

Performance Enhancing Offset Timing Key

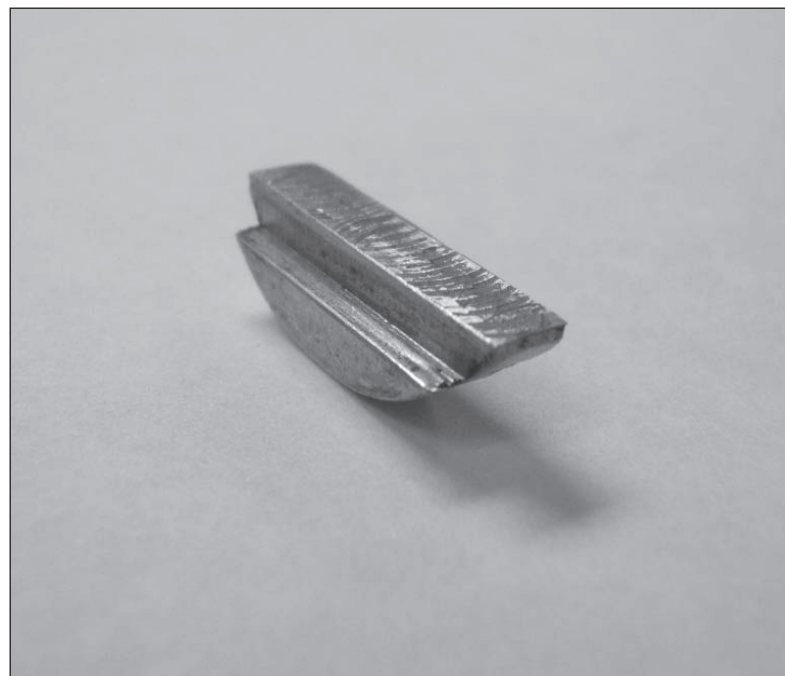
Used on 24 HP Honda V Twin Engines

INSTALLATION INSTRUCTIONS

The Offset Timing Key purchaser assumes sole and entire responsibility for, and shall indemnify and save harmless the supplier, from any and all claims, liability, responsibility, damages, or expenses resulting from loss of life or injury to persons or property that may be sustained in connection with the use of any product before or after purchase, including but not limited to this Offset Timing Key. The Offset Timing Key purchaser also shall indemnify the supplier with respect to any and all liability that may be incurred.

Golf carts can be hazardous to operate. They are recommended for use only by persons aged 16 years or older. Do not drive or ride in a golf car if you are under the influence of drugs or alcohol. Never drive or ride a golf cart on public roads. Never carry more than two passengers (with the exception of shuttles and trams). Avoid excessive speeds, do not stunt drive, and be particularly careful on difficult terrain.

The supplier reserves the right, at any time, to discontinue or change specifications, prices, designs, features, models, or equipment without notice and without incurring any obligation.



This performance enhancing offset timing key is used to advance the ignition timing in your Honda 24 HP V Twin engine. The result, when used with high octane gasoline, is an incremental increase in horse power.

NOTE: Increased performance can decrease engine life. Use care and common sense when applying enhancements and when operating engine equipped with performance enhancements.

Honda Offset Timing Key Installation Instructions

1. Release the four clamps holding the top cover on the OEM air box, then remove the lid. See Figure 1.
2. Remove the OEM air filter.
3. Remove the two 10 mm and two 8 mm bolts holding the OEM air box to the engine and remove the air box. See Figure 2.
4. Remove the 2 10 mm bolts and 4 10 mm nuts holding the fan shroud to the engine and remove the shroud. See Figure 3
5. Remove the 10 mm bolts and studs holding the ignition coils to the engine block and move the ignition coils away from the flywheel. See Figure 4.
6. Using a 30 mm socket, remove the flywheel and OEM flywheel key. See Figure 5.

