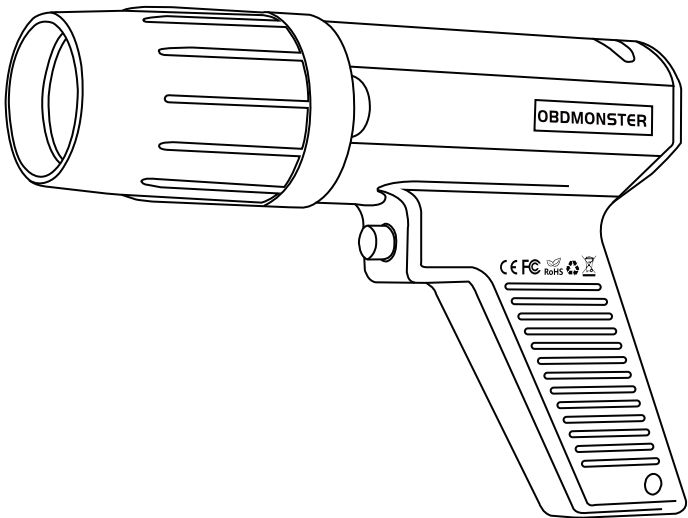
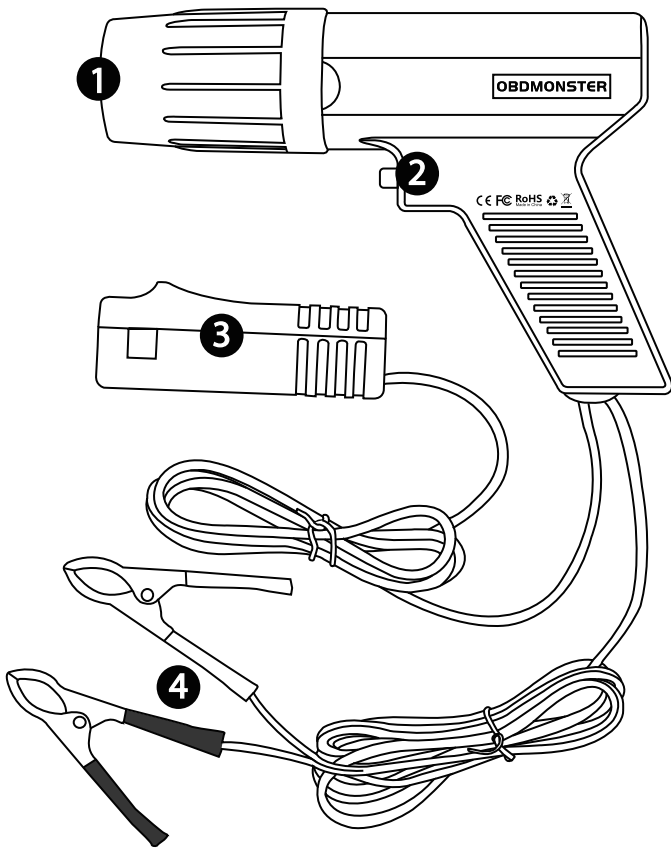


User's Manual

TIMING LIGHT

N123





①. Timing light

③. Inductive Clamp

②. Trigger

④. Battery Clips

*NOTE: The inductive clamp is fragile DO NOT DROP.

Table of Contents

Introduction	2
What is Timing	2
When to Check Timing	3
Timing Specifications	3
Operating Procedures in General	4
To Use an Advance Timing Light	5
Adjusting Timing to Specifications	5
Testing Centrifugal Advance	6
Testing Vacuum Advance	6
Checking Distributor Cam Wear	7
Small Engines	7
Rotary Engines	8
Trouble Shooting	9
To Replace the Xenon Lamp	10

Note:

Do Not Place The Instrument on the hot engine surface nor avoid engine fan, fan belt, and battery to prevent damage.

Introduction

Congratulations, you are now the owner of one of the finest Timing Lights on the market today. If you will take a few moments to read through the following information we are sure that you will enjoy many years of service from your Timing Light and through its use increase the efficiency of your car's engine.

