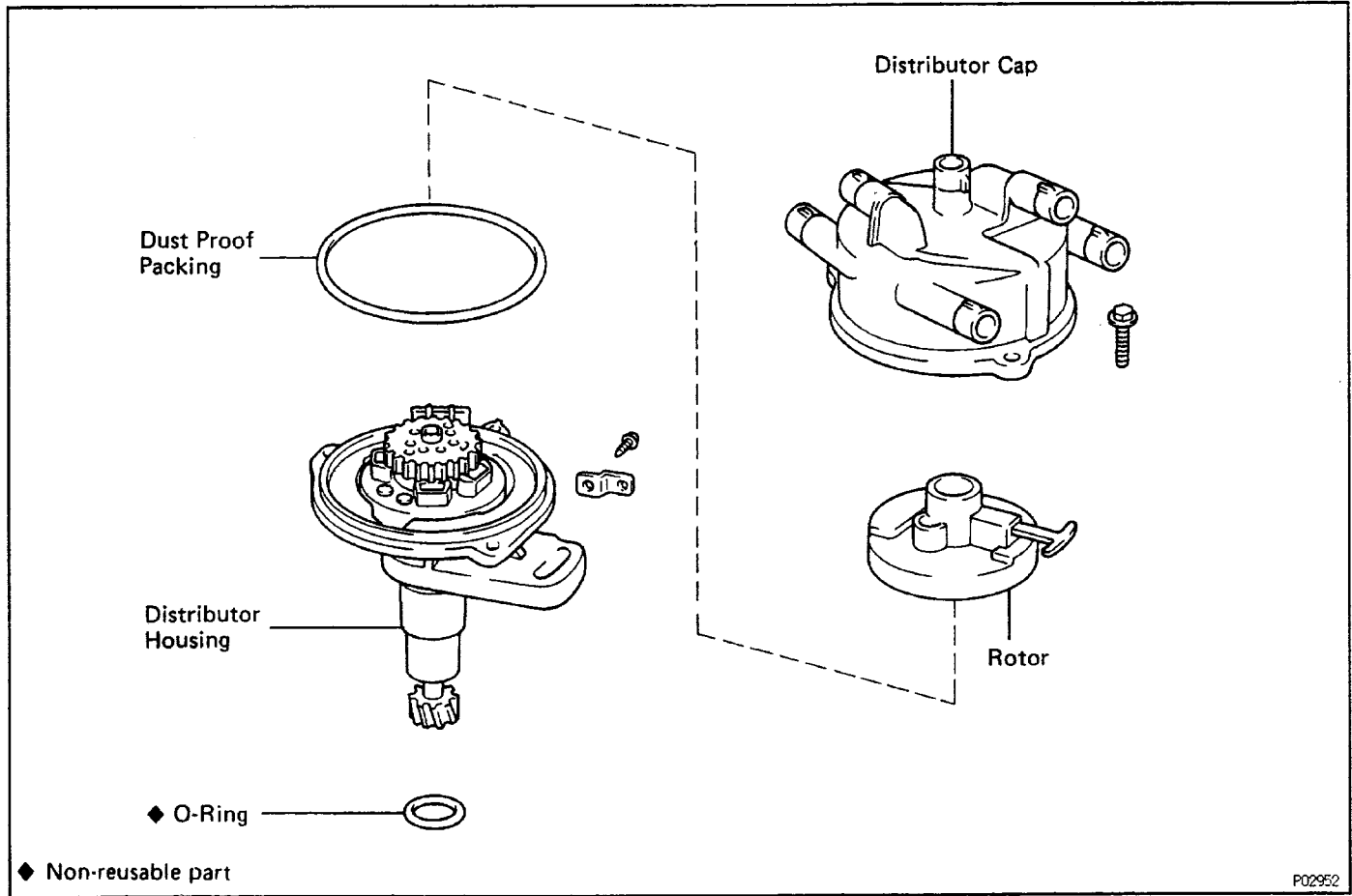
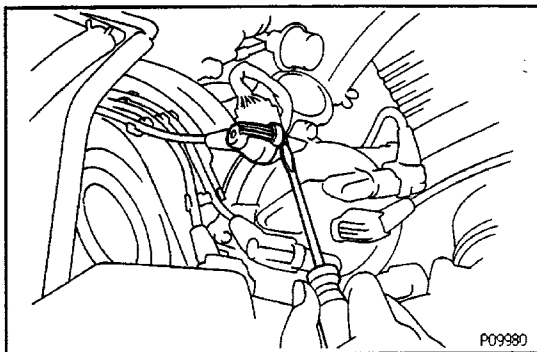


