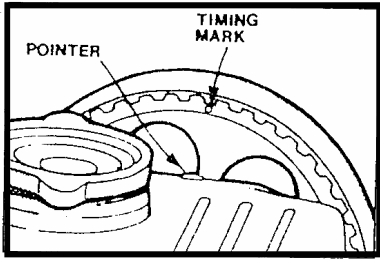
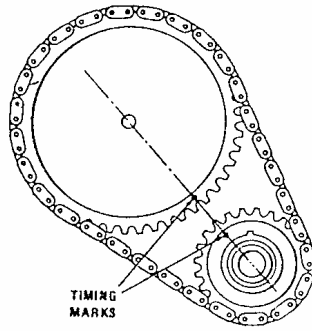


FACTORY TIMING ALIGNMENT MARKS

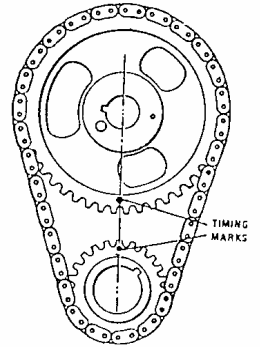
Chain Sets & Belt Drives



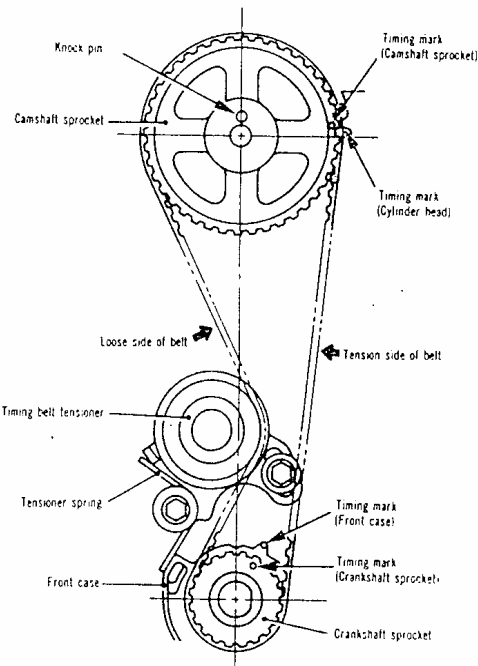
AMERICAN MOTORS 4 Cyl 121



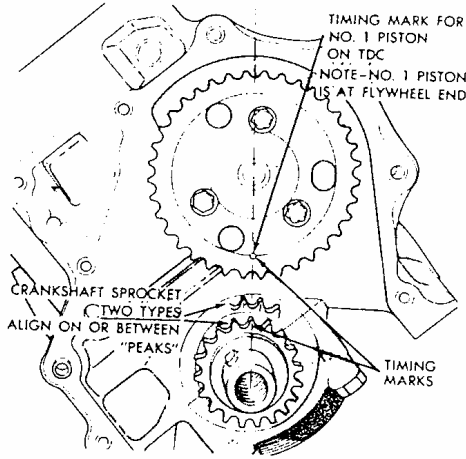
AMERICAN MOTORS EAGLE
4-150, 6-246 & 258



