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IGNITION TIMING

IGNITION TIMING:—For each engine as follows (see Vacuum Brake Setting below for adjustment depending on type of service and fuel used).

	Flywheel Degrees	Piston Position
All '85' Engines	4° BTDC	.0058" BTDC.

To Set Timing—No flywheel marks provided and timing should be set with piston on top dead center. With #1 piston on top dead center entering power stroke, loosen timing adjusting screw on left hand side of ignition unit housing, place screw in retard position at lower end of slot, move screw slowly up until timing contacts begin to open, note graduation on plate under screw head which is in line with reference mark on housing, move screw up exactly one additional graduation, tighten screw. This provides correct 4° BTDC. ignition timing.

NOTE—Dead center position can be determined by inserting gauge rod in cylinder or by measuring to tops of #2 and #3 pistons (should be equal).

Vacuum Brake Setting:—To adjust, loosen locknut, back off adjusting screw until engine 'pings' under load, turn screw in just enough to eliminate ping. If adjusted on Stroboscope, vacuum brake should retard spark to peepsight (set at 2°) at 950 RPM. (78-12127 Distr.), 650 RPM. (11A-12127 Distr.).

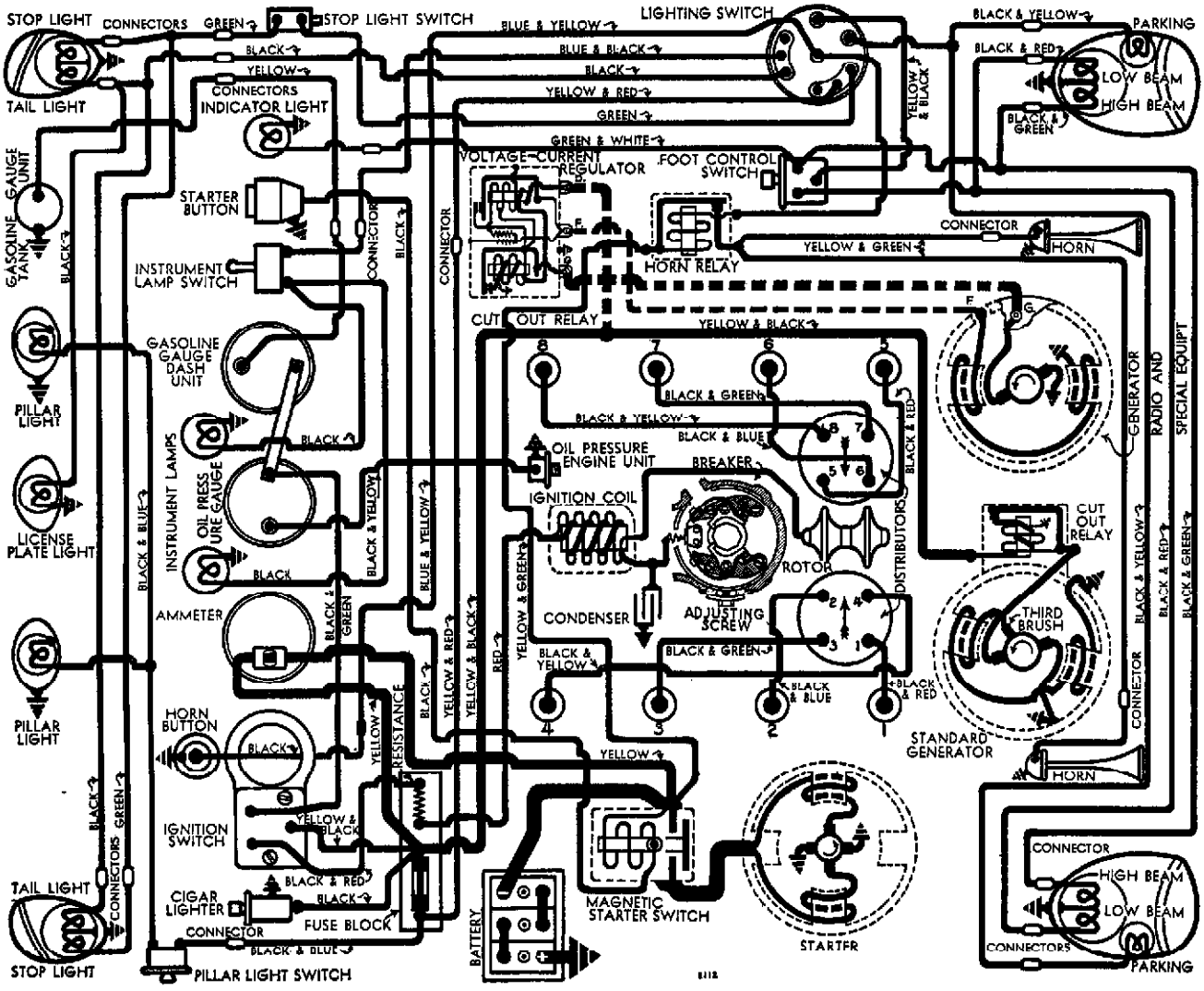
CARBURETOR

Stromberg Model EE-1, Ford No. 67-9510A or Chandler-Groves Model AA-1, Ford No. 91A-9510A. Dual (double barrel), downdraft type.

NOTE—Model 91A-9510A replaced by 21A-9510A.

For complete data, refer to Carburetor Index.

Idle Adjustment—With engine warm, choke valve wide open, and Fast Idle inoperative, set throttle lever stopscrew for 5-7 MPH. idling speed, turn each idle adjusting screw (one for each barrel, adjust in



1938 MODELS