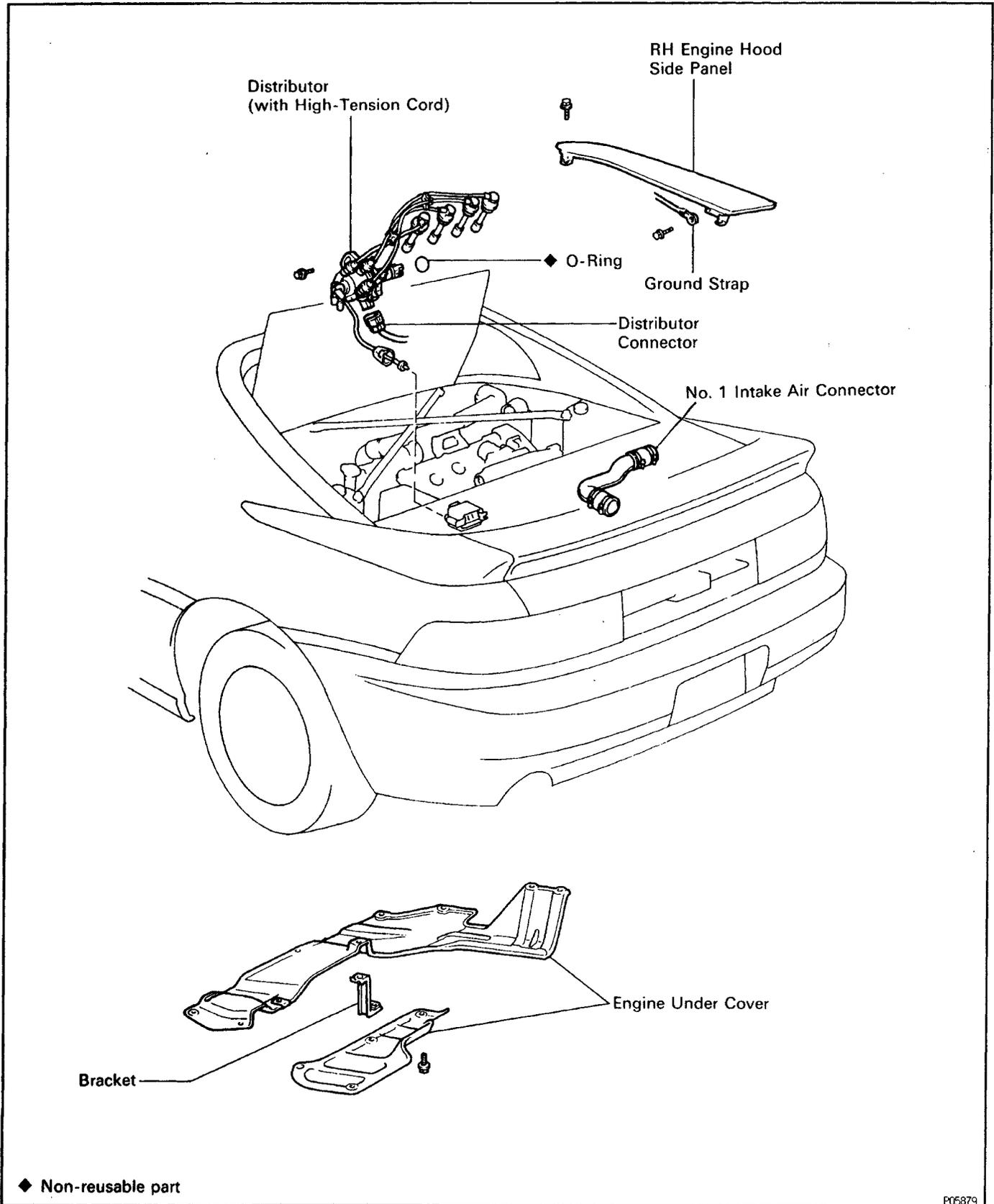
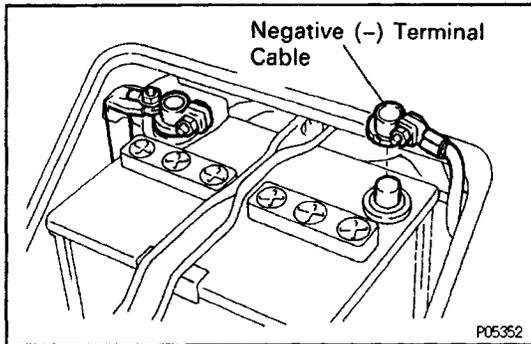


