

WILLYS MOTORS, INC.

KAISER - WILLYS SALES DIVISION
TOLEDO, OHIO



Service Bulletin

TO ALL DISTRIBUTORS AND DEALERS:

K-W NO. 262

Proper ignition timing for the engine in all Kaiser and Willys vehicles equipped with a 6L-226 engine is 4° B.T.D.C. If satisfactory engine performance is not realized after carefully tuning the engine in accordance with the "Engine Tune-Up" section of the 1951 Kaiser Shop Manual, the position of the Timing Pointer in relation to Vibration Damper Calibration should be checked.

Advanced timing will cause detonation which can be very harmful to the engine if allowed to continue for any period of time. Retarded timing can induce hard starting, lack of power, poor fuel economy, and overheating.

October 18, 1954

METHODS OF CHECKING POINTER ADJUSTMENT

A. In cases where the cylinder head may already be removed for some reason such as valve repair, check the timing pointer position as follows:

1. Mount and adjust a dial indicator so the top end of piston travel of the No.1 cylinder registers 0° on the indicator.
2. Turn the crankshaft slowly clockwise until the needle on the indicator just starts to move from 0°.
3. Mark the vibration damper at the resulting pointer indication.
4. Turn the crankshaft counterclockwise until the indicator again starts to move after reaching the 0° indicator reading.
5. Mark the vibration damper at this second resulting pointer indication.
6. Move the crankshaft until the pointer is exactly halfway between the two marks just scribed.
7. The pointer should now point directly to the zero mark on the vibration damper. If not, without allowing the crankshaft to move, bend the pointer until it does point to zero. If the above steps have been followed with care, the position of the timing pointer is now correct.

ENGINE

IGNITION
TIMING
POINTER

B. The method outlined below may be used to adjust the position of the timing pointer without removing the cylinder head:

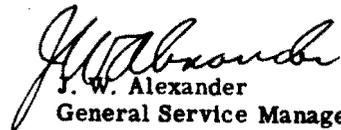
ALL MODELS
WITH 6L-226
ENGINE

1. Remove spark plugs.
2. Crank the engine until the No. 1 cylinder is near top dead center (on compression stroke).
3. Fill the cylinder with enough engine oil to bring the level to the bottom of the spark plug hole.
4. Turn the crankshaft slowly clockwise until the oil just starts to recede from its highest level.
5. Mark the vibration damper at the resulting pointer indication.
6. Turn the crankshaft counterclockwise until the oil again starts to recede after reaching the maximum level.

7. Mark the vibration damper at this second pointer indication.
8. Move the crankshaft until the pointer is exactly half way between the two marks just scribed.
9. The pointer should now point directly to the zero mark on the damper. If not, without allowing the crankshaft to move, bend the pointer until it does point to zero. If the above steps have been followed with care, the position of the timing pointer is now correct.
10. Draw as much oil from the cylinder as possible with a suitable suction gun.
11. With use of starter, turn the engine a few revolutions to further clear No. 1 cylinder of oil.

CAUTION: A good job of oil removal must be assured before the spark plugs are replaced, or engine damage may result during the first attempt to start the Engine.

12. Replace spark plugs.


J. W. Alexander
General Service Manager

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