

Adding Timing Marks to a 9N, 2N & Early 8N

by Dave Smith <*)>><

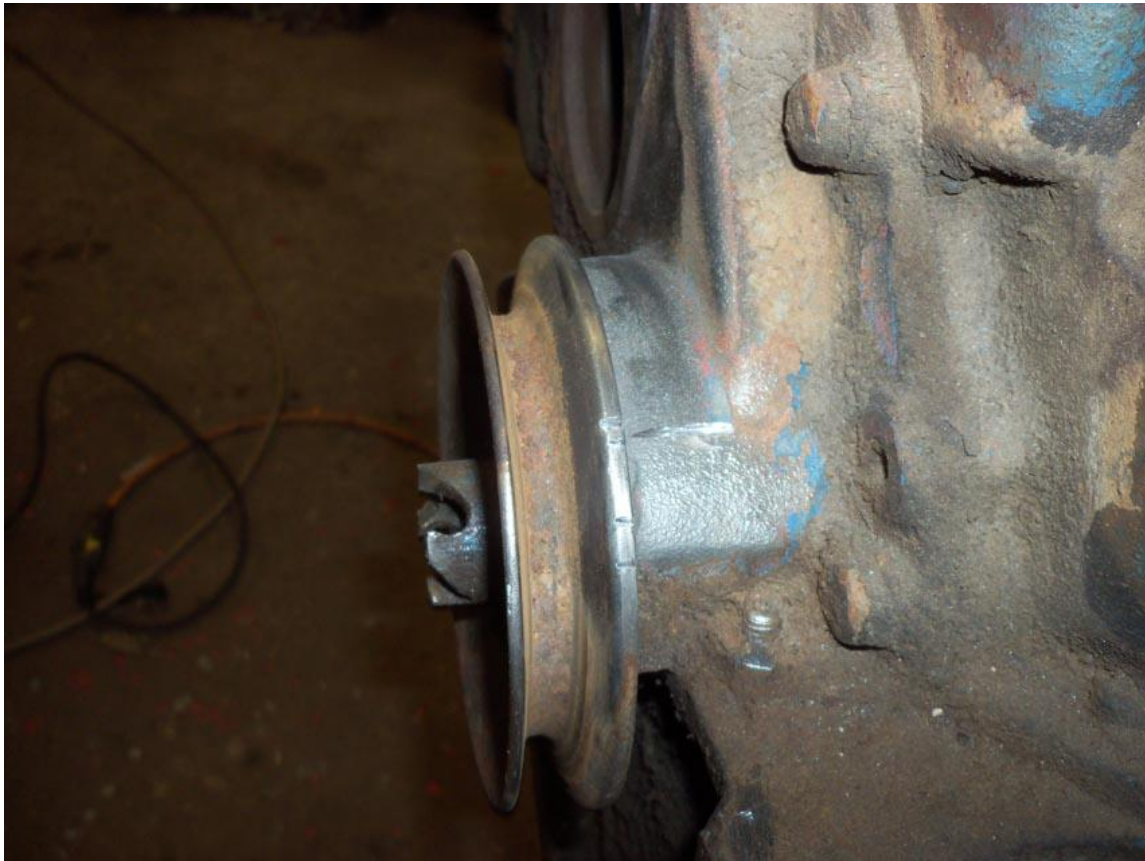
Ford did not install timing marks on the early N tractors. I decided to add my own. I have the head off of this early 9n engine. I used a dial indicator to find top dead center on no 1 cylinder on compression stroke (Both valves closed).