The unique "Xenon" bulb used in these lights will provide the ultrabright ash needed to see engine timing marks under most bright lighting conditions, even during daylight. In several models, the bulb can be replaced by the user when needed reducing the need to return the light to the factory for service.

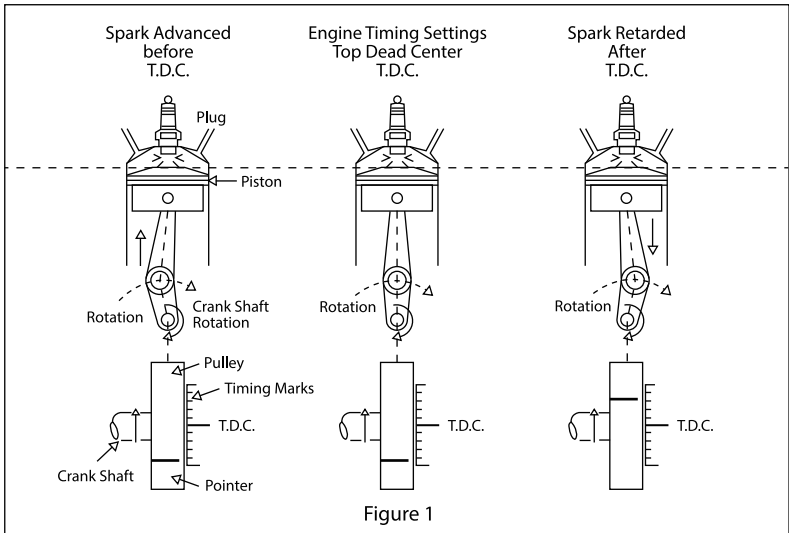
What Is Timing?

In order for an automobile engine to function, three things are necessary: air, fuel, and a spark to ignite the air/fuel mixture and create an explosion. The precise instant of that explosion must be such that the maximum power is delivered to the engine piston, this is "Timing." Each engine manufacturer determines at the factory the exact timing necessary for various engines so that each ounce of power is obtained from every gallon of fuel. Due to normal engine and ignition system wear, the timing can change and will reduce both power and mileage. With the Xenon timing light, the car the owner can reset the timing to the new car standards and regain lost power and increase mileage.

Timing is given in degrees Before Top Dead Center (BTDC) or After Top Dead Center(ATDC)in the Manufacturer's specifications.In order to completely burn the air/fuel mixture in the car's engine cylinders, most timing is such that the spark occurs at a point several degrees before the top dead center (for example, 4. BTDC) to assure that the full power of the explosion is obtained See Figure 1.

Two additional terms the engine manufacturers use when describing timing are "Advanced" and "Retarded".As shown in Figure1.when the timing is Advanced the spark will occur before the piston reaches the top of the engine cylinder (BTDC). On some late model cars equipped with various emission control devices, the timing is retarded so that the spark occurs after the piston has started down in the cylinder (ATDC). Engine timing is changed by adjustment of the ignition distributor.

In order to allow setting and adjustment of the engine timing, special "Timing Marks" are provided on each engine during assembly. In most cases, these marks appear on the engine vibration damper or fan pulley at the lower front of the engine. See Figure 1. On some Early engines, this mark was shown at the rear of the engine on the flywheel.



When To Check Timing

The instant of the spark plug firing is determined by the opening of the distributor ignition break points and will change any time the point gap or Dwell angle is changed. In addition, normal wear on the breaker point rubbing block will change the dwell and affect the timing. While cars equipped with the new "breakers Electronic Ignition Systems" will not normally change timing since there are no breaker points. The timing light can still be used to note changes in timing caused by troubles in the ignition system as well as for resetting timing when components are changed.

Timing Specifications

As noted in earlier paragraphs, timing requirements vary from engine to engine and for this reason, the engine manufacturers' specifications should always be referred to before making any adjustments.

These specifications are contained in the car owners manual on the underhood decal required on all cars manufactured since 1968 and in various publications printed by such companies as "Motor", "Chilton", "Peterson" and others. Many spark plug manufacturers such as "Champion, Autolite" and others also provide specifications.

