



DB2 Timing Guidelines

The marks on the IP and timing cover are just a guide to get it started. Properly timing the pump is a **MUST**.

If no timing light available, advance slightly from the pump marks then:

1. The timing pointer must be properly set up on the timing cover/harmonic balancer in order for this to work. If it wasn't set properly when the motor was assembled then you'll have to continue without a timing light.
2. Warm up the engine
3. Use a screwdriver to push the rod on the bottom passenger side of the pump in
 - a. If engine dies, timing is too far retarded
 - b. If engine misses (stumbles) but doesn't die then it's pretty close to correct
 - c. If nothing changes except slight sound difference (RPM slows some) then it's too far advanced
4. Hot start issues = too much advance (Assuming pump is healthy)

General guideline for turning in the fuel screw:

- A pump that has been turned up will start injecting fuel early (advance), but only at wide open throttle (WOT)

(All in PUMP DEGREES. Crank degrees is 2x values)

3.5 BTDC @ Idle 700rpm

GM spec 0 TDC @ 1400

The pump comes off the idle advance around 1400 RPM is why you see the timing retard. This is controlled by the advance cam on the throttle shaft that actuates the advance lever on the outside of the pump.