DISTRIBUTOR COMPONENTS FOR REMOVAL AND INSTALLATION

1991K-02



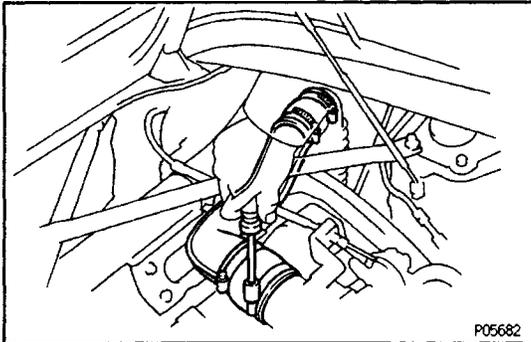


DISTRIBUTOR REMOVAL

(See Components for Removal and Installation)

1. DISCONNECT CABLE FROM NEGATIVE TERMINAL OF BATTERY

CAUTION: Turn the ignition switch to "LOCK". Disconnect the negative terminal from the battery. Wait at least 20 seconds before proceeding with work.



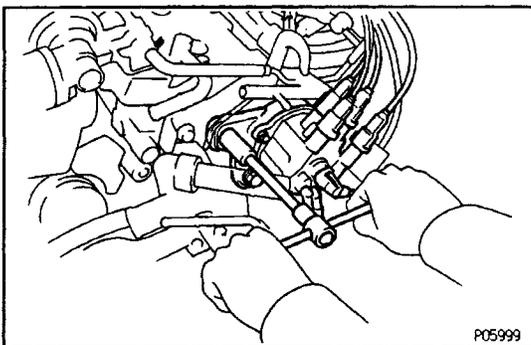
2. REMOVE N0.1 INTAKE AIR CONNECTOR

3. DISCONNECT DISTRIBUTOR CONNECTOR

4. DISCONNECT HIGH-TENSION CORD FROM IGNITION COIL

5. DISCONNECT HIGH-TENSION CORDS FROM SPARK PLUGS

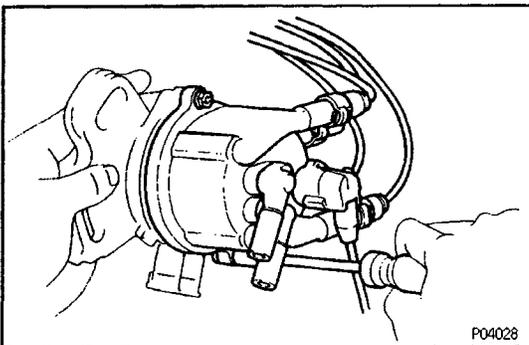
