

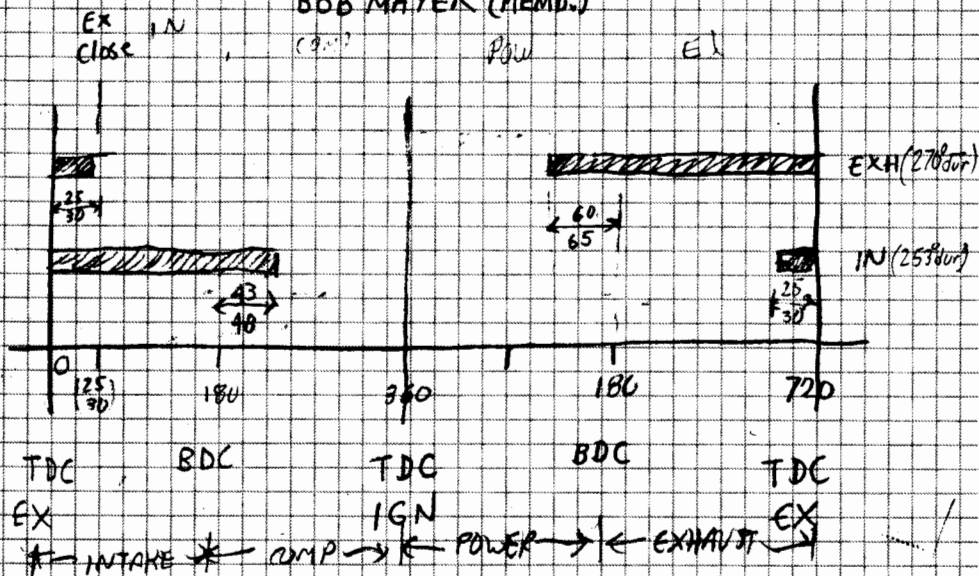


I & I SLING INC.

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①

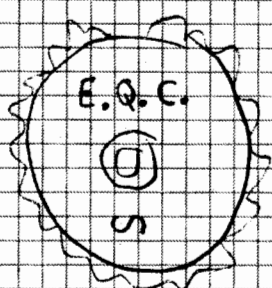
BOB MAYER (MEMB.)



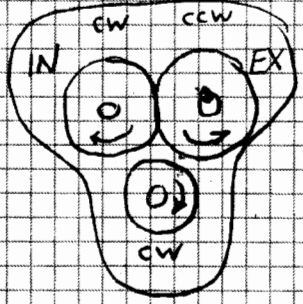
Irving pg 150
Clymer pg 92
time inlet first

JCL = 8 E
H 22
B 82
JCL 2015
JCL 2012
JCL 2010

Graph above represents "design values" found in Clymer and Irving books



back of cam wheels (both)



♦ BEWARE OF IMITATIONS ♦

CERTIFIED PROOF TESTING
SLINGS - WIRE ROPE - CHAIN - NYLON - FITTINGS



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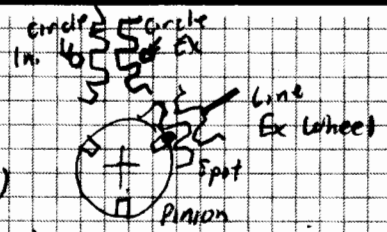
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②

Prelim Check:

Initial Gear Settings:
Piston at TDC

In/Ex marks match at (opposite)
approx 40° BDC
Both valves on base circle (no lift) = TDC at ignition



Lift Measured at pushed end of rocker; other follower removed; w/ zero lash; no shim between cam & follower

Intake

Lift begins 270 BTDC
Peak lift 50 BTDC
Closes 95 BTDC

This prelim setting was too advanced

Reset as follows

Engine at TDC

Circles on inlet/exhaust touching - horizontal opposed

Line on exhaust wheel toward pinion

Seems to be correct; recheck timing

After graphing, seems like intake timing is correct, but exhaust seems like it is still too advanced.

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