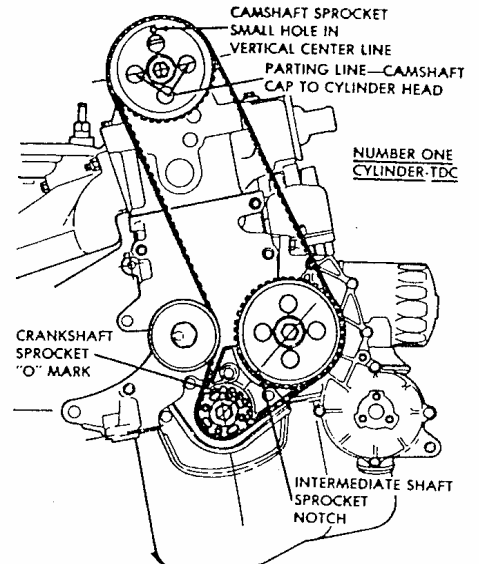
AMERICAN MOTORS V8



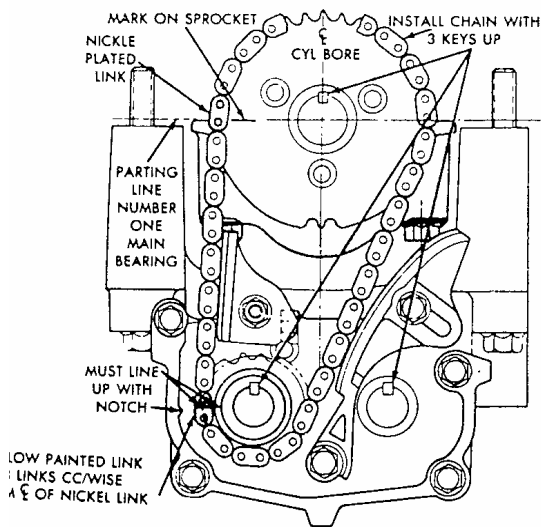
CHRYSLER 1.4 Ltr



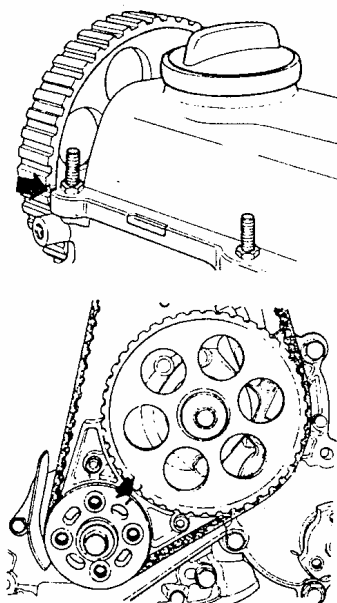
CHRYSLER 1997 1.6Ltr.



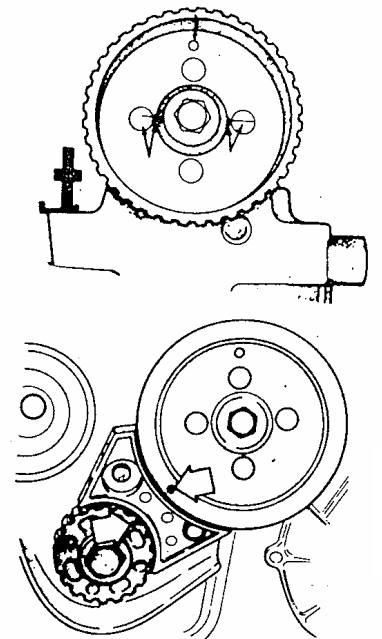
CHRYSLER 4 Cyl 1985-88
135 (2.2L) 153 (2.5L)



CHRYSLER 1988 4 Cyl 153 (2.5L)
BALANCE SHAFT TIMING MARKS



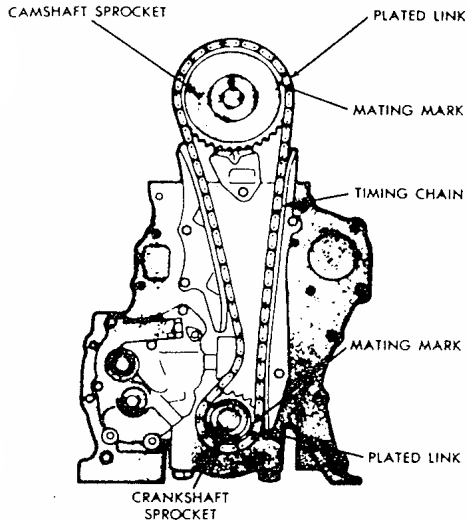
CHRYSLER 4 Cyl 105 (1.7L)



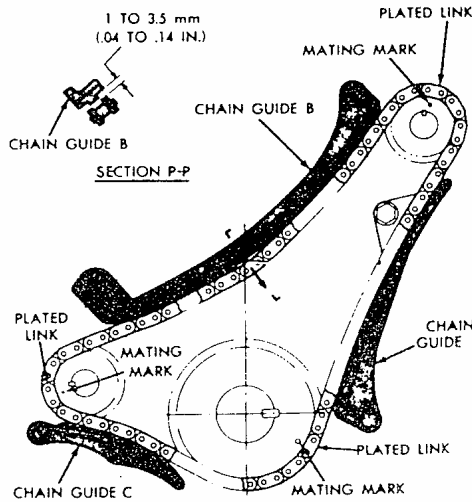
CHRYSLER 1984 4 Cyl (2.2L)

FACTORY TIMING ALIGNMENT MARKS

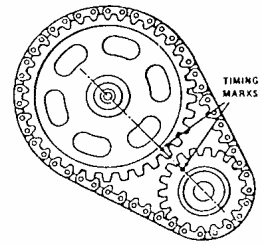
Chain Sets & Belt Drives



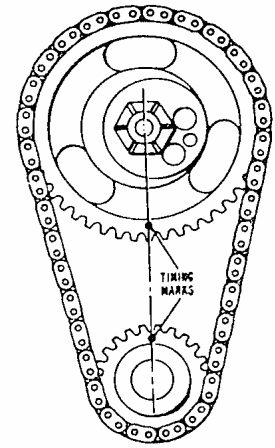
CHRYSLER 4 Cyl 156 (2.6L)



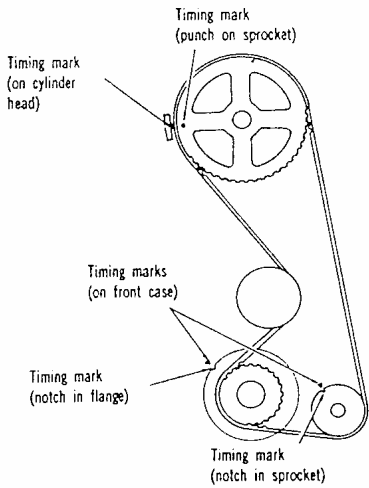
CHRYSLER 4 Cyl 156 (2.6L)
SILENT SHAFT CHAIN



