YOU HAVE ACQUIRED A HIGH PERFORMANCE TIMING SET DESIGNED AND MANUFACTURED FOR OPTIMUM PERFORMANCE, DURABILITY AND MINIMAL FRICTION.

THE CRANKSHAFT SPROCKET IS MANUFACTURED WITH THREE (3) KEYWAYS AND THREE (3) RESPECTIVE TIMING MARKS.

THE LOCATION OF TIMING MARKS ON THE TOOTH RIM; WHETHER LOCATED ON A TOOTH, TOOTH SPACE, OR IN BETWEEN, IS STRICTLY A FUNCTION OF ENGINE APPLICATION.

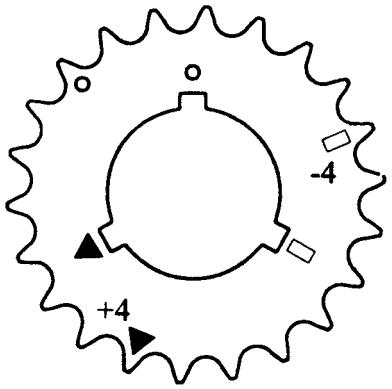
SEE REVERSE SIDE FOR GENERAL INSTRUCTIONS AND TIMING OPTIONS.

NOTICE

ONCE THE TIMING SET IS IN PLACE ON THE ENGINE, BE SURE TO CHECK FOR PROPER CLEARANCE BETWEEN THE TIMING CHAIN AND THE ENGINE BLOCK. SHOULD THE CHAIN MAKE CONTACT WITH THE BLOCK ANYWHERE, CORRECTIVE MEASURES MUST BE TAKEN. THE CHAIN MAY SCRAPE THE BLOCK AS A RESULT OF;

1. SLIGHT MANUFACTURING VARIATIONS FROM BLOCK TO BLOCK.
2. EXCESSIVE WEAR OF THE CAM THRUST SURFACE ON THE BLOCK.
3. OIL GALLEY PLUGS NOT FULLY TIGHTENED.
4. A COMBINATION OF THE ABOVE.

NOTE: THE LOCATION OF THE TIMING MARK ON TOOTH SPROCKET PERIPHERY IS HELD TO A TOLERANCE OF ± 0°30' TO INSURE QUALITY AND ACCURACY OF TIMING.



OPTIONS

3 KEYWAY CHOICES FOR MAXIMUM PERFORMANCE;

"O" FACTORY STANDARD TIMING (same as original equipment O.E. valve timing relationship).

"▲" CAMSHAFT ADVANCE, for earlier valve timing (provides 4° camshaft advance)

"□" CAMSHAFT RETARD, for later valve timing (provides 4° camshaft retard)

INSTALLATION

USE KEYWAY MARKED "O". ALIGN MARK AT TOOTH RIM WITH CAM SPROCKET TIMING MARK ON CAM/ CRANKSHAFT CENTERLINE.

USE KEYWAY MARKED "▲". ALIGN MARK AT TOOTH RIM WITH CAM SPROCKET "O" MARK ON CAM/ CRANKSHAFT CENTERLINE.

USE KEYWAY MARKED "□". ALIGN MARK AT TOOTH RIM WITH CAM SRPOCKET "O" MARK ON CAM/ CRANKSHAFT CENTERLINE.