



# *Vegas Carts* & PERFORMANCE

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## *Adjustable Timing Bracket Installation Instructions*

For use with:

Any GX390 / Clone engine

Issued 9/23/2017



Be very careful to measure TWICE before making any cuts!

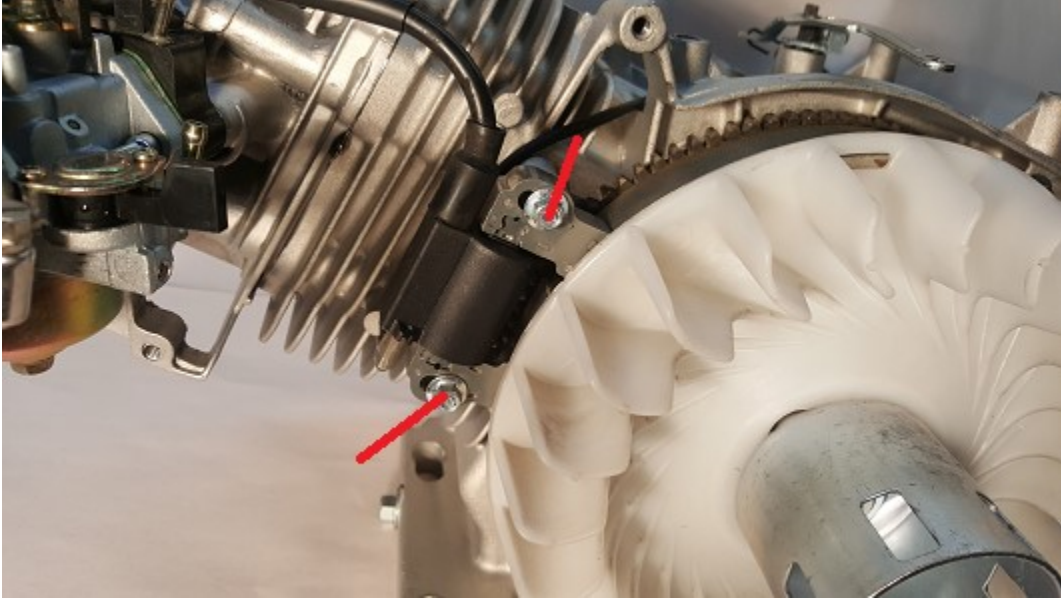


Advancing your timing too far with low grade fuels can cause engine damage. This product is recommended for advanced engine tuners with a dynamometer or other way of determining & monitoring engine functions and power output.

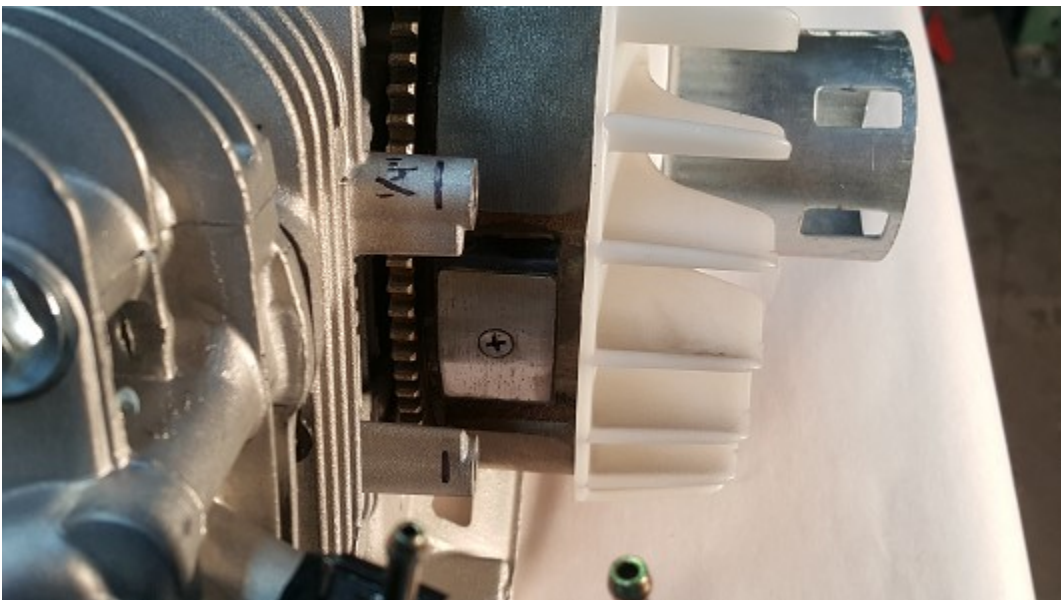
### Tools Required:

- Grinder with cut-off wheel
- Black marker
- Clean Rags
- High Temp Loc-Tite
- 8mm socket w/ratchet or equivalent
- Allen wrench set

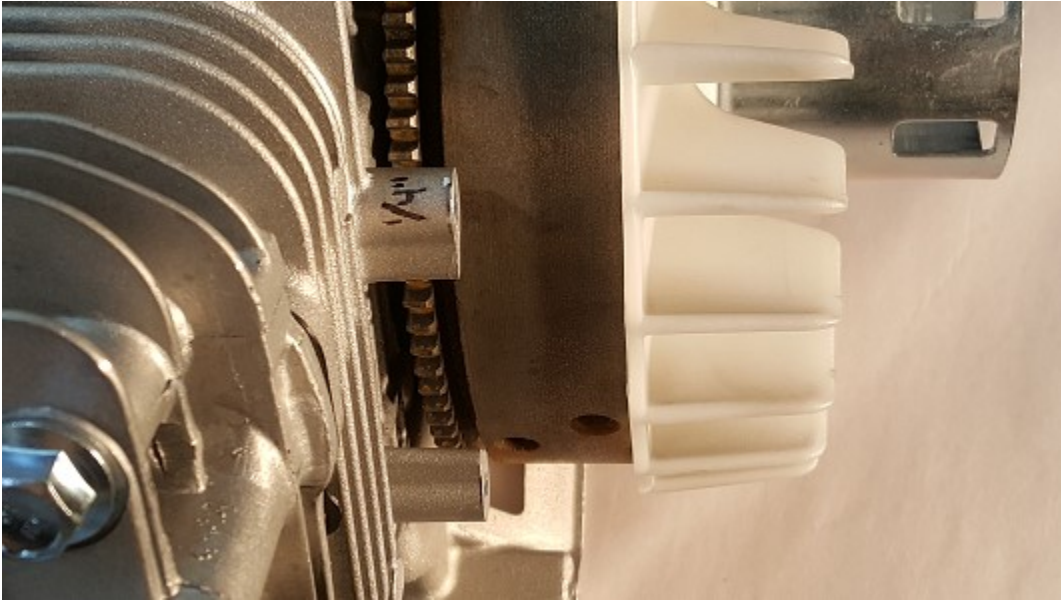
1. Remove the throttle control rod and then the fan shroud via (4) 8mm bolts.
2. Remove the ignition coil from the engine block via (2) 8mm bolts. Clean all surfaces including the coil and mounting standoffs.



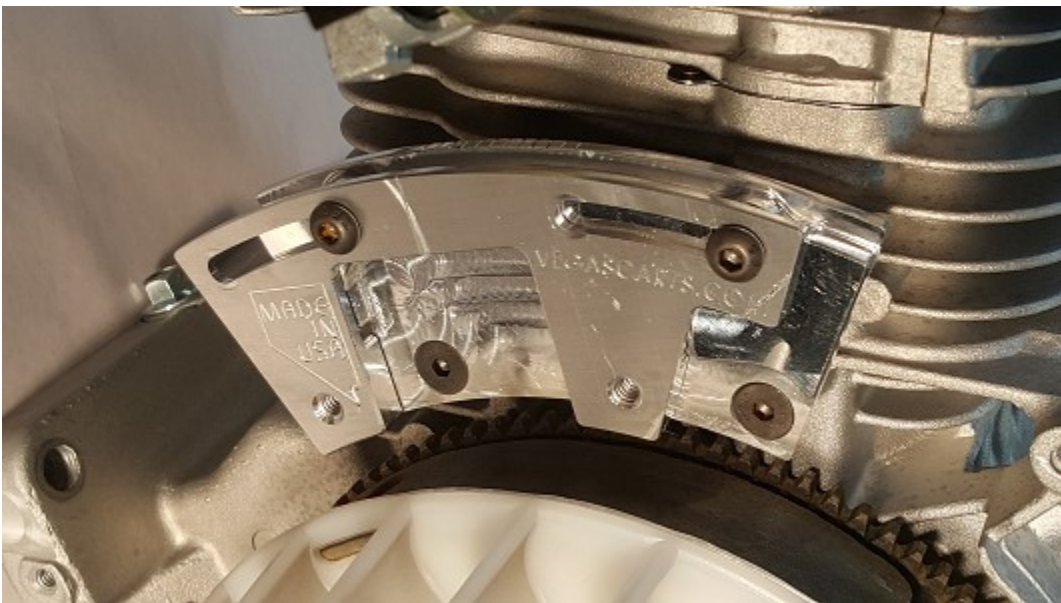
3. Measure and mark a line on both standoffs that is 1/4" (.250') back from the face of the standoff.