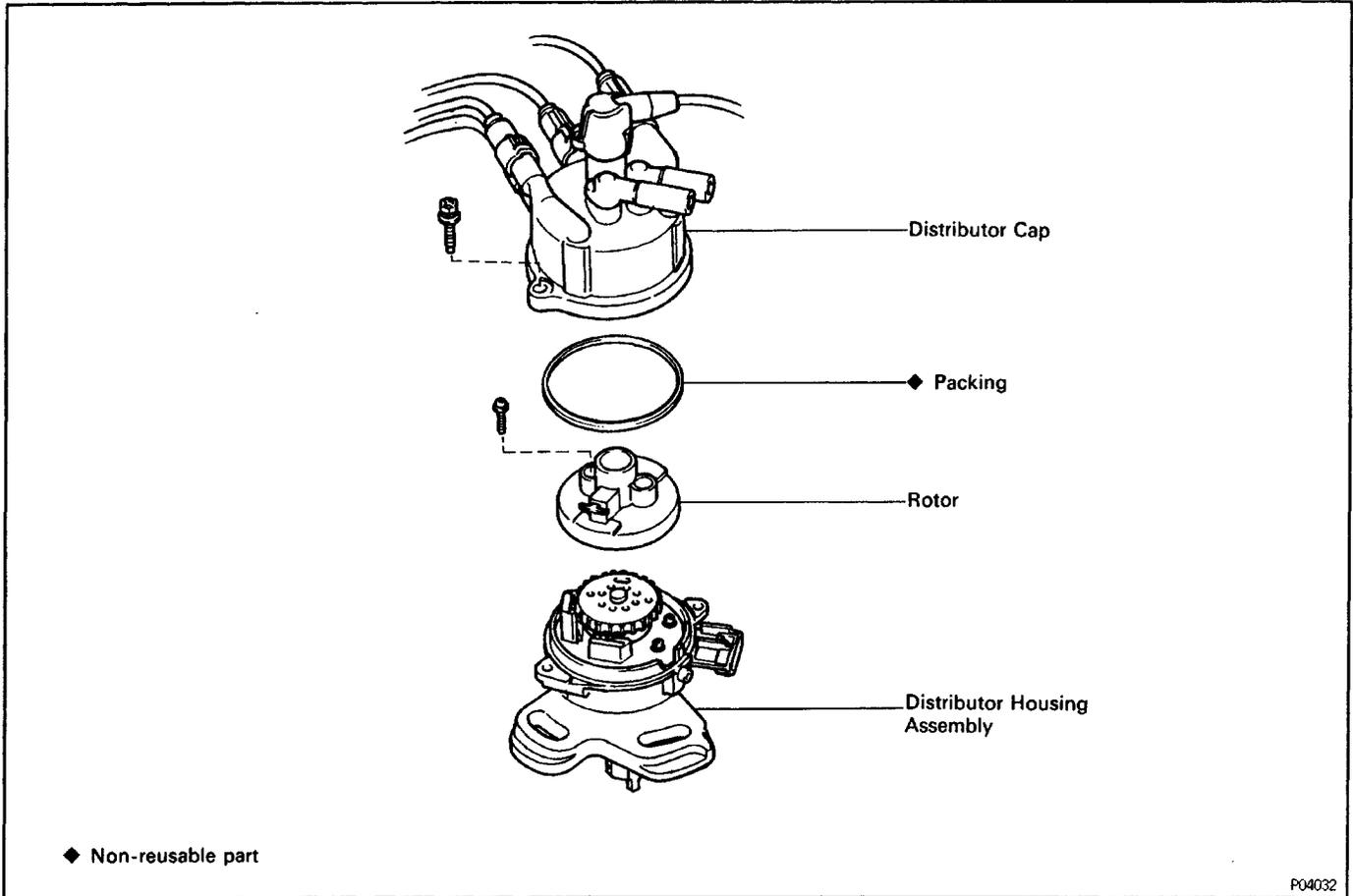
- (a) Disconnect the high-tension cords from the cord clamps.
- (b) Disconnect the four high-tension cords from the spark plugs.



6. REMOVE DISTRIBUTOR

- (a) Remove the two mounting bolts, and pull out the distributor.
- (b) Remove the O-ring from the distributor housing.

COMPONENTS FOR DISASSEMBLY AND ASSEMBLY



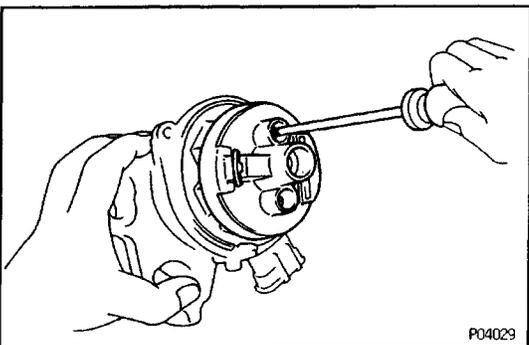
DISTRIBUTOR DISASSEMBLY

IGN-01

(See Components for Disassembly and Assembly)

1. REMOVE DISTRIBUTOR CAP

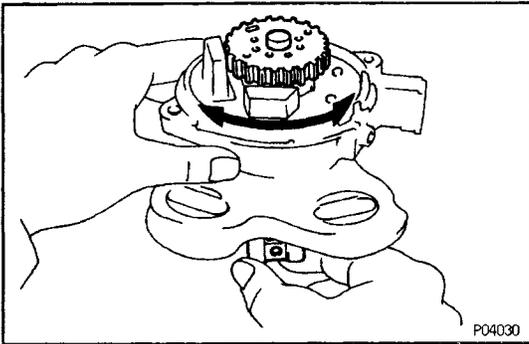
Remove the two bolts, distributor cap and packing.



2. REMOVE ROTOR

Remove the two screws and rotor.

