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1849 FOSTER DR.  
JACKSONVILLE, FL 32216

09/19/2006

**2.3L 1442/1443-SQ/1443-RD**

The engine must have the #1 cylinder at TDC. This will make the timing mark on the damper read "0". The camshaft keyway will now be at 6 o'clock. The Racer Walsh sprocket is now ready to install.

You will need to remove the factory cover, belt and sprocket. Install the new Racer Walsh sprocket and make sure to put thread sealer on the camshaft bolt that retains the sprocket in place.

To advance cam timing: you will need to loosen the locking bolts and rotate the CENTER piece clockwise. Do not allow the cam belt to move. Advancing the camshaft causes a reduction in intake valve to piston clearance. So make sure you do not decrease the clearance to less than .100", or you may bend the valves. Advancing the cam normally will provide more low end and the cam will come in sooner.

To retard cam timing: you will need to loosen the locking bolts and rotate the CENTER piece COUNTER clockwise. Do not allow the cam belt to move. Retarding the camshaft causes a reduction in exhaust valve to piston clearance. So make sure you do not decrease the clearance to less than .100", or you may bend the valves. Retarding the cam normally will provide more top end and the cam will come in later.