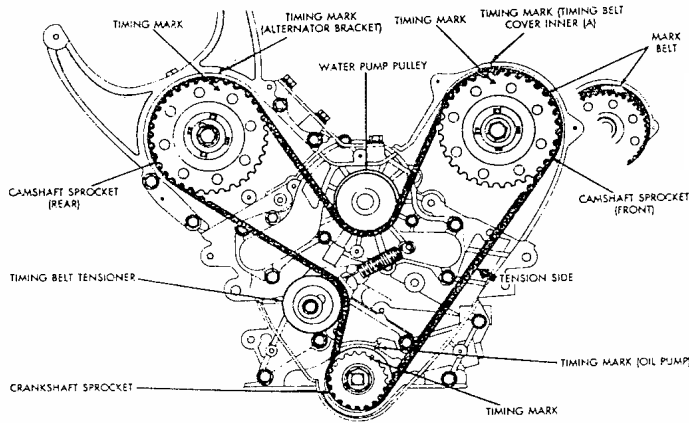
CHRYSLER IN LINE 6 Cyl 225



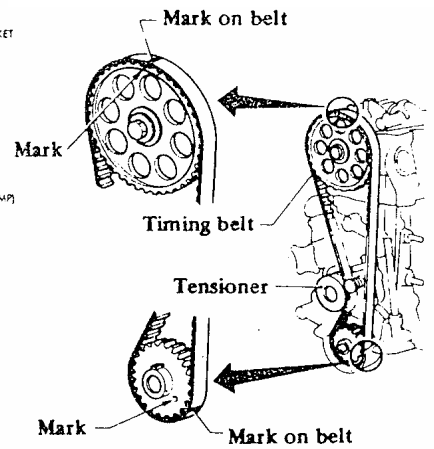
CHRYSLER V8 SB
273 318 340 360



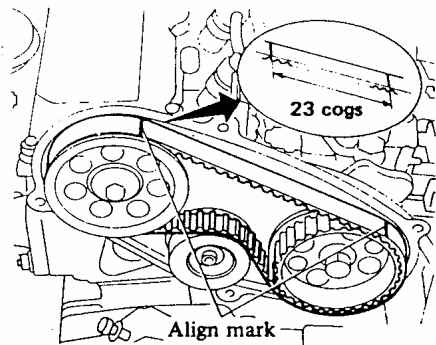
CHRYSLER 2Ltr 1983-84
CRANK, CAM, OIL PUMP
WITH SILENT SHAFT



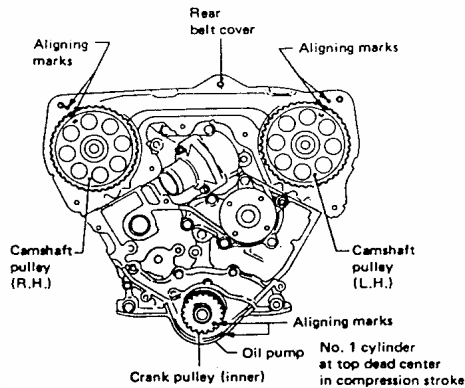
CHRYSLER V6 181 (3Ltr)



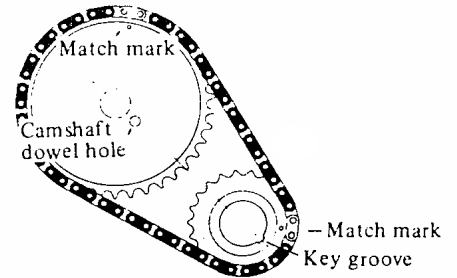
DATSUN NISSAN CA 18ET
TIMING BELT SHOWS MARKS



DATSUN NISSAN
CD 17



DATSUN NISSAN
VG30E VG30ET

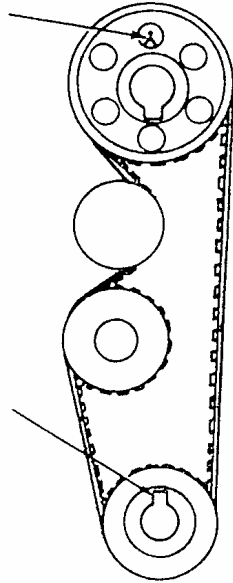


DATSUN NISSAN
A12 A14 A15

FACTORY TIMING ALIGNMENT MARKS

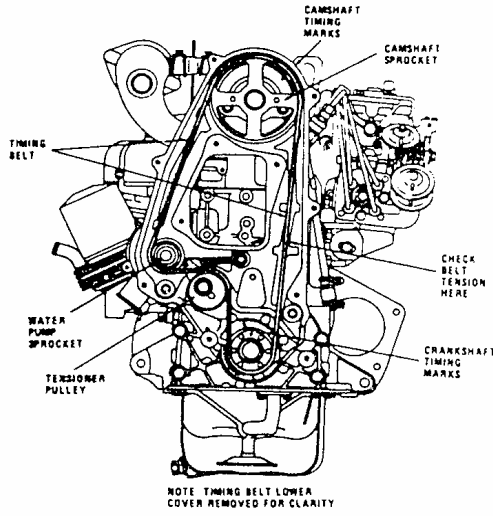
Chain Sets & Belt Drives

CAMSHAFT POINTER MUST BE ALIGNED WITH THE TIMING MARK.