DISTRIBUTOR COMPONENTS

IG08F-01



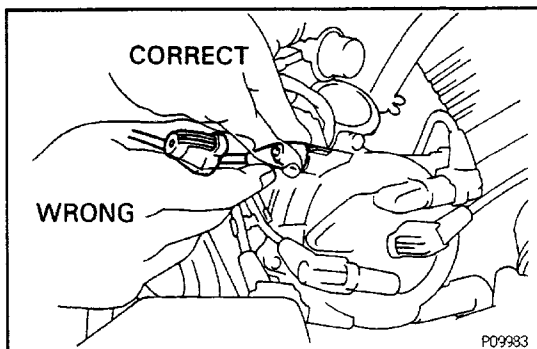
IG08G-01



DISTRIBUTOR REMOVAL

1. DISCONNECT HIGH-TENSION CORDS FROM DISTRIBUTOR CAP

- (a) Using a screwdriver, lift up the lock claw and disconnect the holder from the distributor cap.

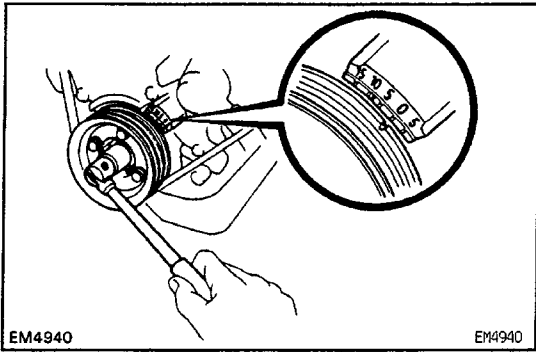


- (b) Disconnect the high-tension cord at the grommet. DO NOT pull on the cord.

NOTICE:

- Pulling on or bending the cords may damage the conductor inside.
- Do not wipe any of the oil from the grommet after the high-tension cord is disconnected.

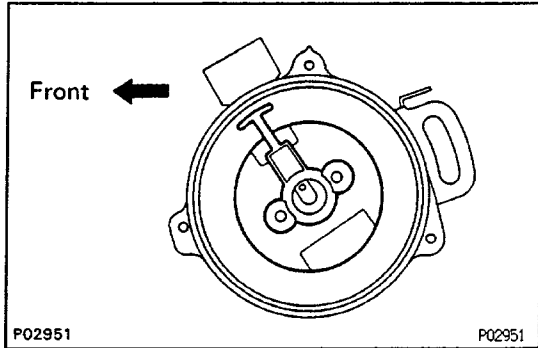
2. DISCONNECT DISTRIBUTOR CONNECTOR



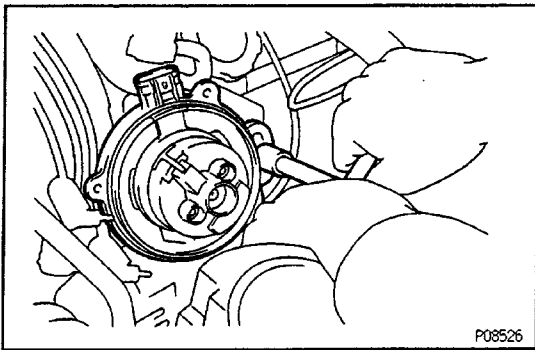
3. REMOVE DISTRIBUTOR CAP AND DUST PROOF PACKING

4. SET NO.1 CYLINDER TO TDC/COMPRESSION

- (a) Turn the crankshaft pulley until the timing mark is aligned with the "0" mark on the No.1 timing belt cover.



