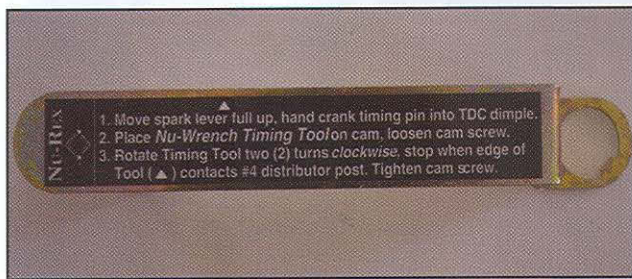


Nu-Rex Spark Timing Tool

Model A timing has been pretty loose regarding the process versus the results. Frequently timing is set by eye, looking into the distributor and taking a stab at moving the cam to the optimum position. Because the Model A has a manual advance, adjustments can be made from the driver's seat and so this casual way of setting the timing can work. However, allowing for some adjustment, having the correct timing point in the beginning will make the Model A more efficient, run cooler and have more power.

Nu-Rex in Akron, OH, has been making various items for the Model A since 1990. They have come up with a simple tool that will allow the timing adjustment on point or transistor ignition distributors.



While simple instructions are written on the handle of the tool, more detailed instructions follow:

1. Move the steering column lever from full 'UP' to full 'DOWN'. The edges of the upper point plate control arm should contact first one side of the opening and then the other (one inch total) of the distributor.

This is 40 degrees timing range at the crankshaft. A range of approximately 34 degrees is all the engine can use. If that arm travel/range is less, the steering column needs to be adjusted. Once the column clamping bolts are loosened the column can be rotated to achieve the desired range (on 30-31 two tooth steering columns, not on 28-29 seven tooth steering columns).

2. Adjust the point gap to 0.020 inch; transistor ignition pick-up trigger gap should be set per kit instructions (usually 0.003 inch).

3. Set the steering column spark control lever full 'UP'. This sets initial spark timing for zero degrees/TDC for start/idle.

4. Remove the timing case 'Timing Pin' – insert the rounded end into the case cover. Hand crank the engine so the 'Pin' centers into the dimple of the engine camshaft gear. This is Top Dead Center (TDC) on cylinder #1.

5. Remove the distributor cap and rotor. Place NU-Wrench on the point cam or transistor pick-up trigger wheel (reluctor): loosen the cam or trigger wheel holding down screw for a slight drag on the wrench rotation and rotate the wrench clockwise. This removes distributor shaft drive train slack.

6. Rotate the Timing tool two (2) turns clockwise. STOP when the tool leading edge (▲) contacts the #4 rearmost distributor pin. Hold the tool against the pin and tighten the cam or trigger wheel screw. This concludes adjustment.



7. Reinstall the rotor and distributor cap.

For other specific timing setting and measurements the NU-Rex Precision Timing Kit is recommended.

An optional timing setting involves “retard” for ease in start up condition and a slower idle speed. Substitute step #3 as follows:

Set the steering column spark lever one (1) or two (2) detent clicks down. This sets the spark timing at 4 degrees or 8 degrees crankshaft retard (each click down is 4 degrees). Continue with the remaining instructions above.

For questions regarding this tool, contact www.nurex.com or call 330-784-5334. The tools are sold through most Model A parts suppliers.

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