

1974 Ford TORINO

Submodel: | Engine Type: V8 | Liters: 5.0

Fuel Delivery: CARB | Fuel: GAS

1. Locate the timing marks on the crankshaft pulley and the front of the engine.
2. If they appear dirty, clean the timing marks with a wire brush. Once clean, apply white paint to the marks to make them more visible.
3. Attach a dwell meter/tachometer to the engine.
4. Attach a timing light according to the tool manufacturer's instructions.
5. Unfasten the distributor vacuum line at the distributor and plug the vacuum line. A small bolt, center punch, golf-tee, or similar object is satisfactory for a plug.
6. Check to make sure that all of the wires, whether disconnected or attached to the timing light or tachometer, clear the fan and belts.
7. Start the engine and allow it to reach normal operating temperature.
8. Adjust the idle to the correct setting, if needed.
9. Aim the timing light at the timing marks and depress the trigger on the light. If the marks on the pulley and the engine are aligned when the light flashes, the timing is correct. Turn **OFF** the engine, then remove the tachometer and the timing light. If the marks are not in alignment, proceed with the following steps.
10. Loosen the distributor lockbolt (a special distributor wrench is available) just enough so that the distributor can be turned with effort.
11. With the timing light aimed at the pulley and the marks on the engine, turn the distributor in the direction of rotor rotation to retard the spark, and in the opposite direction of rotor rotation to the advance spark. Align the marks on the pulley and the engine using the flashes of the timing light.
12. When the marks are aligned, tighten the distributor lockbolt and recheck the timing to make sure that the distributor did not move when you tightened the lockbolt.
13. After timing has been set, tighten the distributor hold-down bolt to 17–25 ft. lbs. (23–34 Nm).

Fig. 1: While pointing the timing light at the timing marks, the other hand can rotate the distributor body to reach the correct alignment

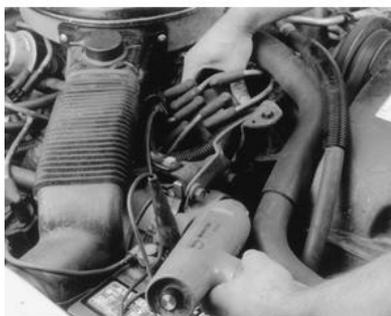


Fig. 2: After adjusting the timing, DO NOT forget to tighten the distributor hold-down bolt