Operating Procedures in General

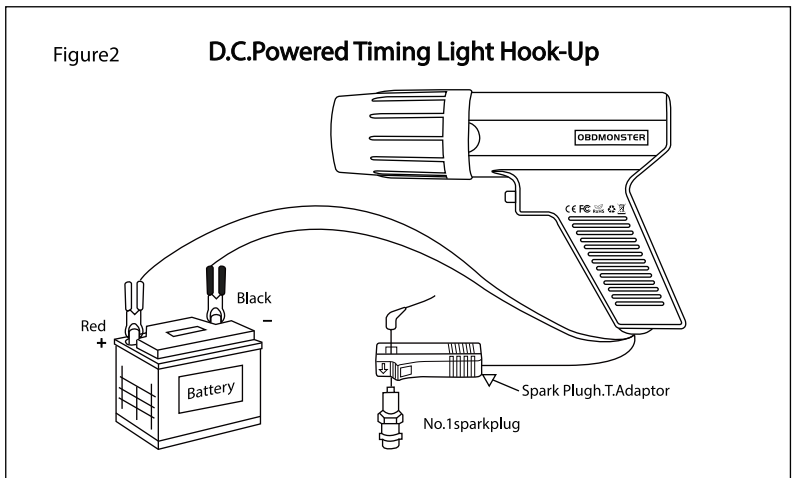
1. Locate the engine timing mark (see Figure 1) and use a rag to clean all grease and dirt from the mark and the pointer. It may help to use chalk or white paint on the marks to make them more easily seen.

2. Check manufacturers' specifications for correct timing for the engine being serviced.

3. Start the engine until the average operating temperature is reached. Approximately 15 minutes. Stop engine.

4. If specifications require, locate the vacuum line going to the ignition distributor vacuum advance and disconnect and plug the line. A golf tee or small Pencil may be used to seal the line.

5. Connect the timing light as shown in Figure 2.



6. Start the engine and operate at average idle speed. Aim the timing light to the timing mark as Figure 4.

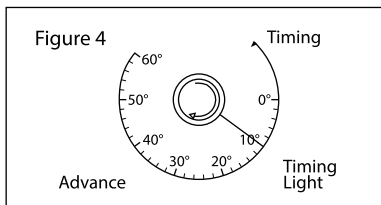
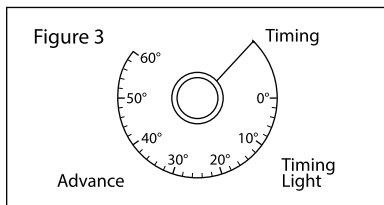
7. Trigger the timing light and observe the reading from the timing mark.

CAUTION: Use care when working around the moving engine. The action of the "Stroboscopic" is to keep hands, tools, and timing light clear of moving fans, belts, or other moving parts.

8. Compare the reading obtained in step 7 with the manufacturer's specifications. If timing is not as specified readjust as described in the following procedure. Stop engine.

To Use An Advance Timing Light Checking The "Idle Timing"

1. Set the knob at the "timing" position as figure 3.
2. Follows the general procedures on page 4.



Checking The "Centrifugal Advance" and "Vacuum Advance"

1. Follow steps 1 to 6 of the general procedures on page 4 except increase the engine speed to 2000 rpm.
2. Trigger the timing light and rotate the knob clockwise slowly and stop until the timing mark moves to the "T.D.C. or 0" position.
3. Observe the reading from an advanced scale as shown in figure 4.
4. Compare the reading with the manufacturer's specifications. Make them more easily seen.

Adjusting Timing To Specifications:

1. Loosen distributor hold down locking bolt located at Base of distributor enough so that distributor may be rotated back and forth. Do not over loosen or remove Bolt but leave light enough to prevent the distributor from turning by itself.
2. Start and run engine.
3. Direct timing light flash at timing marks and slowly rotate distributor right and left until timing marks are aligned with the pointer. See figure 6. Stop engine.
4. Tighten distributor hold down bolt using care not to change the position of distributor.
5. Start the engine and recheck the timing.

