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Timer Indicator Instructions

How to set a T Timer when using coils.

The basic requirement for correct Timing of the Model T Timer, when using original coils is, "With the Advance & Retard lever in the fully Retard Position, the Timer should be set at 15.5deg After Top Dead Center (ATDC)". This of course presumes that you are running original Coils.

- Step 1. Remove the rod from the Timer so that you can manually rotate the Timer Body.
- Step 2. Remove all spark plugs & screw in the Timing Indicator into # 1 spark plug hole hand tight. By removing all spark plugs you eliminate the possibility of the engine trying to start & it's easier to turn over.
- Step 3. Slowly turn the engine until the indicator rises & stops moving. Rotate the barrel to line up the TDC line with the top of the body. You will hear air coming out of the hole at the bottom of the body when you are coming up on the compression stroke. You can set TDC on either stroke, but for setting the Timer you must be on the compression stroke.
- Step 4. Remove # 1 Coil Timer wire from the connection at the Coil Box end. Connect the LED Light Black Clip to the wire & the Red Clip to the battery positive connection on the Coil Box.
- Step 5. Slowly turn the engine until the 15deg mark on the Barrel lines up with the top of the body.
- Step 6. If the LED is ON rotate the Timer Body CCW until it goes OUT & then turn it back CW until it just comes ON.
If the LED is OFF rotate the Timer Body CW until it just comes ON.
You have your Timer set at 15deg ATDC.
- Step 7. With the Advance & Retard Lever all the way UP try & connect the Rod to the Timer **without moving the Timer Body**. If it does not align with the hole in the Timer, then bend the rod to lengthen or shorten it until it will just go through the hole. Replace the cotter pin. The Timer is now correctly set & adjusted to the Advance & Retard Lever.
- Step 8. Go for a drive come back wipe it down & have a beer!

How to set the Distributor Timing on a Model T

Because Distributors have Advance & Retard weights built in that advance the ignition timing as the engine speed increases, to set the Distributor correctly, with the manual Advance & Retard Lever on the steering column in the **full up position**, you must know the amount of advance that the weights will advance the timing.

So that when you set the static timing, (when the engine is not running) this plus the advance made by the weights is the correct total amount of Advance that you require when the engine is running.

You will be able to increase the timing with the manual lever if required while running.

Or if you set your static timing with the manual lever in the **mid position** this will allow you to adjust your timing either way to find the optimum ignition timing.

Step 1

Remove the rod from the Distributor so that you can manually rotate the Distributor Body.

Step 2

Remove all spark plugs & screw in the Timing Indicator into # 1 spark plug hole hand tight. By removing all spark plugs you eliminate the possibility of the engine trying to start & it's easier to turn over.

Step 3

Slowly turn the engine until the indicator rises & stops moving. Rotate the barrel to line up the TDC line with the top of the body.

You will hear air coming out of the hole at the bottom of the body when you are coming up on the compression stroke. You can set TDC on either stroke, but for setting the Distributor you must be on the compression stroke.

Step 4

If you were on the compression stroke when setting TDC turn the engine one & a half turns from TDC, this will start you on the next compression stroke for # 1.

Step 5

Connect the LED light Black Clip to the negative terminal of the ignition coil & the Red Clip to the positive terminal of the ignition coil. **REMOVE THE HT LEAD FROM THE COIL & turn on the ignition.**

Step 6

Remove the Distributor cap & make sure the Rotor Arm is in line with the #1 lead or about to when the engine turns.

If you are at the beginning of the compression stroke, turn the engine slowly until the deg line that you have selected for static timing is in line with the top of the body.

Step 7

If the LED is **ON** turn the distributor (in the opposite direction to the Rotor rotation) until the LED just turns **OFF**. **Your distributor is now set.**

If the LED is **OFF** turn the distributor (in the same direction as the rotor direction) until the LED comes **ON** & then in the opposite direction until it just turns **OFF**. **Your distributor is now set.**

Step 8

Set the Adv/Ret lever to the position you require, Full Up or Mid Way. Adjust the length of the rod to fit in the hole on the distributor **without moving the distributor body.**

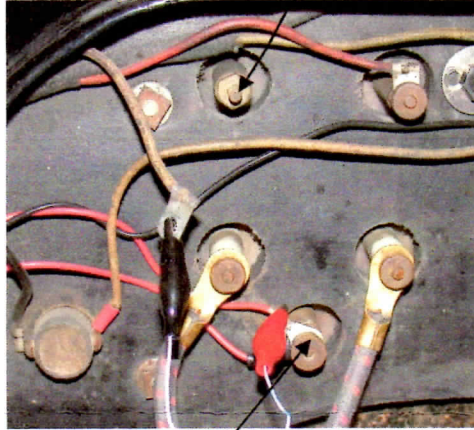
Step 9

Go for a drive come back wipe it down & have a beer!

Indicator Installed with
Ear pointing towards Piston



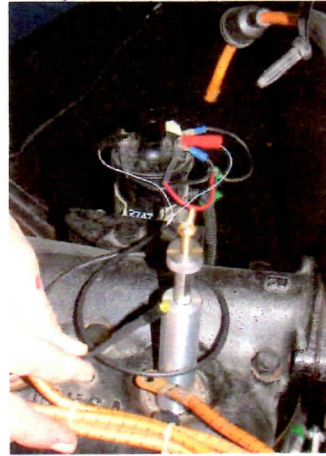
1 Timer Coil Wire disconnected



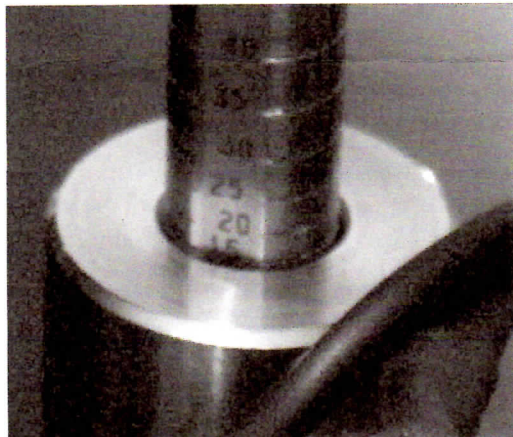
Indicator set at TDC



Battery Coil Connection



Ignition Coil Connection



Timer set at 15 deg ATDC



LED ON