

MARKING TOP DEAD CENTRE

The first thing to do is remove the generator and fan belt. This will reveal the crankshaft pulley and make it a lot easier to do the job.

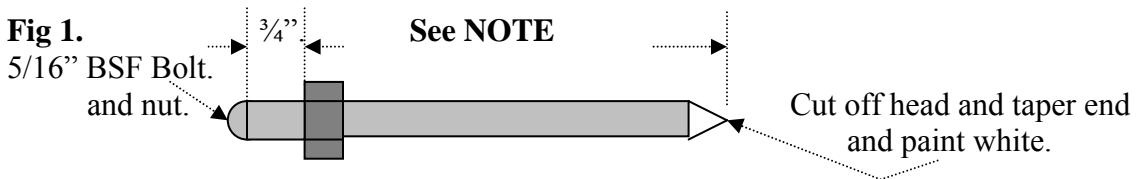
Replace the timing chain cover bolt directly opposite the outer edge of the pulley with a 5/16" BSF beheaded bolt with its end tapered into a timing pointer (See Fig 1).

TDC is found by: -

1. Bringing No 1 piston up to just before TDC, by looking through the plughole.
2. Then screw a spark plug body (with a thread tapped through the middle) into No1 cylinder (See Fig 2) and then screw the threaded rod into it to touch the top of the piston and lock in position.
3. Mark the crankshaft pulley in line with the pointer then turn the piston away until it again touches the threaded rod again (nearly a full revolution) and then mark the pulley again. TDC should be half way between the two marks.
4. Do this twice more with the threaded rod in slightly different positions, to check the accuracy of the first attempt.
5. File a notch at TDC and a second one clockwise for 6 Degrees before TDC. To calculate the distance between the two marks, use the formula below.
6. Put some white paint in the 6 Deg. notch and you have an accurate mark for both static and stroboscopic timing.

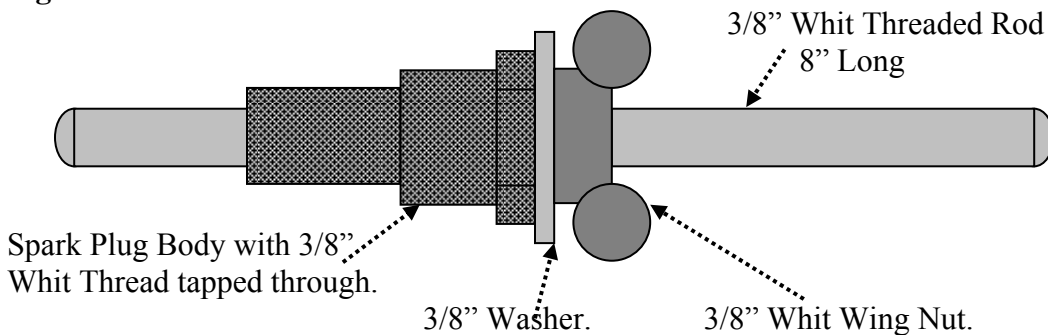
FORMULA

Distance between the two marks = Pulley diame $\times \frac{22}{7} \times \frac{6}{360}$



NOTE: - This is the distance from the timing cover flange to the pulley, this may vary depending on the pulley fitted.

Fig 2.



See update next page

UPDATE 20/09/09

“How to find the firing point on No. 1 - Barrie, Victoria, Australia

Hello, I used to work at Longbridge starting in 1948 in the rectification dept.

The way we used to find the firing point on No1 on an A40 was to put a 2 thou feeler in No7 valve, turning the engine until it was just gripping the feeler and that was just right for No 1 firing.”

Taken from an A40 Forum

Hi Don,

I don't know whether anyone has responded to your query dated 8th August, but the valve timing for the Devon is as follows :-

Based on a clockwise direction of rotation

Inlet opens -5 degrees TDC

Exhaust valve closes +10 degrees TDC

Exhaust valve opens +120 degrees TDC

Inlet closes +225 degrees TDC

This information taken from the A40 Devon Service Manual, a must for anyone owning a Devon. Secondhand copies of which are available from The Austin Counties Car Club Spares Secretary , Ray Dawes.

If you want to save 10% on the cost of the manual plus any spares you may require then why not become a member of the Club. A Membership Application Form is available on the website.

Regards
Dennis Robinson
ACCC Membership Secretary

As the 100 inlet valve also opens 5Deg before TDC The above method of finding No1 firing point is a way of checking your finding.

Don 20/09/09