Figure 5

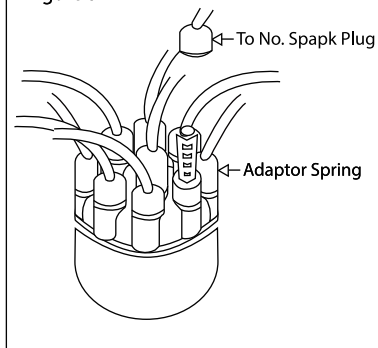
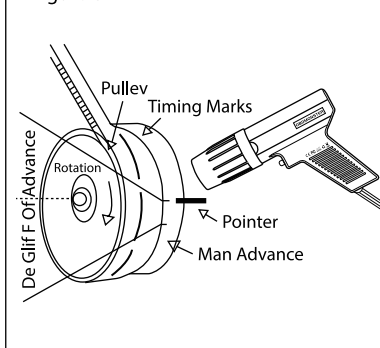


Figure 6



NOTE:

In some cases, the ignition spark may jump to the engine block or baffle. This may occur on those engines such as late model Ford 8-cylinders where the timing light adaptor spring is too close to engine metal parts. In such cases, trace the wire from the spark plug to the distributor cap. Disconnect the wire at the cap and install the adaptor spring as shown in figure 5.

Testing Centrifugal Advance

With the timing light still, connected and with the vacuum line disconnected:

1. Speed the engine up slowly and watch the timing mark.
2. The timing mark should remain stationary until the engine reaches the manufacturer's specified speed. The timing mark should then move steadily and without jerking. (See Figure 6.)

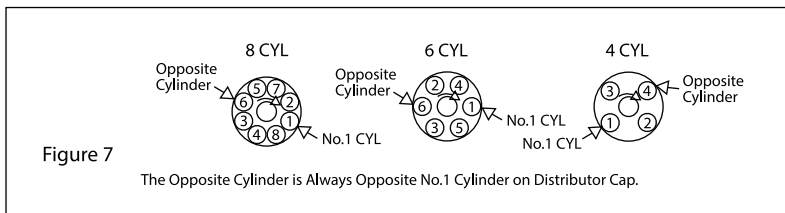
3. If the mark does not move, or if it moves erratically, the centrifugal (automatic) advance should be serviced as necessary.

4. To check the maximum advance, it is necessary to Mark the harmonic balancer with the maximum degree per the manufacturer's specifications and follow the manufacturer's procedures.

Testing vacuum Advance

1. The vacuum line to the distributor must be connected to make this test.

2. Set engine speed to 800 R.P.M. Or the speed necessary to apply vacuum to the distributor.
3. Aim the timing light and note the position of the timing mark.
4. Disconnect vacuum line.
5. If the timing mark does not move, the trouble could be plugged line, a leaky diaphragm, or a frozen distributor plate, and the distributor should be serviced as required.



Checking Distributor Cam Wear

1. This check is done after the timing has been set and the timing mark lines up with the reference pointer for the #1 cylinder.
2. Connect the timing light to the wire directly opposite (180°) #1 cylinder on the distributor cap. (See figure 7.)
3. Start the engine and aim the timing light towards the timing mark. The reading should be the same as when connected to the #1 cylinder.
4. If the reading is not the same, the probable cause is a worn-out distributor cam or bent tributor shaft. Repair as required.

Small Engines

The DC power Timing Light can be used on any combustion engine with impulse ignition, or magneto ignition. such as motorcycles, lawn mowers, outboard motors, or any time there is a high voltage spark used for ignition.

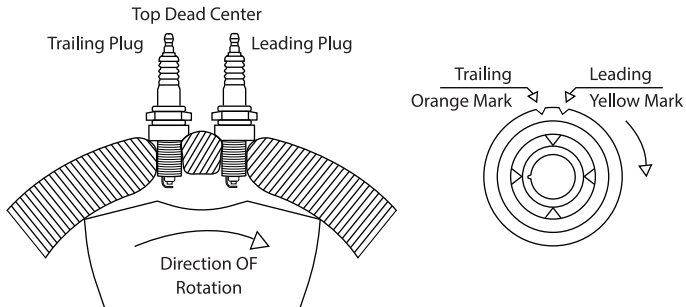
When 12 Volt DC voltage is not available from the engine being tested, an external battery of 12V must be used. Connect ground from the negative post of the external battery to the engine. Connect the red clip to the (+) positive terminal and the black clip to the (-) negative terminal of the battery. Connect the adaptor lead of the timing light to the proper spark plug.