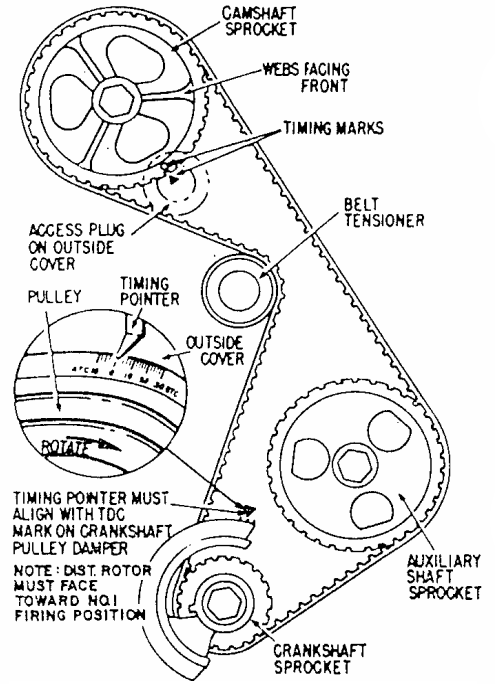


TURN THE CRANKSHAFT UNTIL KEYWAY IS AT 12 O'CLOCK

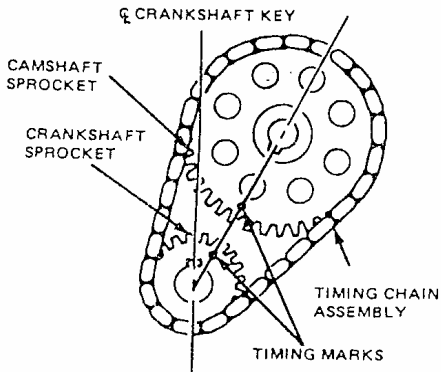
FORD 4 Cyl OHC
1600, 1900, 2000cc



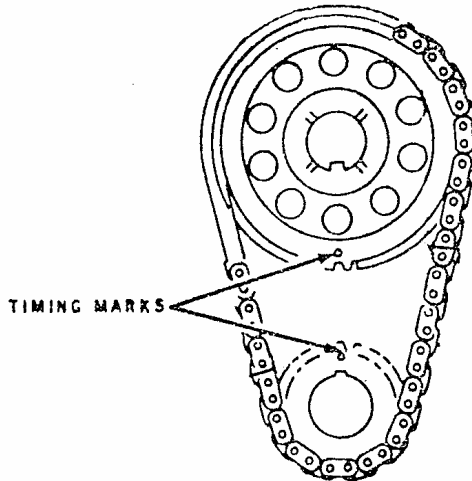
FORD 4 Cyl DIESEL
120 (2.0L)



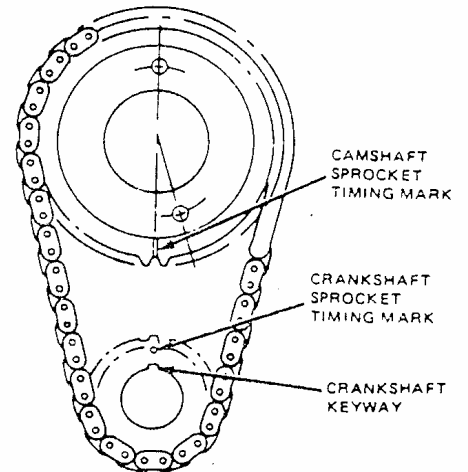
FORD 4 Cyl OHC 140 (2.3L)



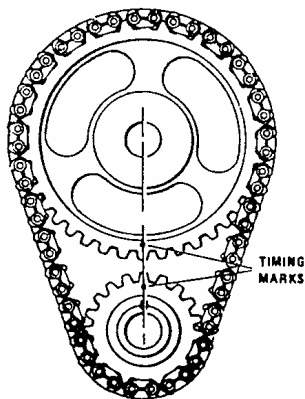
FORD 4 Cyl OHV
140 (2.3L) 153 (2.5L)



