

# The B-Timing Cover

by Tom Endy 2021

The front timing cover used on the Model B engine looks exactly like the front timing cover used on the Model A engine, except for one small difference that is not readily noticeable. The timing pin hole on the Model B cover is positioned in a different location and could cause you some amount of grief if you use it on a Model A engine with a Model A distributor.



The timing pin hole on a Model B front timing cover seen in the photo in the upper left has an oblong boss instead of the round boss found on a Model A front timing cover. The timing pin hole itself is located in the upper portion of the oblong. This provides that the timing will be set at 19 degrees before top dead center (BTDC). The distributor on a B-engine requires this setting. If this cover is installed on a Model A engine using a Model A distributor the timing will be way off and the engine will not run correctly.

When Ford made the change they realized they would still have to produce spare timing covers for the Model A. This was the reason for the oblong boss. The spare covers for the Model A have the timing pin hole drilled at the bottom of the oval.

If you are running a Model B engine in a Model A with a Model A distributor, you should have a Model A front timing cover installed. If you are running a Model A or a Model B engine with a Model B distributor you should have a Model B front timing cover installed.

## FRONT COVERS FOR 4-CYLINDER ENGINE

Due to the fact that different distributors are used, two types of front end covers, B-6019 and A-6019-B, are supplied for service on the 4-cylinder engine. Both are made from the same casting, the only difference being in the location of the timing pin hole, as follows:

On the B-6019 cover, the timing pin hole is at the upper end of the boss as shown in Fig. 110. When the timing pin on the improved 4-cylinder engine slips into the recess in the cam gear as outlined on page 21 of the June SERVICE BULLETIN, number 1 piston is exactly 19 crankshaft degrees before top dead center on the compression stroke.

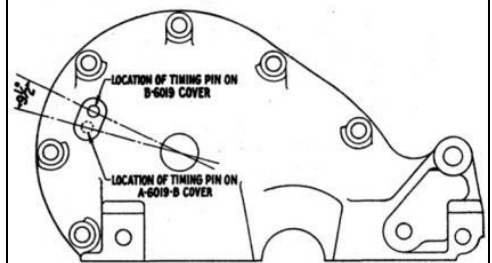


Fig. 110

It is important that you have the correct front timing cover installed for the type of distributor you are using.