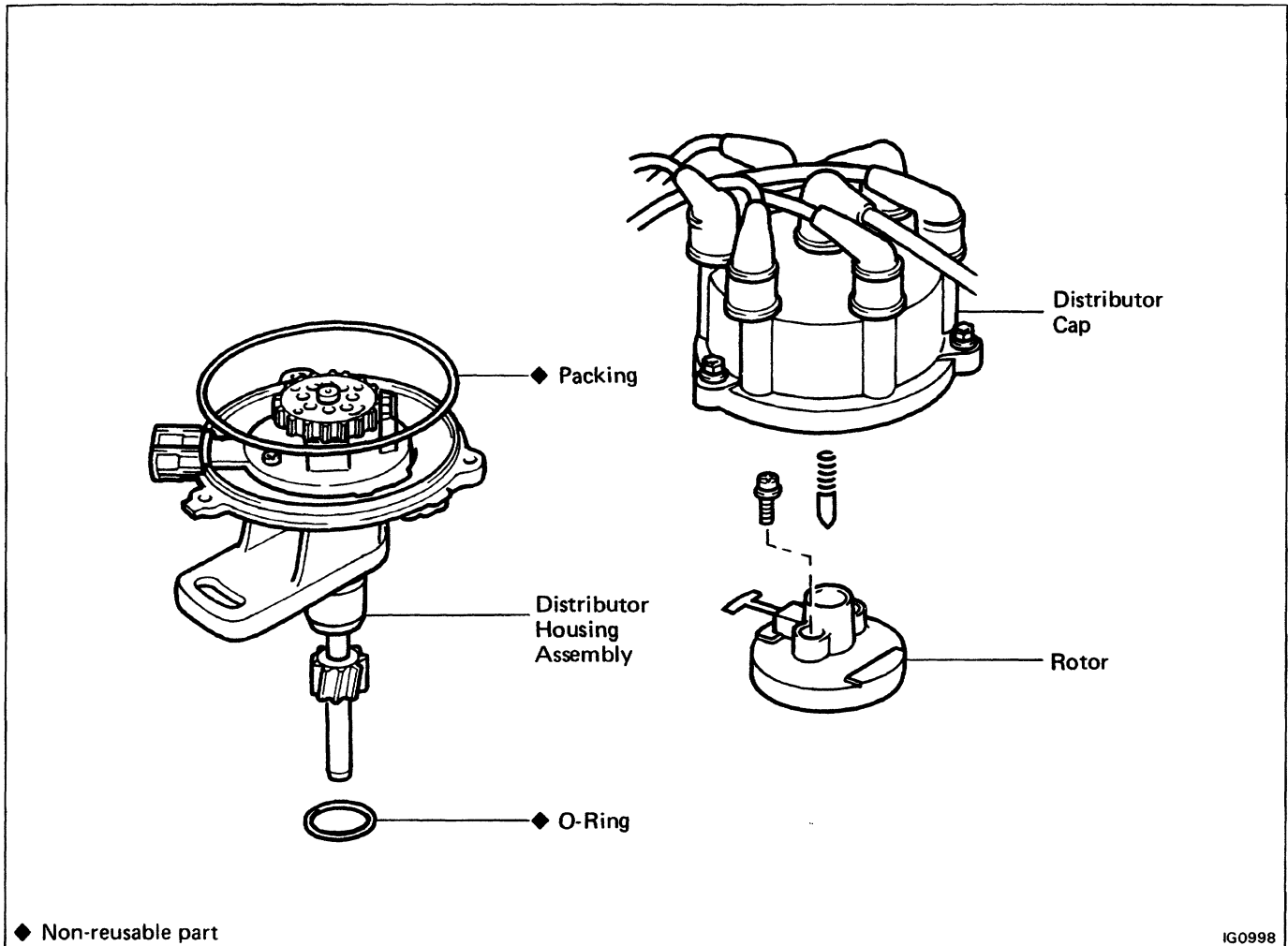


DISTRIBUTOR COMPONENTS

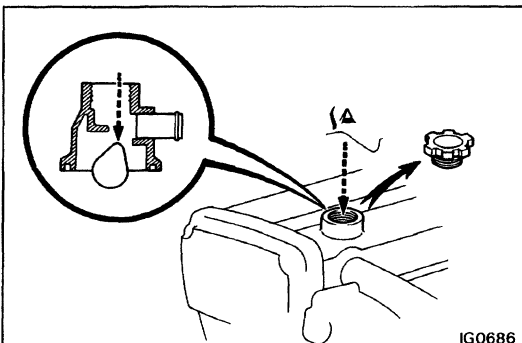


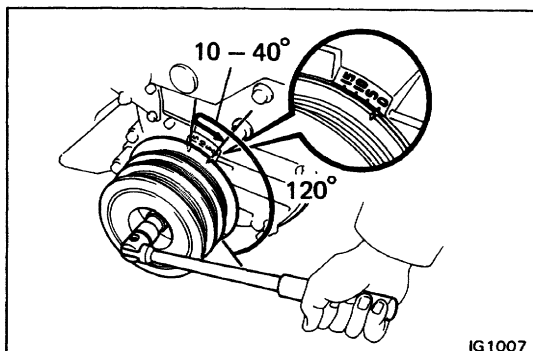
REMOVAL OF DISTRIBUTOR

1. REMOVE WATER PROOF COVER
2. DISCONNECT HIGH-TENSION CORDS FROM SPARK PLUGS AND IGNITION COIL
3. DISCONNECT DISTRIBUTOR CONNECTOR

