

MORE ON VALVE ADJUSTMENT METHODS by Scott McGilvray

This is a follow up to a tech tip earlier about valve adjustment. It concerned a way to know when each cylinder was in proper position to have its valves adjusted. The method described making the distributor housing at each spark plug wire position and then rotating the engine to line up with the marks. We all know that each cylinder at top dead center on the firing stroke is the position to adjust both valves on that cylinder.

Well a friend from Oregon, John Sailors, saw the tip and said that he has been using that method for years but has a better way of identifying each plug wire position. He said he cut down an old distributor cap and marked the position on it. Sounded like a great idea but as evolution teaches us all methods can improve.

Start with an old distributor cap and a hole saw. Picture #1 is of a 57 cap and a 2 1/16" hole saw. If you are working on a 55 or 56, improvise. Cut through the top of the cap as close to the plug towers as possible. I marked the towers by using masking tape but a more permanent method would be body filler then marks-a-lot.



Picture #1

Picture #2 shows the cap in place and the rotor pointing to number 1.



Picture #2