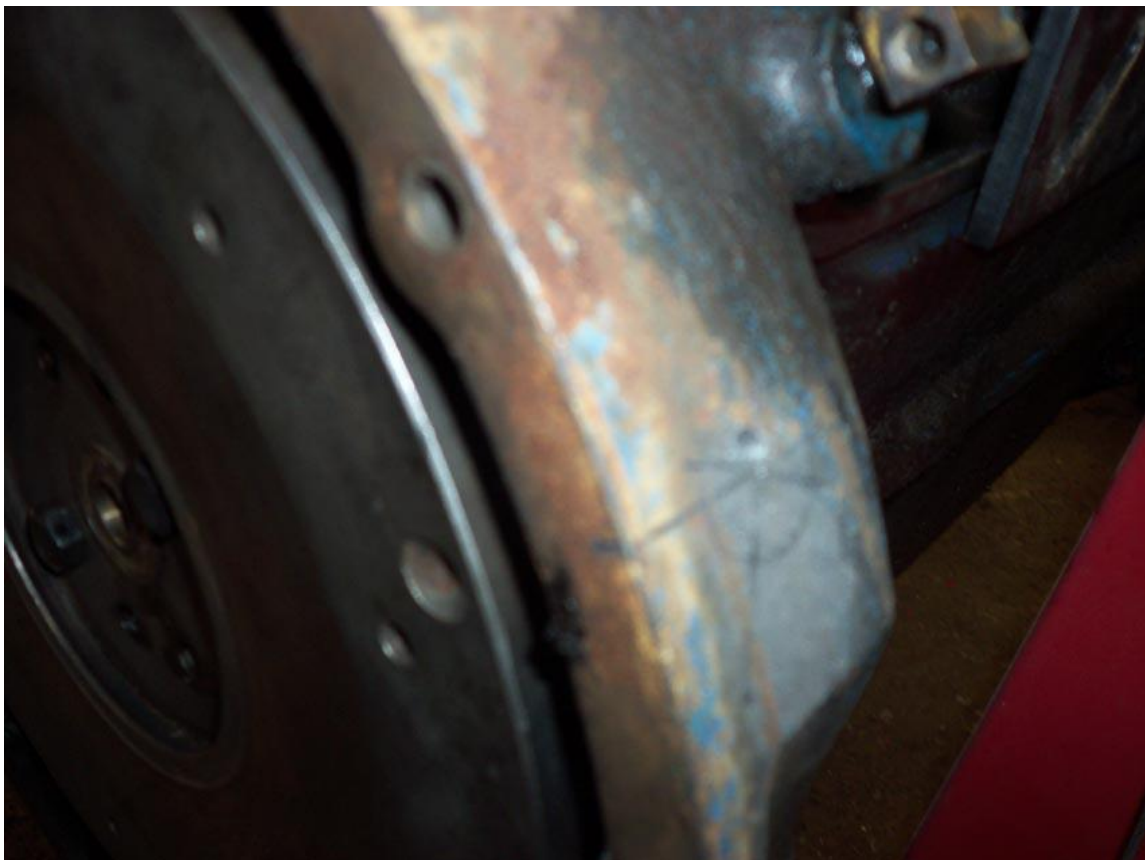
I used a Dremel tool to add marks to the front pulley and engine block. By measuring the circumference of the pulley and dividing that by 360°, I found the distance for 1° and multiplied that to get the measurements for the other marks. I used a dressmaker's cloth measuring tape to take the measurements.

0° (TDC), 4°, 17°, and 25°

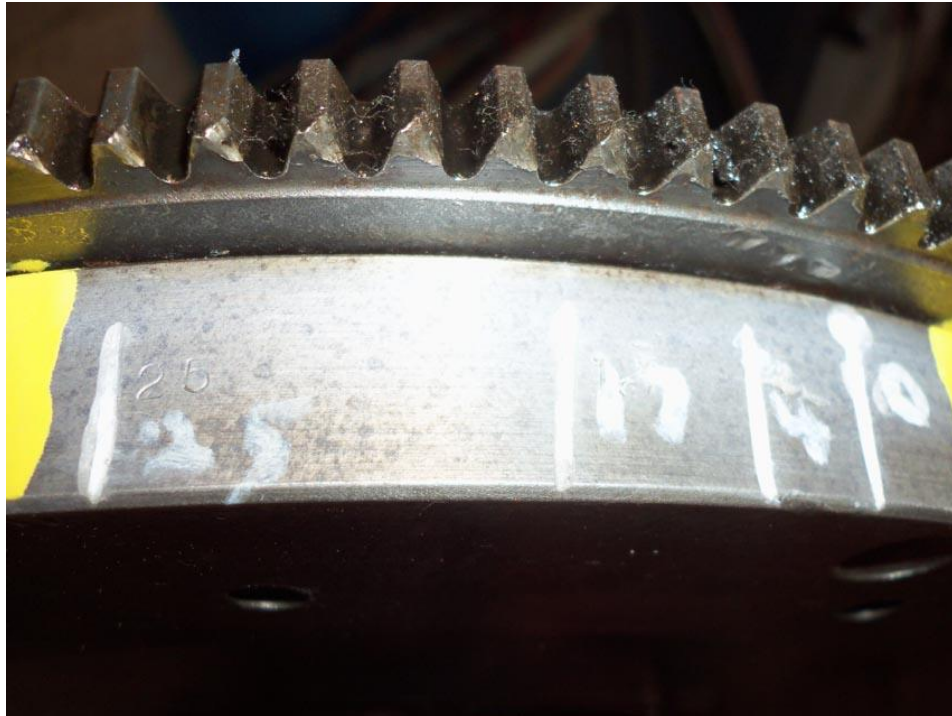
The FO shop repair manual gives no information on timing the front mount distributor. It just says none. Probably because the distributor is static timed and is timed for 4° at idle, 0 to 400 rpm. The side mount distributor timing marks are what I used. I think that should be right.