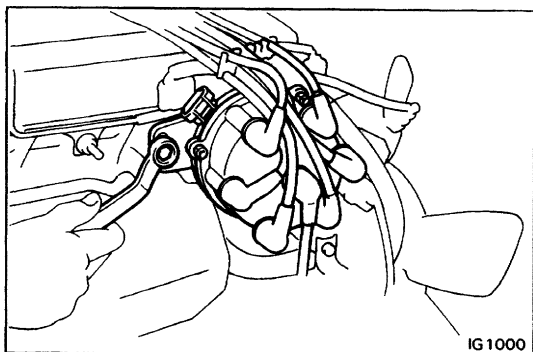
4. SET NO. 1 CYLINDER TO TDC/COMPRESSION

- (a) Remove the oil filler cap.
- (b) Look through oil filler hole and turn the crankshaft clockwise until the cam nose can be seen.



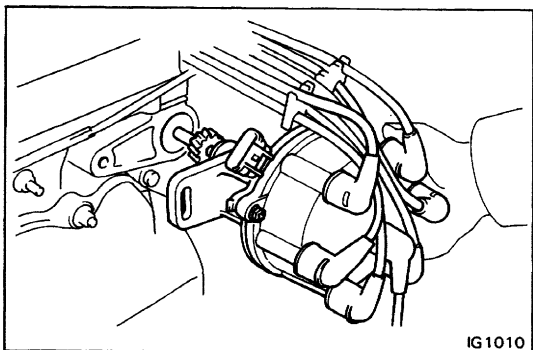


- (c) Turn the crankshaft counterclockwise approximately 120°.
- (d) Turn the crankshaft again approximately 10° to 40° clockwise so that the timing belt cover TDC mark and the crankshaft pulley TDC mark are aligned.

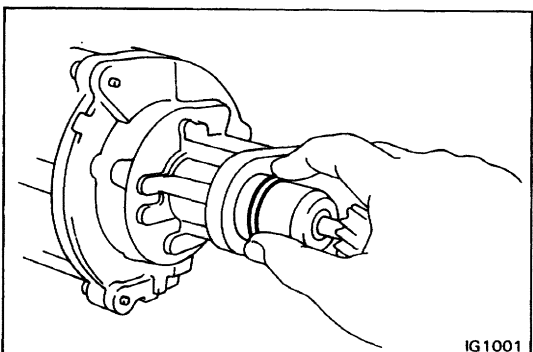


5. REMOVE DISTRIBUTOR

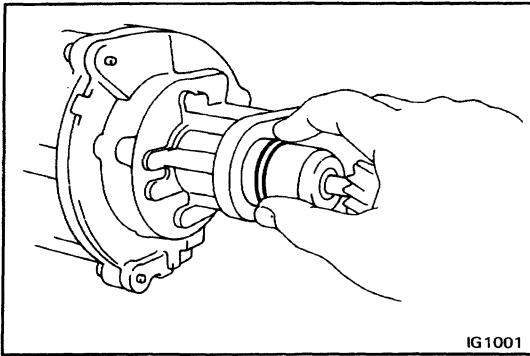
- (a) Remove the hold-down bolt.



- (b) Pull out the distributor from the cylinder head.



6. REMOVE O-RING



INSTALLATION OF DISTRIBUTOR

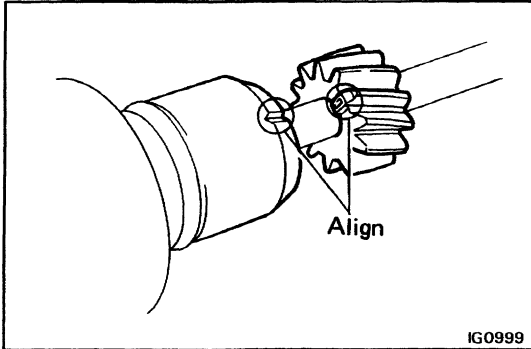
1. CHECK NO. 1 CYLINDER TO TDC/COMPRESSION

(See page IG-9)

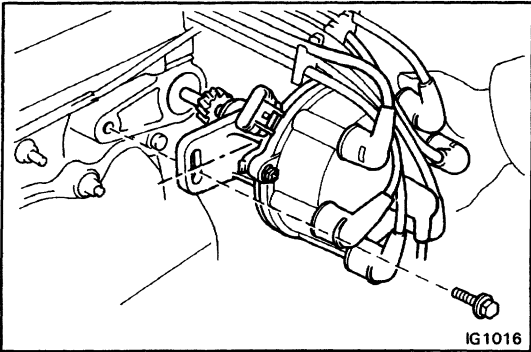
2. INSTALL DISTRIBUTOR

(a) Install a new O-ring to the distributor.