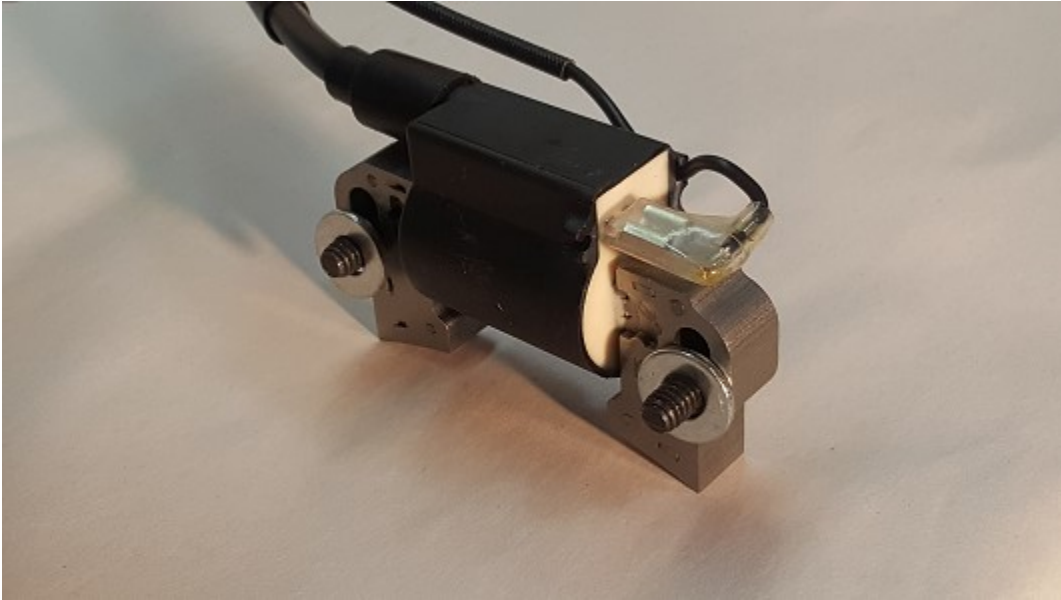
4. Use your favorite cutting method to cut the standoffs down 1/4". Ideally a milling machine would be best, but most people use an angle grinder w/cutoff wheel. Using a straight edge, verify both cuts are flat and straight to each other. If you need to adjust one side, use a small file to dial it in. Blow out the threads to ensure the new bolts thread smoothly.



