Original: Ken Gillanders, January 1985
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TR Ignition Timing,

Ignition timing is a poorly understood, very important and a frequently done wrong part of a tune up. While most distributors are designed to be timed with a strobe or an electronic timing light and running, the TR distributor is designed to be timed with a static light and with the engine stopped. If a Triumph 2 or 3 is timed with a strobe while running all you will get for your trouble is a poor running engine with badly retarded ignition timing.

What follows is the factory timing method and it seems to work the best:

1. Remove the coil to distributor low-tension lead at the distributor, usually located in the distributor base and next to the cylinder head.

2. Connect a static light (any 12 volt lamp) between the distributor terminal and a convenient hot lead (the battery will do).

3. Using either the crank or by pulling the fan, move the pulley around in a clockwise direction as viewed from the front. Place the hole drilled in the rear half of the pulley 3/8" to the left of the timing pointer[1]. **DO NOT** turn the pulley in a counter clockwise direction, as the crankshaft motion is not directly transmitted to the camshaft due to the timing chain tensioner. The fan must be moved in a smooth and continuous movement clockwise to the correct location.

4. Loosen the clamp at the base of the distributor and very slowly turn the distributor in a counter clockwise direction until the static light just comes on and then clockwise until it just goes out. This is the exact point of ignition and it is possible that the light may come on as you tighten the clamp, making it necessary to readjust until the light just goes out. Then reconnect the low-tension lead and you are ready to go.

3/8" measured on the circumference of the crankshaft is about 8deg, which is more initial timing advance than the factory recommends, the engine, however seem to run more effectively at 8deg than 4deg of advance.

[1] The timing pointer is attached to the timing chain cover, just off to the right of the centerline as viewed from the front of the car.