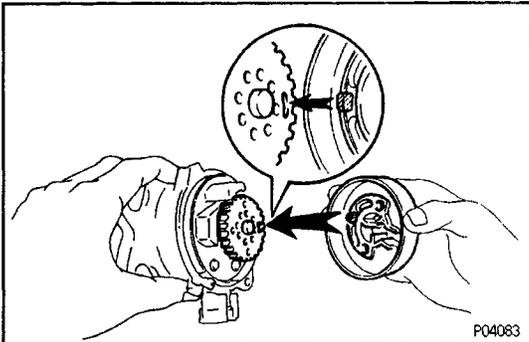
MO13-02



DISTRIBUTOR INSPECTION

INSPECT SHAFT

Turn the shaft and check that it is not rough or worn. If it feels rough or worn, replace the distributor housing assembly.

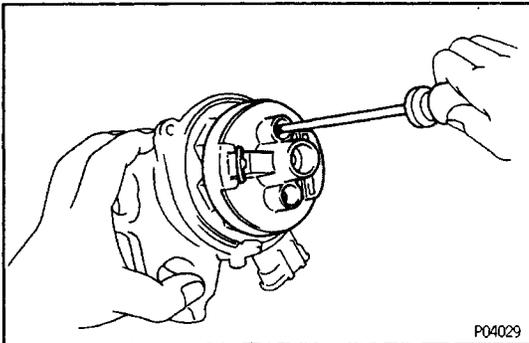


DISTRIBUTOR ASSEMBLY

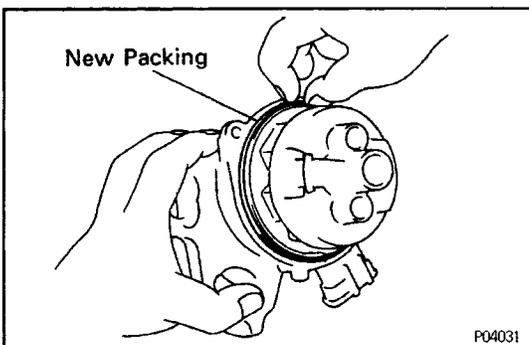
(See Components for Disassembly and Assembly)

1. INSTALL ROTOR

- (a) Align the hollow of the signal rotor with the protrusion of the rotor.

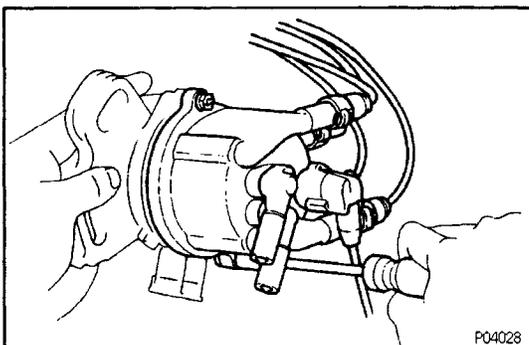


- (b) Install the rotor with the two screws.



2. INSTALL DISTRIBUTOR CAP

- (a) Install a new packing to the distributor housing.



- (b) Install the distributor cap with the two bolts.

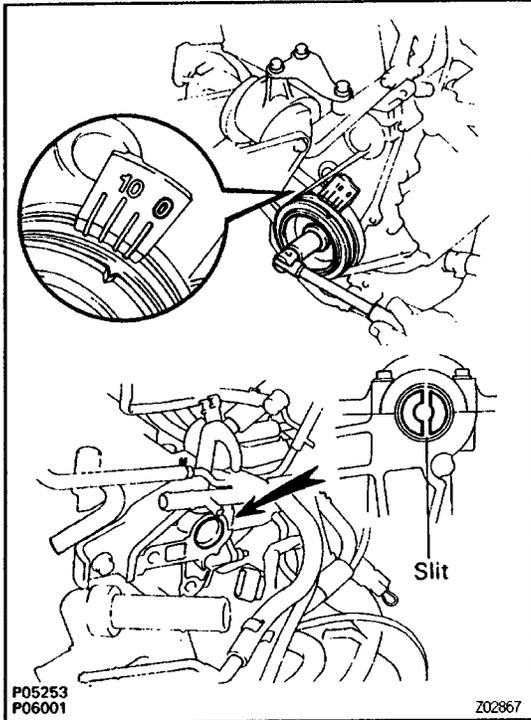
DISTRIBUTOR INSTALLATION

(See Components for Removal and Installation)

