



# Double Row Cam Gear With Marks

## Installation Instructions

### For Triumph TR6

PART # 838-200

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#### Tools Required:

Shop manual

**Notes:** *Although this cam gear may be used on other vehicles, these instructions are specifically written for the Triumph TR6. Do not assume the marks on this cam gear should be used on your non TR6 application.*

**Make sure to follow your shop manual closely.**

**It would be impossible for Moss Motors to have the cam specs on every cam ever produced for your car. We recommend you degree your cam if replacing the camshaft or cam gears/chain to ensure optimum engine performance. That being said, these instructions, along with a manual, should be adequate to simply replace your stock engine's timing gears and chain.**

#### Installation

- 1) Refer to your shop manual regarding disassembly and removal of the timing chain.

If you are simply removing a worn or broken timing chain set from a stock engine with a stock camshaft, turn the engine over by hand until #1 cylinder is at Top Dead Center (TDC). Take note that the key in the crankshaft is at the 12:00 position. Make sure the timing mark on the cam gear is facing the crankshaft. If the mark on the cam gear is facing opposite the crankshaft, simply turn the crankshaft one more revolution to TDC and the cam gear mark should now be facing the crank shaft.

Remove the cam gear, crank gear, and timing chain being careful not to rotate the cam or crankshafts.

- 2) Install the new crankshaft gear onto the crankshaft being careful not to rotate the crankshaft. Remember if it moves a little, the key should be set back to 12:00. Put the new timing chain onto the camshaft gear. While the chain is around the cam gear (in your hands), install the chain around the crank gear (on the engine) in such a way that the mark labeled "B" on the cam gear will point toward the crankshaft. Loosely bolt the cam gear to the camshaft to check alignment. The cam gear must be bolted to the cam using the holes closest and farthest from the "B" mark. Do not use the other holes in the cam gear.

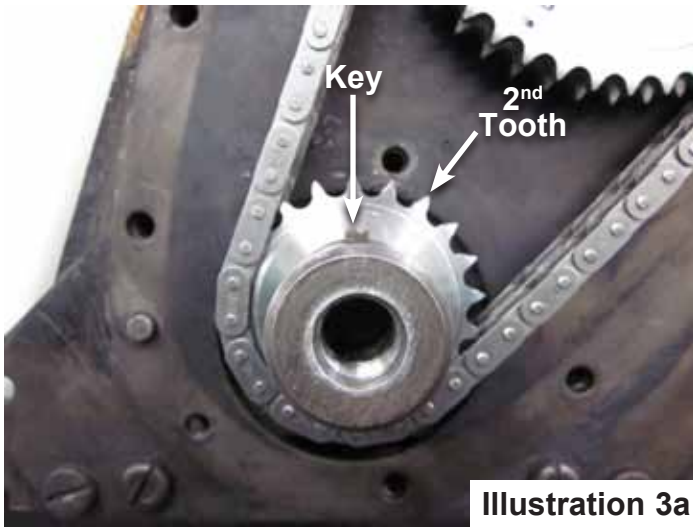


**Illustration 2**

- 3) To check alignment of the timing gears, inspect the crank gear. Notice the tooth directly above the key on the crank is pointing straight up 12:00. Count 2 teeth clockwise on the crank gear. This is the tooth we will use to point the "B" mark at. If you were to draw an imaginary line from the center of the crankshaft to the center of the camshaft, the 2nd tooth on the crank gear and the "B" mark on the cam gear would fall on this

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line. If you find the 2nd tooth and “B” mark do not line up, remove the cam gear from the cam, reposition the chain and check alignment again.



Remember, Moss Motors cannot tell you if you should use the “A” or “B” marks for any specific cam. We can only tell you “B” is best for stock cams. You or your engine builder must degree the cam in question and set it up as suggested by the cam manufacturer.

- 4) Once proper alignment has been achieved, follow the manual to reassemble your engine. Don't forget to properly torque the cam gear to the cam and use appropriate lock tab.

For aftermarket cams there is another mark on the cam gear that is marked “A”. The “A” is for advance. You should start degreeing your aftermarket cam by utilizing the “B” mark. If that mark does not line the cam up as specified on the cam card, the “A” mark will advance the cam about 4 degrees (about 8 degrees at the crankshaft). You must bolt the cam gear to the cam using the holes closest and farthest from the “A” mark if using the “A” mark for alignment.