's engine. Also known as cam belt or timing chain, the timing belt runs throughout your engine, ensuring that the valves work in timed coordination with each other. Though the mechanism itself is rudimentary, its function is so critical ...
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 This method employs the timing marks positioned at the side of the pulley and on the crankshaft but the adjustment is made while the engine is stationary. It is necessary to align the marks while number 1 cylinder is at top dead centre. Number 1 cylinder is the cylinder closest to the radiator.
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