

Setting Side Mount 8N Timing, by BeeMO

I have worked on a lot of dist. type systems in the past 40 years and the first thing I learned was bench mark the rotor position before removing the dist. A magic marker spot on the front, side or where ever you want and when you slip the dist. back in and the rotor lines up with your mark you should be good to go. If you rotate the crankshaft while the dist. is out you lost all the alignment you marked and saved. As Kelly said, your dist. has to be in good shape internally. The springs and weights are important. If they are worn or loose, your timing will float around. I have a side mount on a 52 and the timing method I used 4 years ago works well and I haven't had a lick of trouble with power or starting. This method can be used on any dist engine. Disconnect the wire from the coil to the side of the dist. Use a analog (one with a needle) VOM (volt ohm meter) and connect one lead to ground and one to the post on the dist. set the meter to read resistance. Turn the flywheel to your desired timing mark.* I think 8N was 4 BTDC. Rotate the dist. back and forth and you will see the needle will read contact and no contact. You can get the needle to wiggle a little which means you are somewhere between good point contact and no contact. Tighten the dist. bolt down, reconnect the wire from the coil and you should be about as close to perfect timing as you can get. When I fired my N up after setting the timing this way I checked it with a timing light and it was dead on the mark. If you don't want to use the VOM you can build your own rig with a 1 1/2 volt battery, wire, alligator clips, and a flashlight bulb. The same routine, light on, light off, desired is orange glowing bulb. Sorry for the long winded post but it works and can be done in the field and all you need is a pair of pliers to loosen the dist. nuts.

* 51N - In the timing mark window you will see the flywheel gear teeth. To the left of the teeth the shoulder of the flywheel is visible. With a slot head screw driver for leverage, advance the flywheel by the teeth until a white timing mark is visible on the shoulder. Line up the white mark until it is in line with a small pointer imbedded in the window casting on the left side.



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