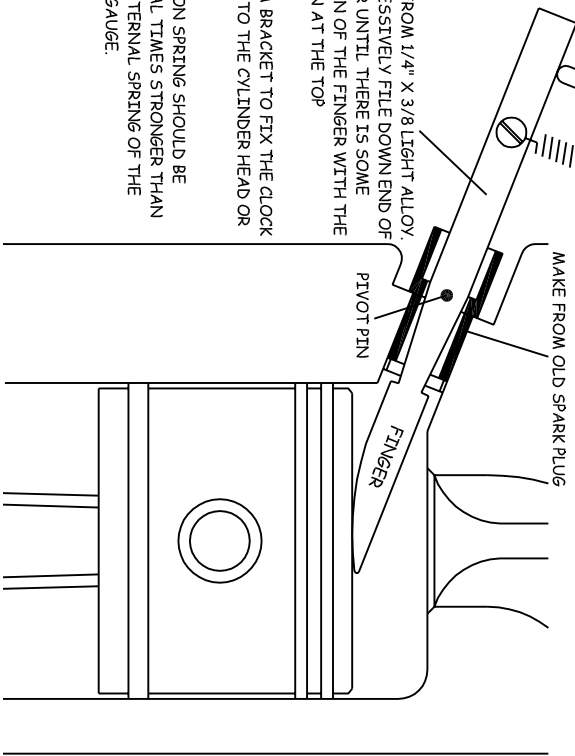
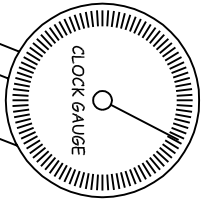


SET PISTON TO ABOUT 1/4" BELOW TDC ON THE COMPRESSION STROKE BY VIEWING THROUGH THE SPARK PLUG HOLE BEFORE INSERTING THE FINDER. NEVER TURN THE ENGINE MORE THAN 45° EITHER SIDE OF TDC WHEN THE FINDER IS INSERTED. ALTHOUGH THE POSITION OF TDC CORRESPONDS TO THE MINIMUM READING OF THE CLOCK GAUGE IT IS NOT VERY ACCURATE BECAUSE THE VERTICAL MOVEMENT OF THE PISTON IS VERY SMALL PER DEGREE OF CRANKSHAFT ROTATION WHEN CLOSE TO TDC. ROTATE THE CRANKSHAFT ABOUT 15 DEG. FROM APPROX. TDC AND THEN MOVE IT BACK TO ABOUT 10 DEG. ZERO THE CLOCK GAUGE AND MAKE A TEMPORARY MARK OF THE CRANKSHAFT POSITION. ROTATE THE CRANKSHAFT TO ABOUT 15 DEG. THE OTHER SIDE OF TDC AND THEN MOVE BACK CAREFULLY UNTIL THE CLOCK GAUGE READS ZERO. MAKE ANOTHER TEMPORARY MARK. TDC IS THE MIDDLE OF THE TWO MARKS.



MAKE FROM 1/4" X 3/8 LIGHT ALLOY. PROGRESSIVELY FILE DOWN END OF FINDER UNTIL THERE IS SOME MOTION OF THE FINDER WITH THE PISTON AT THE TOP

MAKE A BRACKET TO FIX THE CLOCK GAUGE TO THE CYLINDER HEAD OR BLOCK.

TENSION SPRING SHOULD BE SEVERAL TIMES STRONGER THAN THE INTERNAL SPRING OF THE CLOCK GAUGE.

## TDC FINDER AND TIMING INDICATOR FOR MEADOWS 4ED

August



2007

