

TW Timer

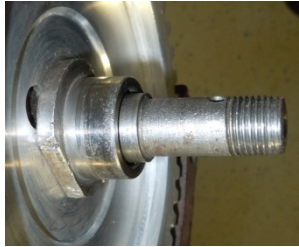
Noblesville Indiana.

317-431-1589

www.twcomponents.com

Instructions for installing a Carbon Brush Timer.

1. First remove your old timer housing. (Number the wires or identify them somehow.)
#1 Black #2 Red #4 Green #3 Blue
2. Remove the Roller or flapper assembly from the end of the camshaft.
3. Make sure that the front cover is clean & free from oil & grease.
4. **DO NOT LUBRICATE IN ANY WAY.**
5. A modern type camshaft oil seal is recommended in the front cover.
6. **At this point make sure that the camshaft gear nut does not protrude beyond the shoulder on the camshaft that the carbon brush housing will locate up against. See photo below. This is how it should look,**
If the nut protrudes beyond the shoulder on the cam shaft then the gear nut must be shortened to allow the Brush Housing to locate against the shoulder.



7. First attach wires to the terminals in the correct order & tighten with a 3/8 wrench. Do not over tighten.
8. With the lock wire still wound around the Brush Housing install it on the end of the camshaft, insert the pin washer & nut, do not over tighten the nut. As in Photo #1.
9. Turn the engine over until the brush is pointing towards the driver's side of the car. Now holding the brush in to prevent it popping out, unwind the lock wire straitening it so that it is pointing straight up. As in Photo #2
10. With the rod lever pointing vertical place the timer housing over the end of the camshaft & brush housing. Locate the timer housing into the lower portion in the front cover first & then push the top of the housing into the top portion of the front cover location **PULLING OUT THE LOCK WIRE** as the timer housing begins to trap the lock wire against the front cover. You should hear a click sound as the brush is released. As in Photo #3
11. Holding the Timer Housing firmly against the front cover position the Timer Housing retaining strap & tighten the bolt.
12. Adjust the timer in the same way as for any other type of timer 15deg AFTER TOP DEAD CENTER

DO NOT LUBRICATE IN ANY WAY.

Note

With the engine warmed up running on idle & Mag put the advance lever all the way up in the fully Retard position. Let the engine settle. Now slowly advance the the engine untill it picks up RPM, let it settle, then continue advancing the engine untill it picks up RPM again. Mark the position on the quadrant, this should be about the sweet spot to start with.

When running around 30 MPH play with the advance to get max performance but do not over advance.



Photo #1

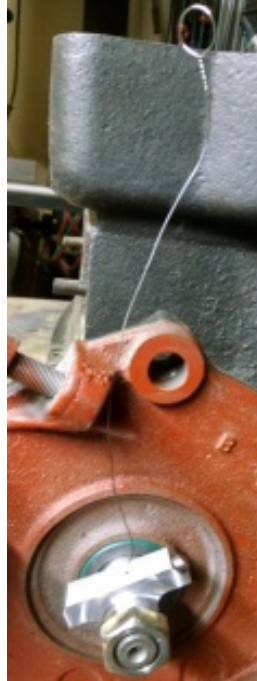


Photo #2



Photo#3

Just in Case FYI

