

MILODON
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PREMIUM ROLLER TIMING CHAIN INSTALLATION

The Milodon Premium Roller Chain set is a true race quality unit that will withstand high RPM and valve train loads that most other chains would stretch under. A loose and stretched chain will not allow the cam to make the maximum level of power the engine is capable of! This set will also give the maximum in reliability and longevity that a timing chain unit can provide.

Install the crank gear with the chamfered side toward the engine and the markings away from the engine. Install the cam gear using locking bolts preferable, Loctite and then tightened to the proper specs with a torque wrench. With 5/16" fine thread cam bolts: torque to 21 ft/lbs, for 3/8" fine thread bolts: torque to 35 ft/lbs. For all engines, the dot on the cam gear should be at the 6 o'clock position and aligned exactly with the appropriate mark at 12 o'clock on the crank gear. See diagram A. If the "O" keyway was used, use the "O" mark in the crank gear tooth to align with cam gear mark. If the advanced position is desired, the crank gear is installed on the advanced keyway position and the advanced crank gear tooth mark would be used to align with cam gear mark. ALWAYS use the matched alignment dot on tooth with the like marked keyway for crank. NEVER use non-matched mix tooth and keyway markings.

Depending on the type of engine, your timing gear set will be marked with either a "triangle" or an "A" for advancing cam 4 degrees from stock. The retard position will be marked with a "square" or an "R" for retarding cam 4 degrees from stock.. In all cases, "O" indicates 0 degrees change from stock settings. That is, if your stock cam setting is 4 degrees retarded from the factory, "O" mark will duplicate that setting.

IN ALL APPLICATIONS, ONCE CHAIN SET IS INSTALLED, IT SHOULD BE CHECKED FOR PROPER CLEARANCE AND ALIGNMENT. IF THE GEARS OR CHAIN ARE NOT ALIGNED PROPERLY OR ARE RUBBING THE BLOCK FOR ANY REASON, THE PROBLEM MUST BE CORRECTED BEFORE RUNNING.

15004 Small Block Chevy Note !

Due to core shift on some Small Block Chevy engine blocks, the chain MAY rub on the oil galley boss. If so it will be necessary to grind a small amount of the boss to gain adequate clearance (1/8 inch minimum). See diagram B.

15008 Small Block Ford Note!

- 1962-64 vehicles - discard original spacer and thrust plate, use thrust plate #C90Z-6269-A.
- 1965-75 1/2 vehicles - use existing thrust plate.
- 1972 1/2 - present vehicles - discard original 2-piece eccentric, use 1-piece eccentric Ford #C3AZ-6287-B.
- Ford 302 and 351 Windsor engines that come equipped with a retainer plate as shown in diagram C, the plate MUST be modified as indicated.
- For the few 289 & 302 engines equipped from the factory with 3/8" rod bolts & balance weight behind the crank gear, this chain set will not work.