- (b) Check that the distributor rotor direction is as shown. If not, turn the crankshaft pulley one complete revolution.



5. REMOVE DISTRIBUTOR

- (a) Remove the hold-down bolt.
- (b) Pull out the distributor from the cylinder head.

6. REMOVE O-RING

DISTRIBUTOR INSTALLATION

IG05D-02

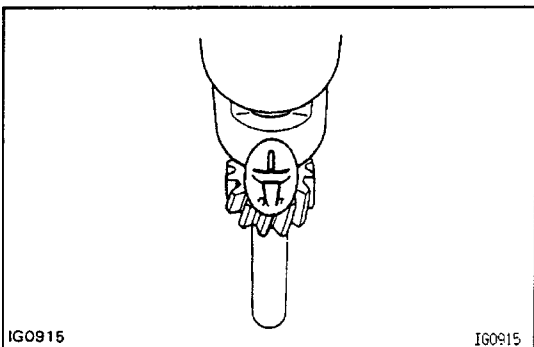
1. CHECK NO.1 CYLINDER TO TDC/COMPRESSION

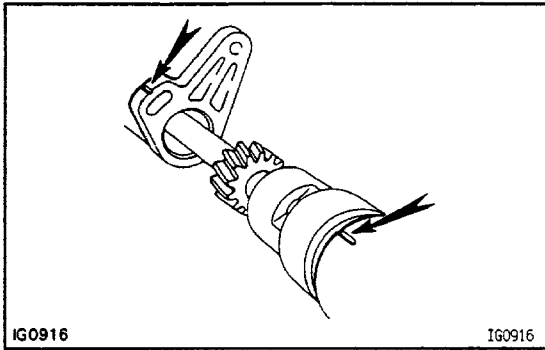
2. INSTALL DISTRIBUTOR

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

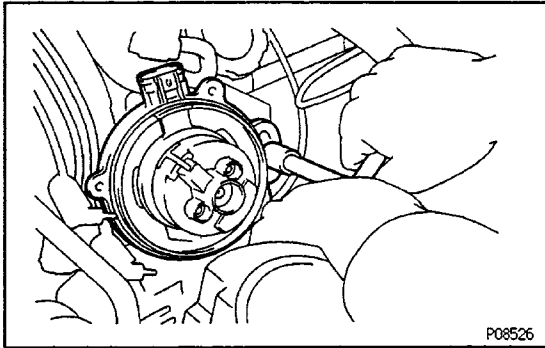
HINT: Always use a new O-ring when installing the distributor.

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



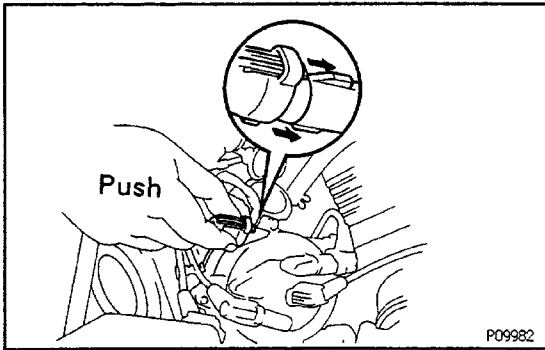


(c) Insert the distributor, aligning the groove of the distributor housing with the groove on the No.4 camshaft bearing cap.



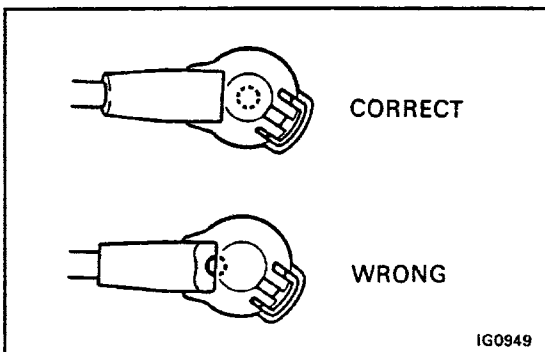
(d) Lightly tighten the hold-down bolt.

