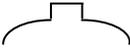


TM



8.2 Litre Performance Parts
Albuquerque, New Mexico

CLOYES ROLLER TIMING SET

- ⊕ Timing set is equipped with multiple keyways on the crankshaft sprocket to allow adjustment of the cam timing relative to the crankshaft.
- ⊕ In general, advancing the camshaft will move the power band down (lower RPM) and provide more bottom end torque, while retarding the camshaft will move the power band up (high RPM) and provide more high RPM HP.
- ⊕ The 'zero' or 'straight up' keyway will position the camshaft like a stock timing set would.
- ⊕ To retard the camshaft by 4°, use the square □ timing mark and the flat-bottomed keyway.

- ⊕ To set the camshaft 'straight up' (like a factory timing set), use the round ○ timing mark and the round bottomed keyway.

- ⊕ To advance the camshaft by 4°, use the triangular timing mark and the triangular bottomed keyway.

- ⊕ Most performance camshafts are ground advanced or retarded for the application, and intended to be installed using the 'straight up' timing chain position.
- ⊕ Be sure to check for clearance between non-moving parts and the timing chain / gears. Common issues include using the wrong bolts to mount the cam gear to the camshaft - bolts that are too long will stick out the back and hit the oil galley boss, while bolts with too big of a head or too thick of a washer may hit the distributor.
- ⊕ Make sure the chain alignment is good. If you picture looking at it from the side, the upper gear and lower gear should be directly in line with each other vertically, and the chain should be straight, not bent.
- ⊕ Lubrication is important. Do not make any other modifications that will restrict oiling to the timing chain. Adding holes to the oil galley plugs is not necessary (or recommended) except in very specific (rare) circumstances.

Some text above is from the old Cloyes instruction sheet that is no longer included with the timing sets.