1. REMOVE ENGINE UNDER COVERS
2. REMOVE RH ENGINE HOOD SIDE PANEL

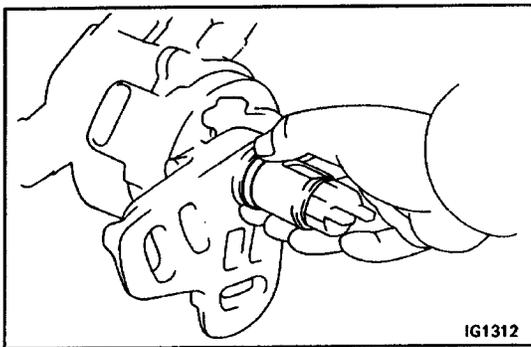
3. SET NO.1 CYLINDER TO TDC/COMPRESSION

Turn the crankshaft clockwise, and position the slit of the intake camshaft as shown in the illustration.

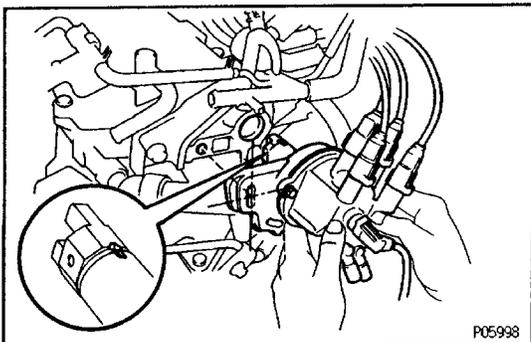


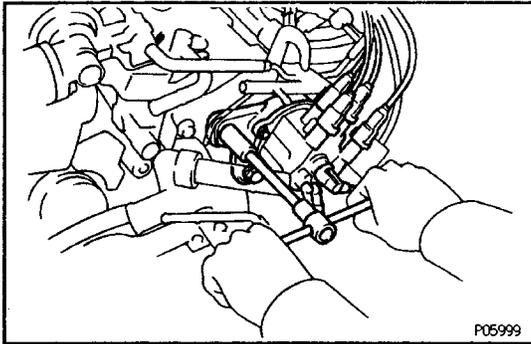
4. INSTALL DISTRIBUTOR

- (a) Install a new O-ring to the distributor housing.
- (b) Apply a light coat of engine oil on the O-ring.



- (c) Align the cutout portion of the coupling with the groove of the housing.
- (d) Insert the distributor, aligning the center of the flange with that of the bolt hole on the cylinder head.





(e) Lightly tighten the two mounting bolts.

5. CONNECT HIGH-TENSION CORDS TO SPARK PLUGS

(a) Connect the four high-tension cords to the spark plugs.

Firing order:

1-3-4-2

(b) Install the four high-tension cords to the cord clamps.

6. CONNECT HIGH-TENSION CORD TO IGNITION COIL

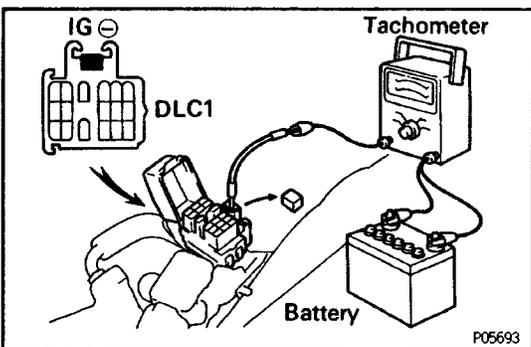
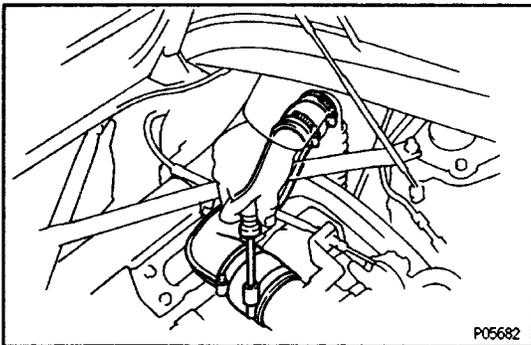
7. CONNECT DISTRIBUTOR CONNECTOR

8. INSTALL NO.1 INTAKE AIR CONNECTOR

9. CONNECT CABLE TO NEGATIVE TERMINAL OF BATTERY

10. WARM UP ENGINE

Allow the engine to warm up to normal operating temperature.



