



PREMIER MOTOR CORPORATION

RAILROAD STREET AND PLANT ROAD • HASBROUCK HEIGHTS, NEW JERSEY 07604

DEALER RELEASE

APRIL '72

SUBJECTS: Ignition Timing - Valve Setting - Carburetor - Tire Pressure - Wheels

MODELS

AFFECTED: 750 & 850 Ambassador - Eldorado

EXPLANATION: To correctly set ignition timing, clean points and set gap at .016". Cleaning of points can be done with small points file. After cleaning make sure no deposit is left on points. Adjust points on highest part of cam lobe.

Remove valve covers and spark plugs. Remove front generator belt cover. Four timing marks will be found on crankshaft pulley. It is helpful to clearly mark or paint these marks to make them more visible to determine exact timing when using a timing light. The timing setting is 38° fully advanced. Further information is provided in the workshop manual on Pages 112-113. Turning the engine in clockwise direction use the first marking "E" to line up with Mark "A" on timing case (see diagram). Loosen distributor adjuster clamp and set distributor with points just opening on #2 cylinder (left side sitting on machine) and resecure distributor by tightening clamp.

With auto advance unit in retard or closed position the timing is 10° advance to T.D.C. (Engine stationary)

TAPPETS: The tappet clearance must be set as follows. Turn engine and bring piston to T.D.C. on compression stroke. T.D.C. can be checked by using a rounded end tool through plug hole to feel the piston meanwhile rocking engine back and forth to find correct position. The clearances with engine cold are .005" inlet and .007" exhaust on 750cc engines and .006" inlet and .008" exhaust on 850 engines. When all settings are correct, replace plugs and relevant parts. (additional information can be found in the workshop manual)

CARB.

SETTINGS: Left Carb. Turn in Mixture Screw to full, then turn out two complete turns.