

Adjustable Cam Timing – Low bucks style

When the pinto motor has its head or block faced, the distance between the cam and the crankshaft pulley is reduced. This changes the camshaft timing.

We are only talking about a few degrees.

However, advancing the cam timing has the effect of lowering the R.P.M. at which peak power occurs. The opposite is achieved when the cam timing is retarded.

One cheap way of achieving this is to remove the existing dowel [thing that lines up gear & cog]. Then set up the cam timing to the desired position and drill the cam to gear split line. Follow this up by thread tapping it to suit and fitting a grub screw [threaded section with Allen key fitting to tighten it].

Ensure that the grub screw is not sitting proud of the cog and that the cam bolt and washer is fully home, when tightening.

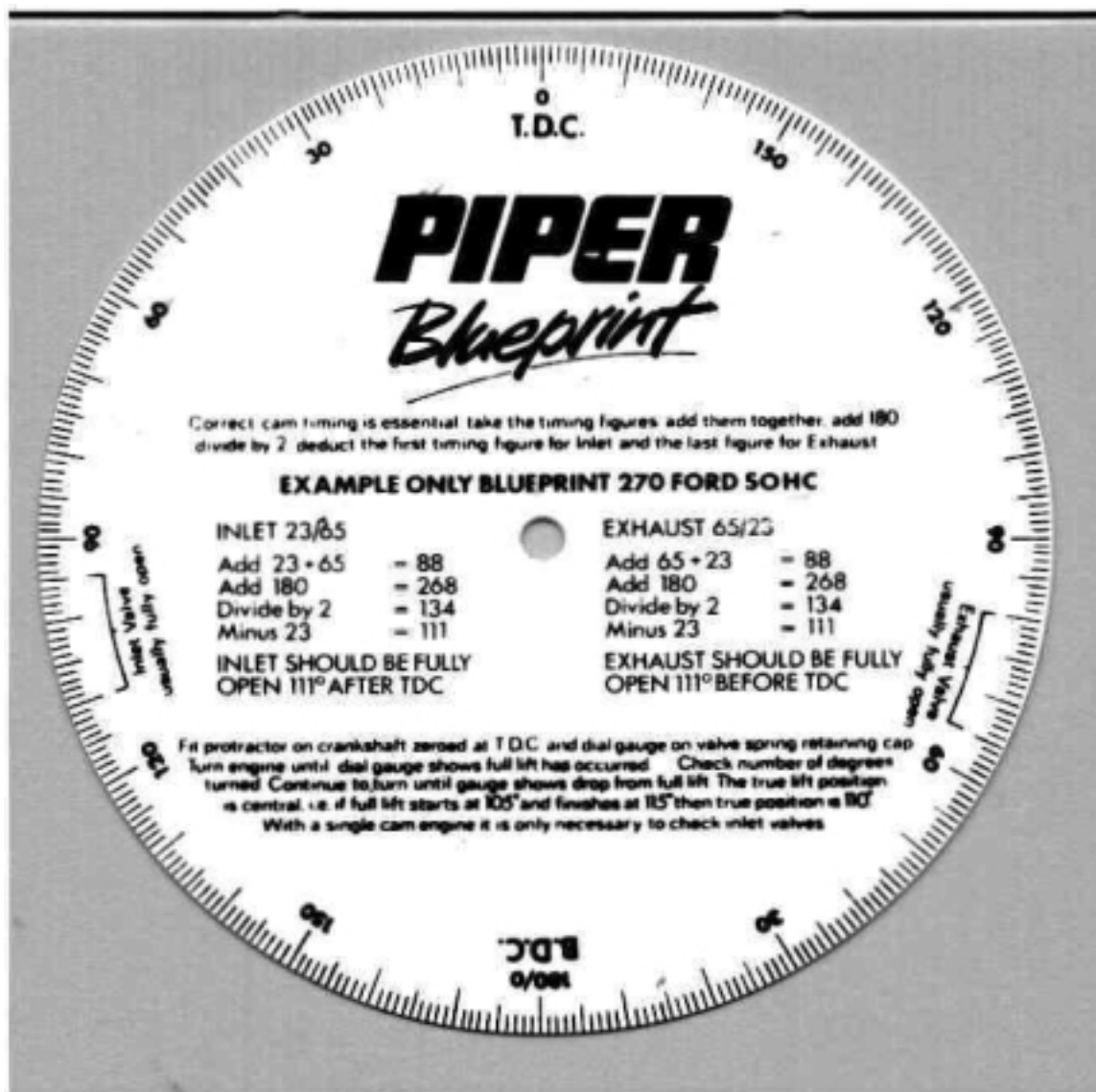
The timing could be set up differently as required and multiple holes drilled and tapped to suit.

The above gear fitted to my Escort, has been set up more than once.

It has been drilled with a 5 millimeter [mm] drill, tapped 6 mm

A 10 mm long fixing is used.

This has proved reliable and better still, costs bugger all.



ROGER MILLER