

Watch Timing Marks on Flywheel when Replacing

The flywheel to crankshaft bolt holes are evenly spaced, 60° apart and it is, therefore, possible to assemble six different positions.

If not correctly assembled, it will be impossible to time motor from flywheel markings. Instances of this have been noted and reported to us.

We are illustrating in Fig. 1 the correct relation between flywheel markings and crankshaft, and if mechanics will get this firmly fixed in mind, it will be easy to remember.

**No. 1 and No. 4
crank
throws are
up in this
illustration**



Figure 1

Two views of a correctly assembled flywheel and crankshaft are shown in Figs. 1 and 2. In both of these the crankshaft is in the position with No. 1 and No. 4 throws up. If assembled in the motor, No. 1 and No. 4 pistons would be at top dead center.

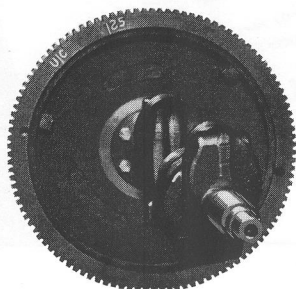


Figure 2

With crankshaft as stated, the flywheel should be assembled so that the marking "25" is to left of No. 4 crank throw as shown. This is left, looking at flywheel from front of motor. If assembled one hole in either direction, the "25" marking will be moved 60° one way or the other and can be quickly noted as wrong.

Remember it in this way. Your ignition timing according to instructions is always done with No. 1 piston on the up compression stroke. Therefore, the "25" flywheel timing mark must be just to left of No. 1 crank.

How to Punch Mark Timing Gears

Reports coming in here indicate confusion in the field in regard to the correct location of punch marks

on timing gears. This is no doubt due to the fact that the same information has been stated in different ways.

The statement on Page 43 of the Series AB Repair Manual is correct. The illustration on Page 42 of Series AB Gears, however, does not tie in with the instructions.

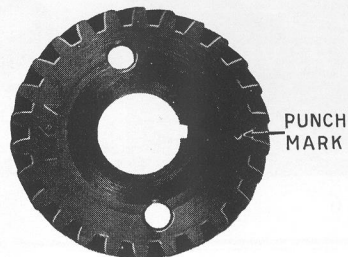


Figure 3

Figure 3 illustrates crankshaft gear. The face upon which punch mark is located is away from crankshaft. This gear is correctly marked. The correct location is exactly opposite keyway and will fall between two teeth.

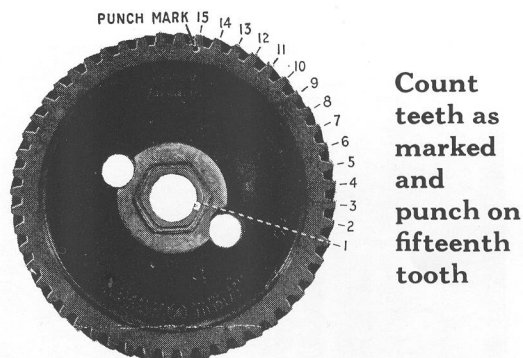


Figure 4

In Fig. 4 is shown the camshaft gear. This marking is located by starting to count with the tooth exactly opposite the keyway as indicated. Calling this tooth No. 1, count anti-clockwise, or to the left, 15 teeth and punch mark the fifteenth tooth.

These statements apply to all gears whether fabric or steel.

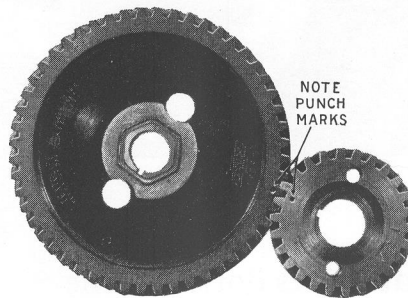


Figure 5

When mated properly, the tooth which is marked on camshaft gear should be matched with the mark on crankshaft gear as illustrated in Fig. 5.

Relation of Piston Saw Slot to Camshaft

Invar-Strut Pistons should be installed in motor with the saw slot away from camshaft.

The statement on Page 35 of the Series AA-AB Repair Manual, issued February 1, 1928, is incorrect. Correct your copy now.