Set the cam timing on a Ford 2.3 OHC Engine:

1) Remove the valve cover and manually rotate the engine so the number 1 cylinder is on true TDC. When the engine is on true TDC the #1 piston will be up top and both of the valve lobes will be off the rockers. For example one lobe tip will be pointing around 1 o'clock position with the other in the 11 o'clock position (I.E. both the intake and exhaust valves will be closed).

2) Now place a level across the #1 cam tower of the cylinder head to level the motor. If needed put a jack under the side of the car that is too low and level the motor.

3) With the motor level and timing belt disconnected place a plate across the number one intake and exhaust lobes (Plate can be either steel or aluminum around 2"x8" or so – it is critical that the plate is straight)

4) With the motor level and the plate across the #1 intake and exhaust lobes put the angle finder on the plate. If the plate is perfectly level then the cam timing is set at 0°. If the plate is leaning towards the intake then the cam is advanced, towards the exhaust it is retarded.

5) To change the cam timing – simply loosen the (4) 12pt nuts on the front of the gear – the large center bolt does not need to be loosened.

6) Note the degree marks on the front of the cam gear = 2 Camshaft Degrees.

7) Once the cam timing is set tighten the 4 bolts down to approx. 144in-lb

Tips

- Advancing the cam shifts the power to the **bottom** end
- Retarding the cam shifts the power to the **top** end
- Never exceed 6° in either direction