NOTE: Provided the flywheel nut has not been over torqued, you should be able to remove the flywheel with little effort or prying. If the flywheel has been over torqued onto the crank shaft, a generic 3 bolt puller can be used to remove the flywheel. Be sure to remove the fan first, then use the three fan bolt holes in the flywheel

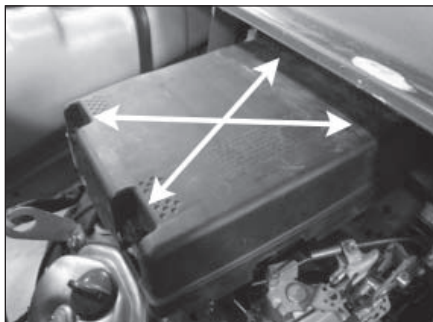


Figure 1 - Air Box Top

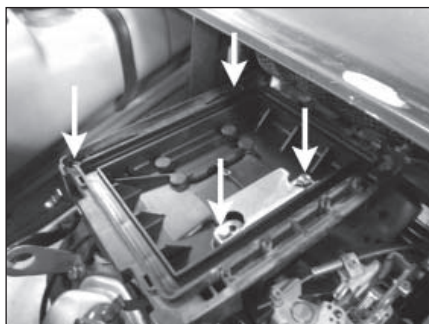


Figure 2 - Air Box Removal

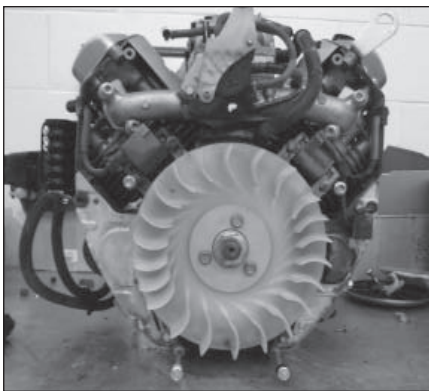


Figure 3 - Fan Shroud Removed

for the puller.

7. Place the Offset Timing key into the crankshaft keyway with the key offset facing the clockwise direction of engine rotation. See Figure 6.
8. Reinstall the flywheel and torque the crankshaft nut to 145 ft/lbs. You will need a strap wrench to hold the flywheel.

- Tech Tip -

When installing the flywheel, be sure to rotate it clockwise as it seats onto the crank shaft. The key has a small amount of clearance for this purpose and this clockwise rotation insures you have the maximum timing advance.

9. Reinstall the ignition coils using the studs as the outside fasteners. Using a feeler gauge to insure that the ignition coils are gapped 0.010" off the flywheel surface (away from the magnets).
10. Reinstall the fan shroud and air box

NOTE: It is recommended that you run a high octane gasoline along with advancing of the ignition timing, to obtain maximum performance from your V-Twin engine.



Figure 4 - Coil Mounting

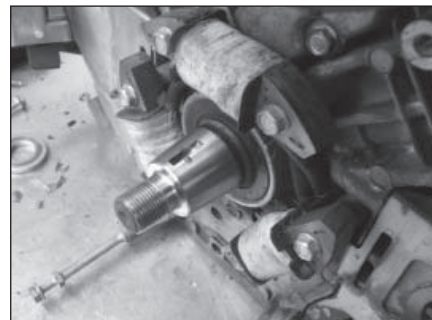


Figure 5 - Flywheel & Fan Removed

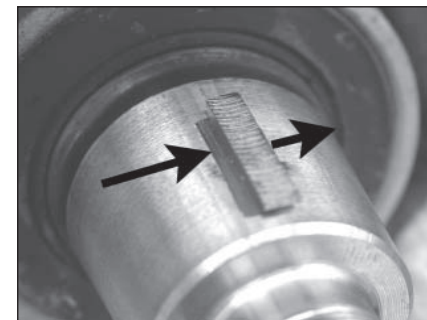


Figure 6 - Offset Direction