HINT: Always use a new O-ring when installing the distributor.



(b) Align the groove of the distributor housing with the protrusion on the driven gear.



(c) Insert the distributor, aligning the center of the

flange with that of the bolt hole on the cylinder head.

(d) Lightly tighten the hold-down bolt.

3. CONNECT DISTRIBUTOR CONNECTOR

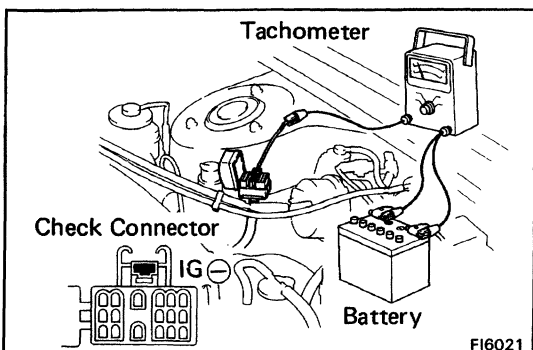
4. CONNECT HIGH-TENSION CORDS TO SPARK PLUGS AND IGNITION COIL

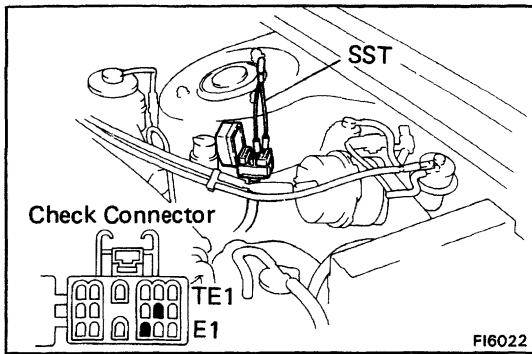
5. WARM UP ENGINE TO NORMAL OPERATING TEMPERATURE

6. CONNECT TACHOMETER TO ENGINE

Connect the test probe of a tachometer to terminal IG (-) of the check connector.

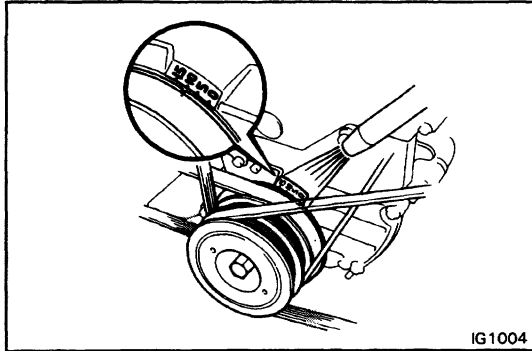
- Never allow the tachometer terminal to touch ground as it could result in damage to the igniter and/or ignition coil.
- As some tachometers are not compatible with this ignition system, we recommend that you confirm the compatibility of your unit before use.





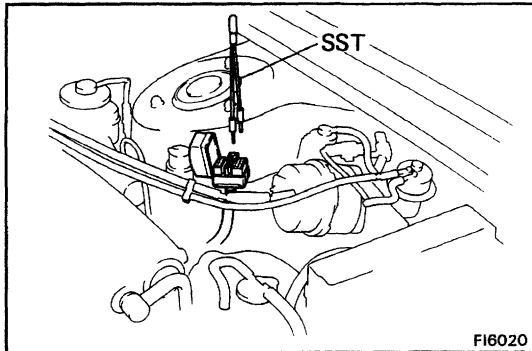
7. ADJUST IGNITION TIMING

- (a) Using SST, connect terminals TE 1 and E 1 of the check connector.
SST 09843-18020
- (b) Check the idle speed.
Idle speed: 700 rpm

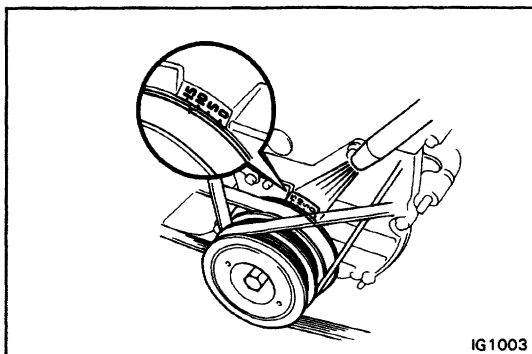


- (c) Using a timing light, slowly turn the distributor until the timing mark on the crankshaft pulley is aligned with the 10° mark. Tighten the distributor bolt and recheck the ignition timing.

Ignition timing: 10° BTDC @ idle
Torque: 140 kg-cm (10 ft-lb, 14 N-m)



- (d) Disconnect the SST.
SST 09843-18020



8. FURTHER CHECK IGNITION TIMING

Check the ignition timing advance.

Ignition timing: 9 - 11° BTDC @ idle

9. DISCONNECT TACHOMETER AND TIMING LIGHT