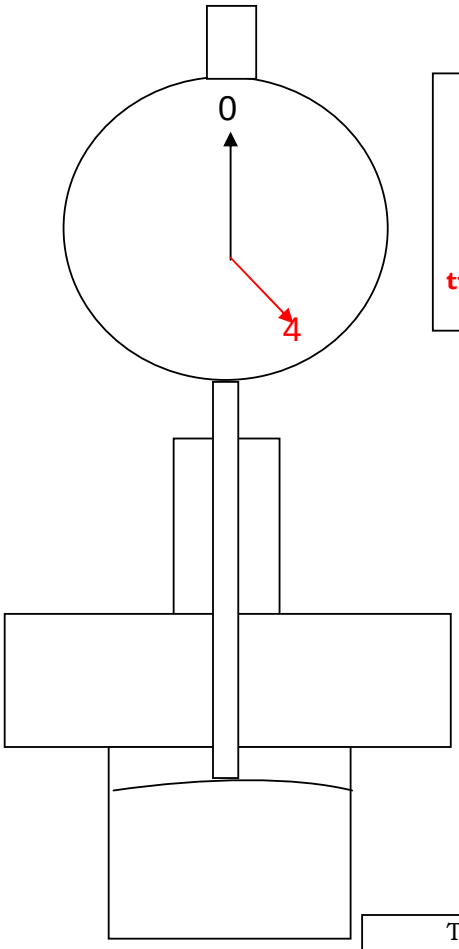
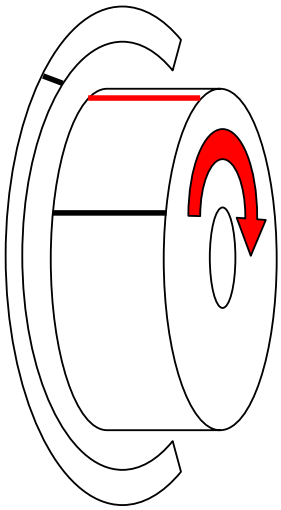
0.077	1.9558
0.078	1.9812
0.079	2.0066
0.080	2.0320
0.081	2.0574
0.082	2.0828
0.083	2.1082
0.084	2.1336
0.085	2.1590
0.086	2.1844
0.087	2.2098
0.088	2.2352
0.089	2.2606
0.090	2.2860
0.091	2.3114
0.092	2.3368
0.093	2.3622
0.094	2.3876
0.095	2.4130
0.096	2.4384
0.097	2.4638
0.098	2.4892
0.099	2.5146
0.105	2.6670
0.106	2.6924
0.107	2.7178
0.108	2.7432
0.109	2.7686
0.110	2.7940
0.111	2.8194
0.112	2.8448
0.113	2.8702
0.114	2.8956
0.115	2.9210
0.116	2.9464
0.117	2.9718
0.118	2.9972
0.119	3.0226
0.120	3.0480
0.121	3.0734
0.122	3.0988
0.123	3.1242
0.124	3.1496
0.125	3.1750
0.126	3.2004
0.127	3.2258
0.128	3.2512
0.129	3.2766
0.130	3.3020
0.131	3.3274
0.132	3.3528
0.133	3.3782
0.134	3.4036
0.135	3.4290
0.136	3.4544
0.137	3.4798
0.138	3.5052
0.139	3.5306
0.140	3.5560
0.141	3.5814
0.142	3.6068



Piston is fully up [TDC]
Dial indicator needle is placed on zero [0].
As the engine is rotated in the reverse direction the needle will rotate twice plus 4 to read .24mm.



The ignition key has been removed and the rotor placed onto the crank taper with a small force so it will not slip on the crank when turned to check timing.
The timing marks are not lined up at this point.
Rotate the rotor in the direction of the red arrow [engine reverse direction] until the two marks line up.
At this time you read the valve from the dial indicator.
Eg: .24mm.
This measurement is the amount the engine is advanced from TDC.
If the reading is not what you require simply move rotor on the crank to achieve this.
When the desired timing is found tighten the nut to secure the rotor.