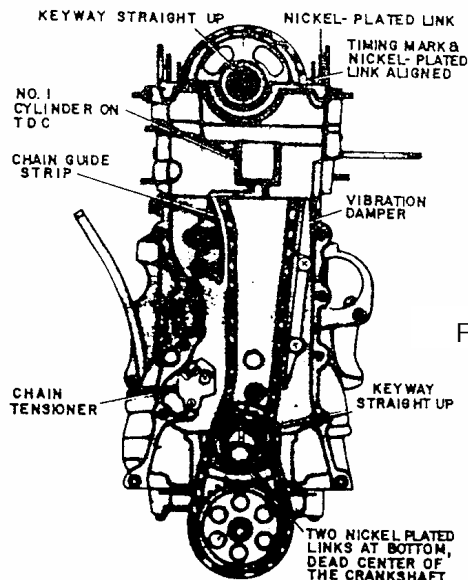
FORD OHV V6 182 (3.0L)



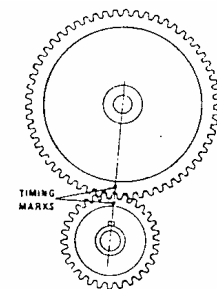
FORD OHV V6 232 (3.8L)



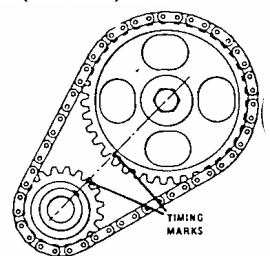
FORD OHV V8
CLEVELAND & WINDSOR



FORD COURIER MAZDA 1800 & 2 Ltr



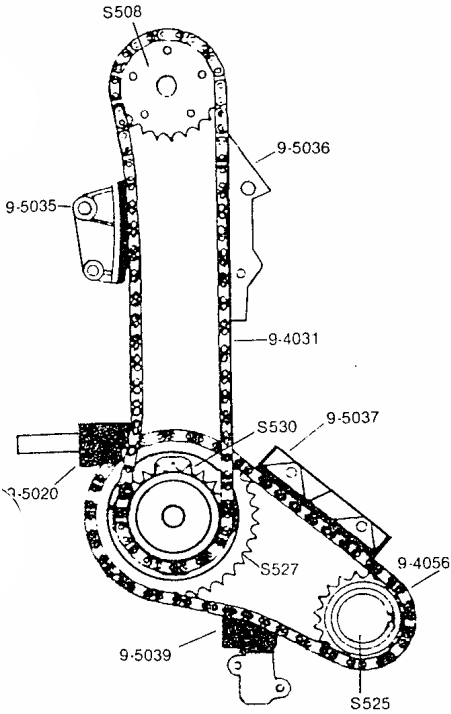
FORD OHV V6 171 (2.8Ltr)



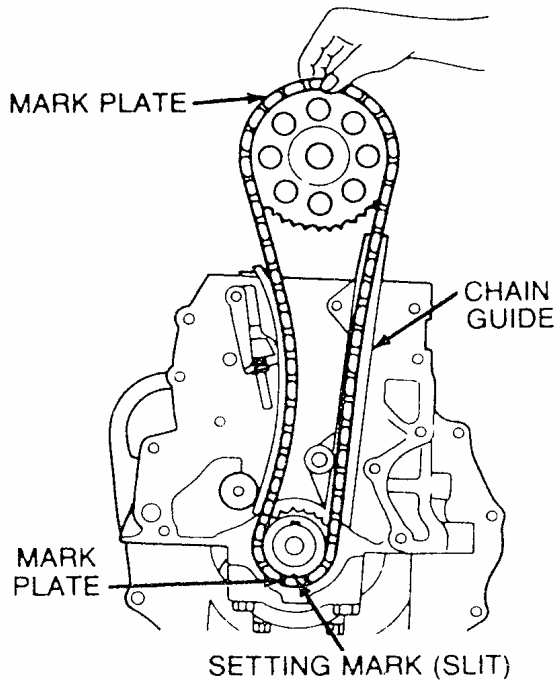
FORD OHV IN LINE 6 Cyl
170, 200, 221, 250

FACTORY TIMING ALIGNMENT MARKS

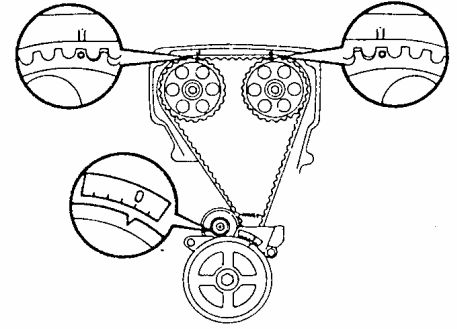
Chain Sets & Belt Drives



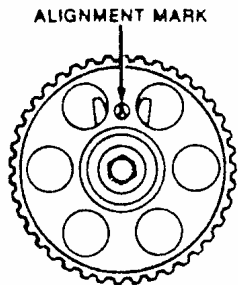
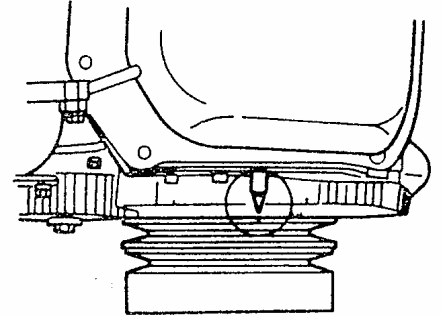
CHEV LUV ISUZU
1.8 Ltr OHC