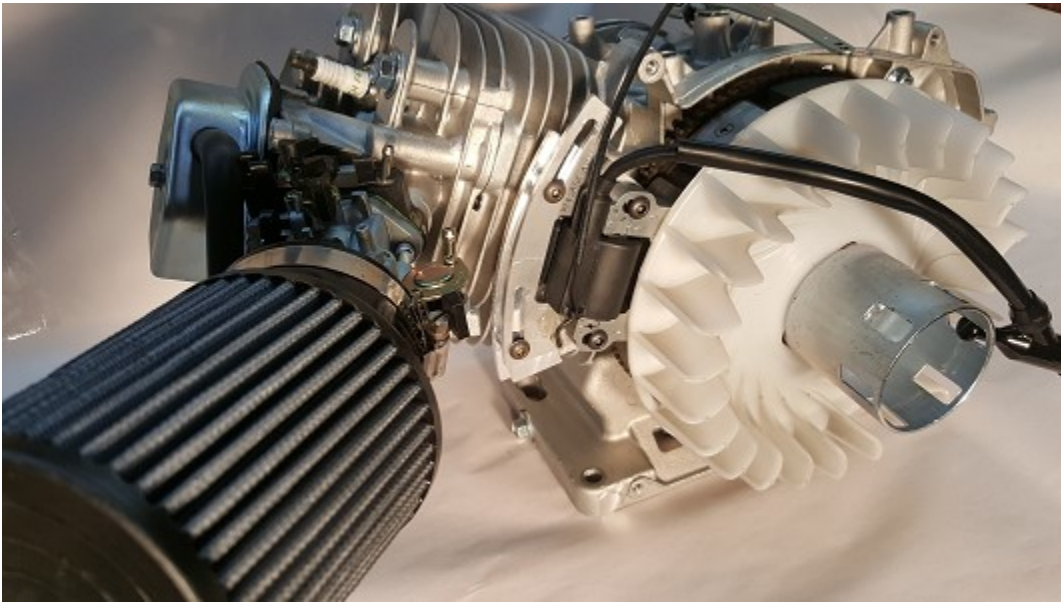
5. Bolt & tighten your new timing bracket to the recently cut standoffs using the provided recessed Allen screws. Apply High Temp Loc-Tite to keep them from backing out.



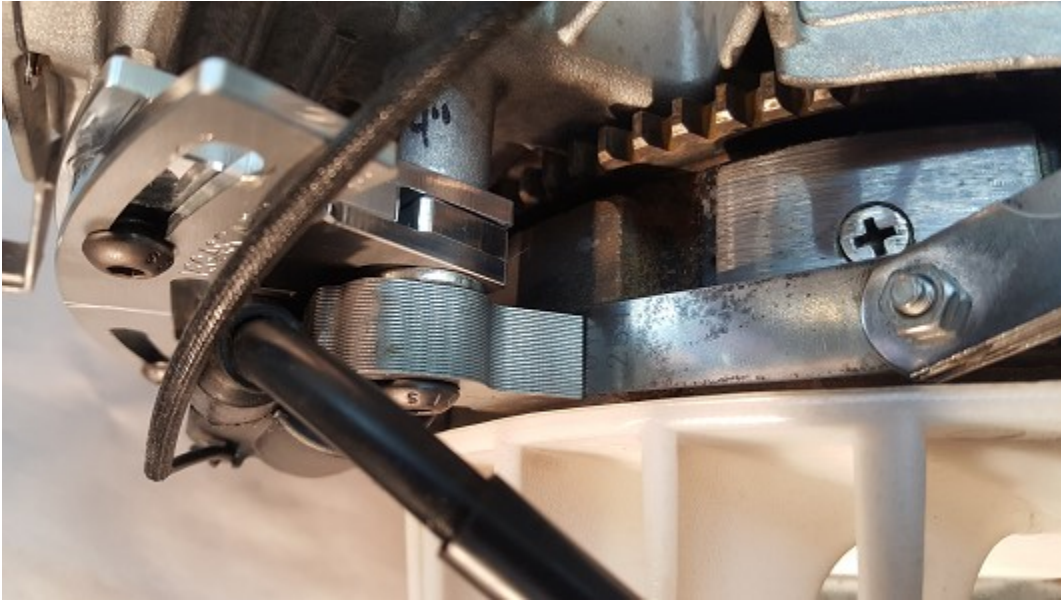
6. Ensure that the bracket is set to 0\* Advance and tighten down the top adjuster screws. Insert the coil bolts into the coil, add the flat washers behind the coil. Flip the kill switch wire terminal 180 degree so the wire is facing away from the engine.



7. Mount the coil to the bracket as shown. Leave the 2 screws just tight enough so you can move the coil slightly and set your gap.



8. You will need to set your gap to between .010" -.015". This is done with a feeler gauge or .010" shim. Once you have achieved the correct gap on both sides of the coil, tighten down the coil screws.



9. Route the kill wire up and behind the mounting bracket so it doesn't interfere with the flywheel. You can now replace the fan shroud, throttle rod, and re-install the spark plug cap.

We recommend test firing your engine to ensure everything is working properly before making timing adjustments. Once you are confident that everything is installed and working correctly...loosen the sliding adjustment screws at the top of the mounting bracket and slide the coil to the desired amount of timing advance and re-tighten.