3. INSTALL DUST PROOF PACKING AND DISTRIBUTOR CAP

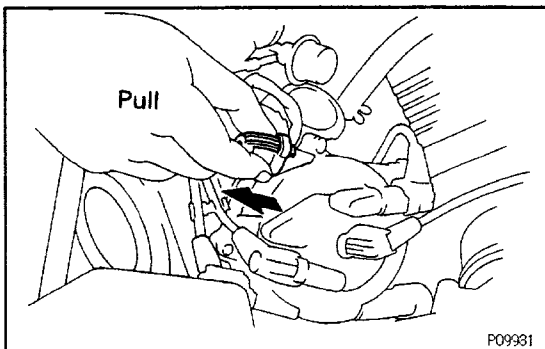


4. CONNECT HIGH-TENSION CORDS TO DISTRIBUTOR CAP

(a) Aline the spline of the distributor cap with the spline groove of the holder, then slide the holder with the grommet onto the distributor cap.

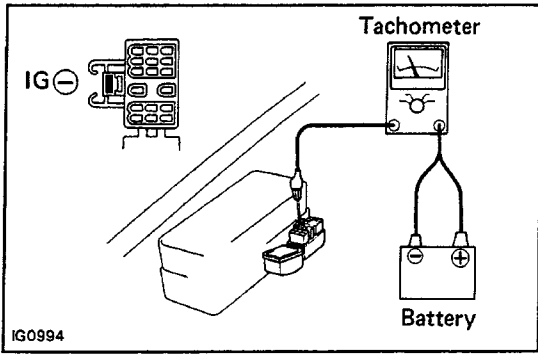


NOTICE: Check that the holder is correctly installed to the grommet and distributor cap as shown in the illustration.

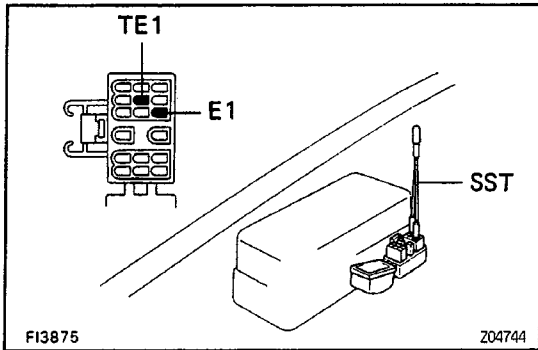


(b) Check that the lock claw of the holder is engaged by lightly pulling the holder.

5. CONNECT DISTRIBUTOR CONNECTOR

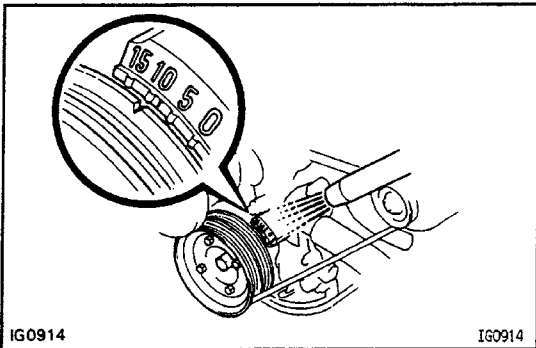


- 6. WARM UP ENGINE TO NORMAL OPERATING TEMPERATURE
- 7. CONNECT TACHOMETER AND TIMING LIGHT TO ENGINE



8. ADJUST IGNITION TIMING

- (a) Using SST, connect terminals TE1 and E1 of the DLC1.
 - 1. SST 09843-18020
- (b) Check the idle speed.
 - Idle speed: 800 ± 50 rpm



- (c) Using a timing light, check the ignition timing.

Ignition timing:

10° BTDC @ idle
(Transmission in neutral position)

- (d) Loosen the hold-down bolt, and adjust by turning the distributor.
- (e) Tighten the hold-down bolt, and recheck the ignition timing.

Torque: 18 N-m (185 kgf-cm, 13 ft-lbf)

- (f) Remove the SST from the DLC1.

SST 09843-18020

9. FURTHER CHECK IGNITION TIMING

Check that the ignition timing advances.

Ignition timing:

8° BTDC @ idle

- 10. DISCONNECT TACHOMETER AND TIMING LIGHT FROM ENGINE