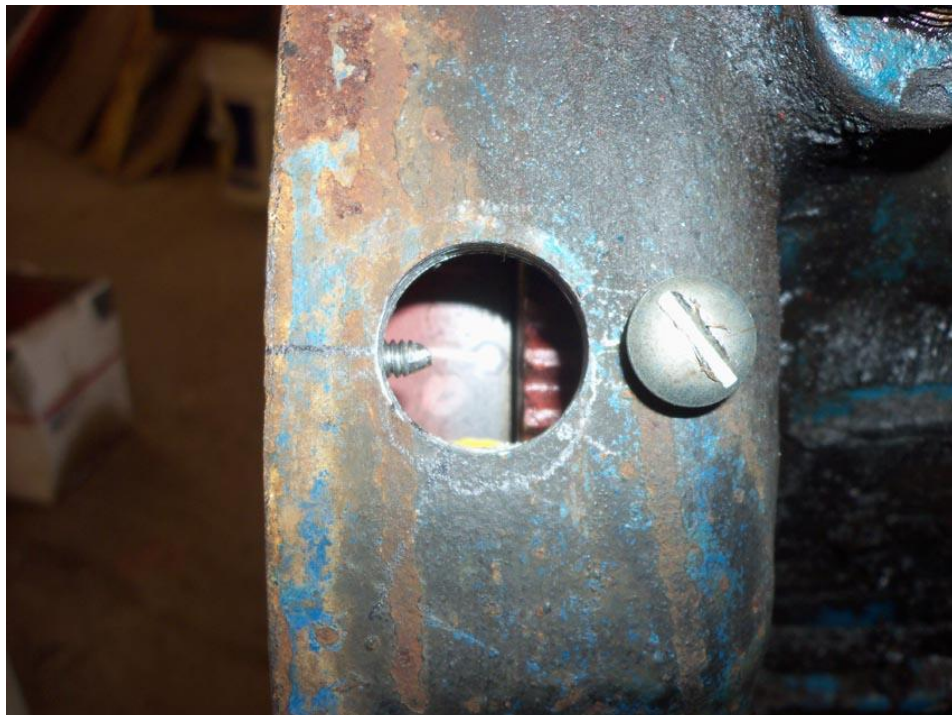
I made a pattern off of my 50 8N where the timing window is. To install timing marks on the fly wheel. Using I drilled a small hole through the block and put a small mark on the fly wheel.



Then using a 7/8" hole saw I drilled a larger window hole after removing the fly wheel. Again I measured the circumference of the fly wheel where the marks should go and divided that by 360 to get the distance of 1° of the fly wheel and multiplied that to get the measurements for the timing marks using the small mark I drilled on the fly wheel.



After I have reinstalled the fly wheel I will use a small bolt with a point ground on the end and drill and tap a hole through the block where it bolts to the transmission aimed at the TDC timing mark. This is what I ended up with after adding side distributor type timing marks on my front mount distributor 9N engine block.



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