Rotary Engine

The Timing Light can be used on Rotary engines. Follow the manufacturer's specific instructions and specifications. Below is a typical procedure for the Mazda twin-rotor engine.

1. Connect the Red and Black power leads to the battery. Connect the wire with the spark plug adapter to the leading spark plug on the front rotor housing.
2. Start the engine and run at idle speed.
3. Aim the timing light at the timing indicator pin on the front cover.
4. Loosen the distributor locking nuts and rotate the leading side distributor body until the timing mark on the eccentric shaft pulley is in line with the timing indicator pin.
5. Tighten the locking nuts and recheck the timing.
6. Repeat the above step for setting the trailing side distributor timing with the timing light connected to the trailing spark plug.

Figure 8



Trouble Shooting Procedure

All timing lights are tested 100% before they are shipped from the factory and improper operation is usually caused by incorrect hookup. Please observe the above troubleshooting procedure if the timing light fails to perform satisfactorily.

SYMPTOM	PROBABLE CAUSE	SOLUTION
NO FLASH	Switch in "OFF" position.	Move Switch To "ON" position.
	Battery clips connected backward.	Reverse the battery clip connections.
	Poor connection of clips.	Make sure the clips are connected to a clean battery post.
NO FLASH BUT DOUBLE CHECK INDICATOR IS "ON"	Wrong direction of inductive clamp.	Toward the arrow on the clamp to #1 plug.
	Weak ignition or spark plug The gap is too close .	Connect to other plugs or spark plug wires. If flashes then repair the plug or gap.
	Fault lamp.	Replace it.
LIGHT FLASHES INTERMITTENTLY	Timing light high tension wire lying on or too close to the other spark plug wires.	Place the high tension wire in good order so it is routed away from the other spark plug wires.

Xenon Lamp Replacement

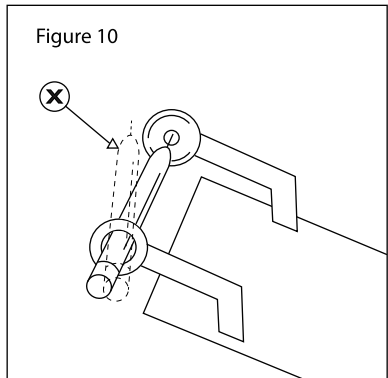
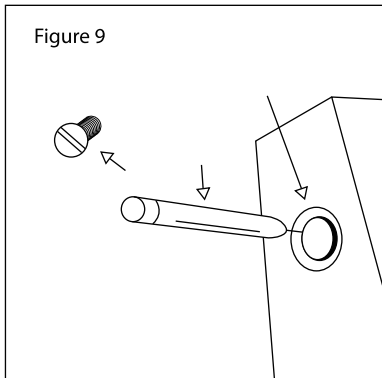
If procedures outlined above do not correct the failure, the most probable cause is a defective Xenon lamp.

The lamp may have a black spot around it, and this is perfectly normal. However, if the lamp is completely black it has reached its end of life and should be replaced. For replacement xenon lamp, please contact the staff in the store. For the consumer non-replaceable model, you may send it to our service dept or contact your dealer for service.

Installing Xenon Lamp

There are several different bulbs that have been used in the Timing Lights and each is removed and installed differently. For consumer replaceable xenon lamps, please follow the below procedures: required.

1. When changing Xenon Lamp, be sure the timing light is disconnected.
2. Remove Xenon Lamp by turning the lamp retainer cap one-quarter turn in either direction(See Figure 9)
3. Insert the new lamp straight into the timing light. Make sure the metal pin of the lamp touches the center of the inner disc. (See Figure 10)
4. Install the lamp retainer cap, Line up the index tabs on the lamp retainer cap with the keyway in the timing light and push the retainer cap into the timing light case. Turn the retainer cap one-quarter turn.



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