

## Advancing Valve Timing

I have often heard that Ford had the valve timing for the T model late and that the gear was off from optimum by  $\frac{1}{2}$  tooth. Some folks advocate advancing the cam by a full tooth (which is too much) and then open the tappet clearance up by something in the order of .035 to take some of that advance back out. They say the engine will make lots of noise but will run better.

After buying a Tom Carnegie camshaft I decided to email Tom and ask him if he sold a special gear to run this cam at optimum. He told me he didn't and that he just drilled new dowel pin holes in the cam gear and made his own mark on it.

I made a drilling jig from a worn out gear, a piece of shaft turned and pressed in the gear and some drill guides. When done, it allows everything to take place 7.5 degrees sooner than stock.

I plan to put this in my 27, as it is slightly anemic as it stands. I'll let you know how it turns out. **Gary**