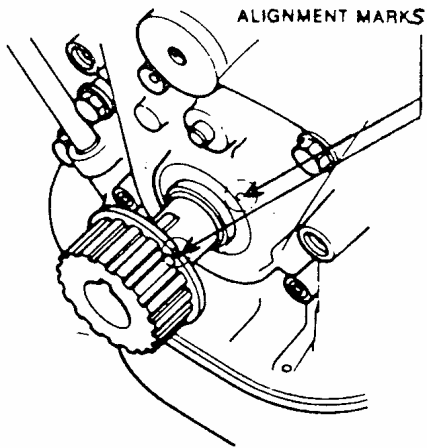
CHEV LUV ISUZU GEMINI
1600, 1800, 2Ltr



GM CHEVROLET NOVA
1600 OH TWIN CAM

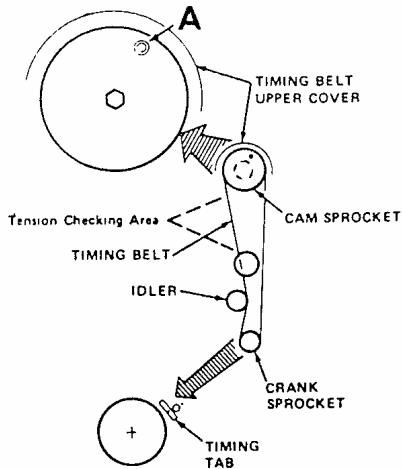


ALIGNMENT MARK



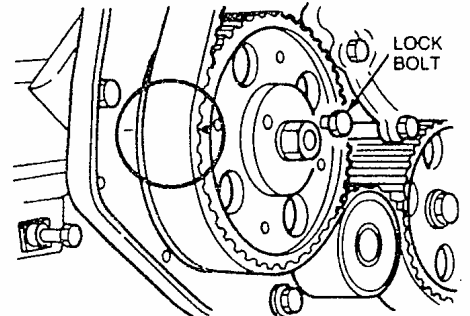
ALIGNMENT MARKS

Quick Check Hole (in Sprocket) should align with hole in Timing Belt Upper Cover (A) when #1 Cyl. is at T.D.C.

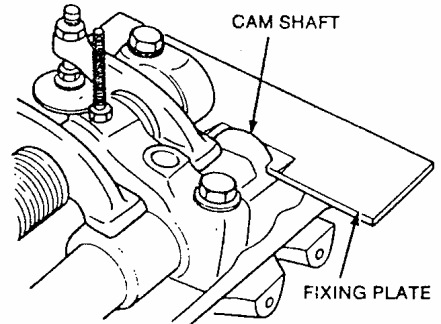


Pulley timing mark should align with 0° mark on timing tab.

GM CHEVETTE & PONTIAC
1000 CC OHC



LOCK BOLT



CAM SHAFT

FIXING PLATE

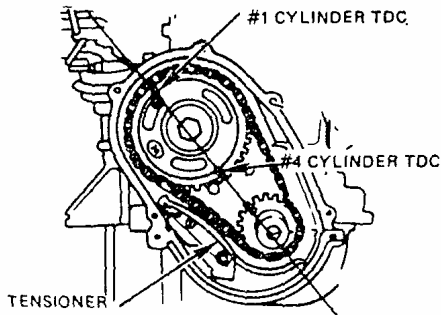
NOTE: CRANKSHAFT DAMPER PULLEY MUST BE ALIGNED WITH POINTER. INJECTION PUMP GEAR & FRONT COVER MARKS MUST BE ALIGNED & A 8MM 1.25 PITCH BOLT MUST BE INSTALLED IN THE ALIGNMENT HOLES. CAMSHAFT MUST BE LOCKED IN POSITION BY INSTALLING FIXING PLATE J-2976 INTO SLOT AT REAR OF CAMSHAFT.

