

## **L-17 Fabricated Timing Pointer** *By Bob O.*

PROPER SETTING of ignition timing is both important and inconvenient with a K-series engine installed in a King Midget. The most reliable way to verify correct timing is to use a timing light and the marks on the flywheel and bearing plate to ensure that the ignition is firing at the correct point in the crank revolution. However, these marks are only visible through a small sight hole towards the bottom of the fan shroud which is very hard to access with the engine in the car.

I fabricated a timing pointer from some 3/4" by 1/8" steel bar stock. I found a couple of unused threaded holes in a convenient location on the PTO side of the engine block and drilled matching holes in the first piece so that I could bolt it to the engine. I made a 90-degree bend in a second piece of bar stock and welded it at a right angle to the first piece to form a tab. Then I ground and filed a pointer shape into the tab. After carefully aligning the timing marks on the flywheel and bearing plate, I made a small mark aligned to the pointer on the flange of my Comet pulley with a triangular file. A little work with a Sharpie® highlighted the mark for easier viewing. Now I can easily check my timing from above the engine. ▣