GM CHEVROLET NOVA
1600 SINGLE OHC

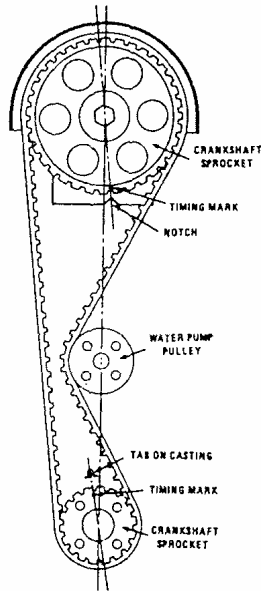
GM-411 DIESEL ISUZU
1800 CC

FACTORY TIMING ALIGNMENT MARKS

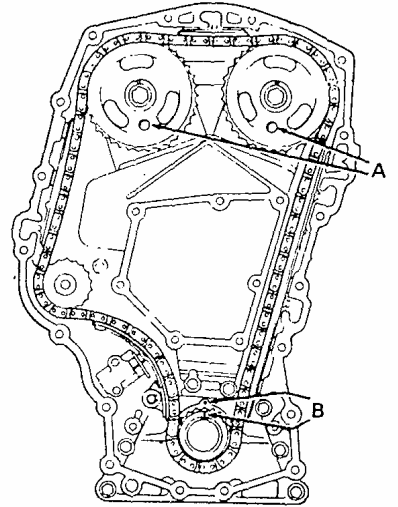
Chain Sets & Belt Drives



GM 4-121 (2.0Ltr) OHV

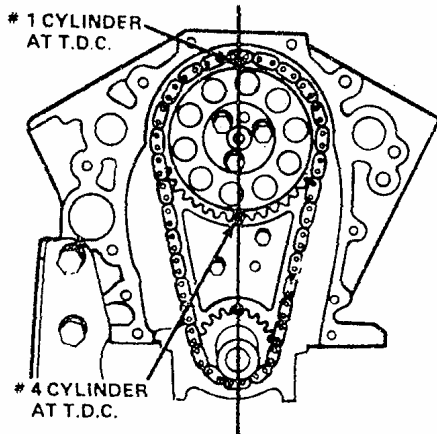


GM 4-140 (2.3Ltr) OHC
BELT DRIVE SYSTEM

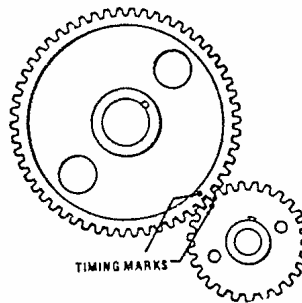


A. CAMSHAFT TIMING ALIGNMENT PIN LOCATIONS
B. CRANKSHAFT GEAR TIMING MARKS

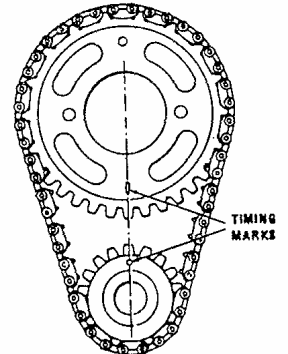
GM 4-138 (2.3Ltr) OHC



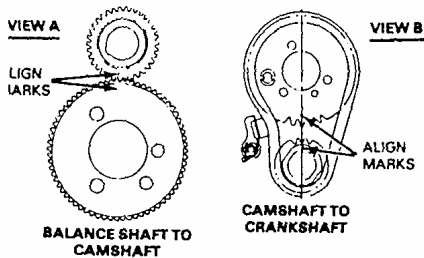
GM V6 OHV 173, 229, 262
3.8Ltr & 4.3Ltr PETROL



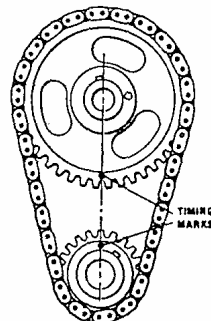
GM 4-151 (2.5Ltr)



GM OHV V6 181, 231, 252
LESS BALANCE SHAFT

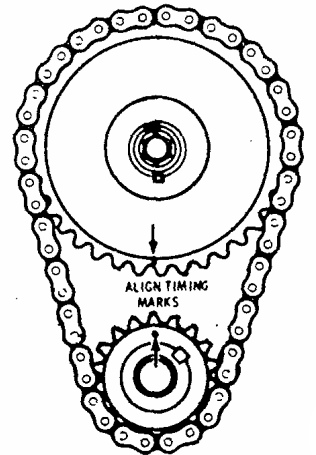


GM OHV V6 3800
B/SHAFT & CAM TIMING



NOTE: ON THESE ENGINES, THE DISTRIBUTOR IS LOCATED AT REAR OF ENGINE, ROTOR ROTATION COUNTER-CLOCKWISE. FUEL PUMP IS LOCATED ON LEFT SIDE OF ENGINE.

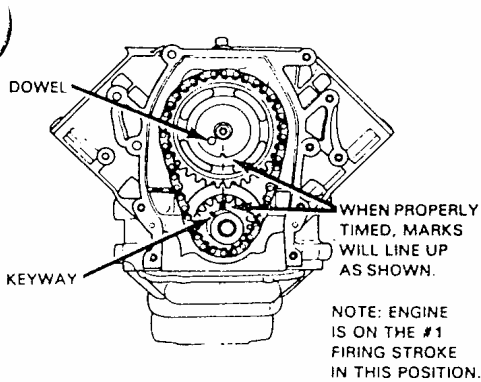
GM PONTIAC V8
265, 301, 350, 400



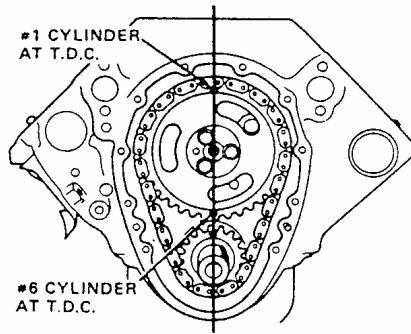
GM OHV V6 4.3Ltr DIESEL

FACTORY TIMING ALIGNMENT MARKS

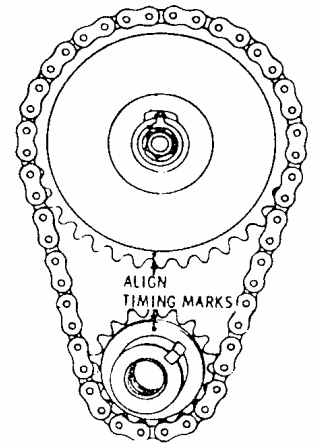
Chain Sets & Belt Drives



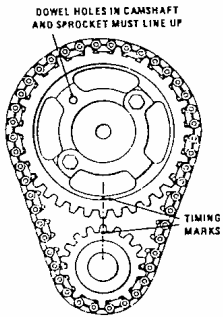
GM OHV V8 250 (4.1Ltr)



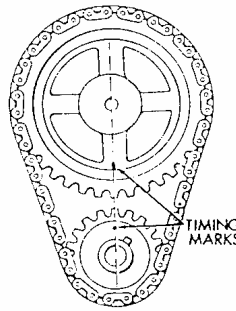
GM CHEVROLET V8 SB
305, 327, 350, 400
PETROL ENGINE



GM V8 350 (5.7L) DIESEL

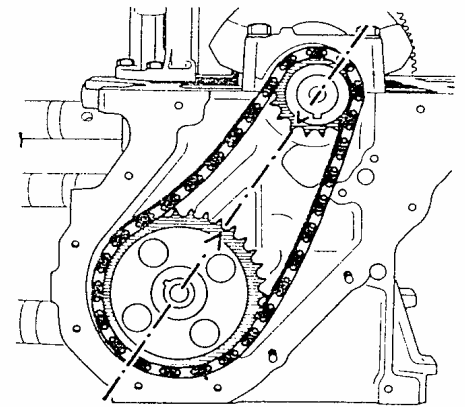


GM V8 OHV 368, 425

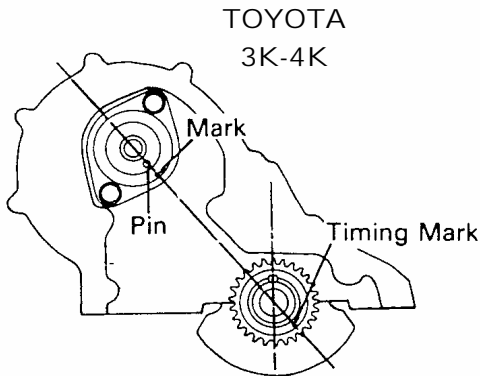


OLDSMOBILE V8 OHV
260, 307, 350, 403

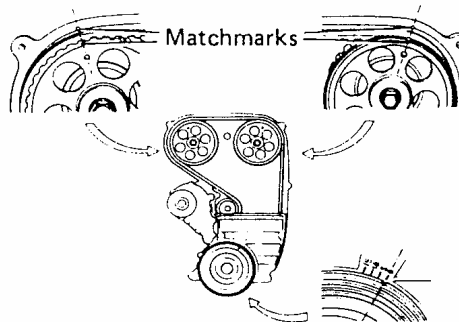
NOTE: ON THESE ENGINES, THE DISTRIBUTOR IS LOCATED AT REAR OF ENGINE, ROTOR ROTATION COUNTER-CLOCKWISE. FUEL PUMP IS LOCATED ON RIGHT SIDE OF ENGINE & OIL FILLER TUBE IS LOCATED ON ENGINE FRONT COVER.



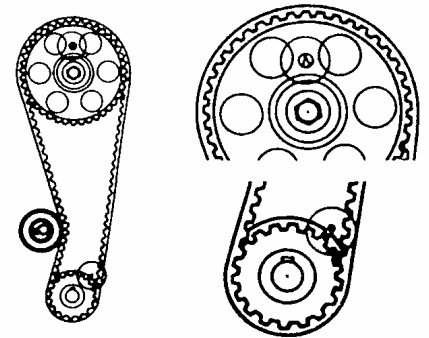
RENAULT



TOYOTA
4 Cyl OHV & OHC
2TG, 3TC, 3K-C, 4K-C, 4K-E



Toyota Aligning marks on No. 2 timing belt cover with marks on camshaft sprockets. 5M-GE engine



Toyota Aligning timing belt marks with camshaft & crankshaft sprocket marks. 1A-C, 3A-C & 4A-C engines