11. CONNECT TACHOMETER AND TIMING LIGHT TO ENGINE

Connect the test probe of a tachometer to terminal IG (-) of the data link connector 1.

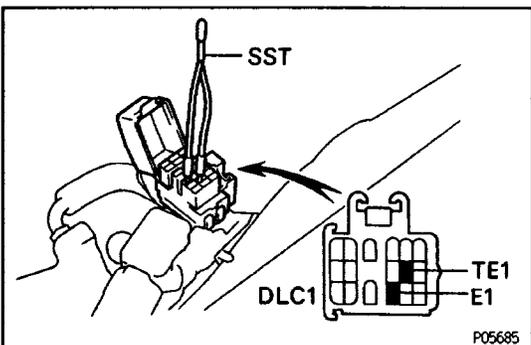
NOTICE:

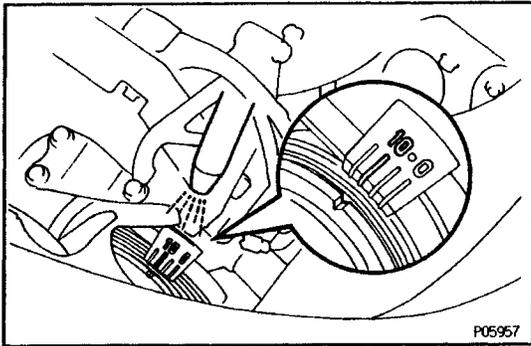
- Never allow the tachometer terminal to touch ground as it could result in damage to the ignite and/or ignition coil.
- As some tachometers are not compatible with this ignition system, we recommend that you confirm the compatibility of your unit before use.

12. ADJUST IGNITION TIMING

(a) Using SST, connect terminals TE1 and E1 of the data link connector 1.

SST 09843-18020



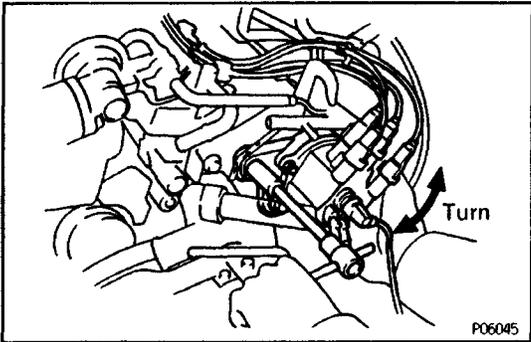


(b) Using a timing light, check the ignition timing.

Ignition timing:

10° BTDC @ idle

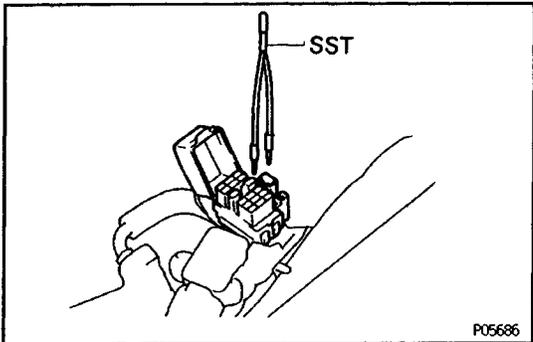
(Transmission in neutral position)



(c) Loosen the two mounting bolts, and adjust by turning the distributor.

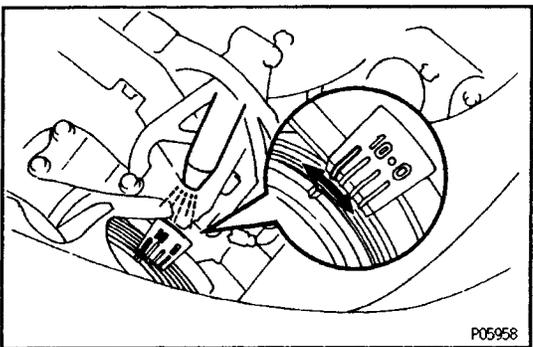
(d) Tighten the mounting bolts, and recheck the ignition timing.

Torque: 39 N-m (400 kgf-cm, 29 ft-lbf)



(e) Remove the SST from the data link connector 1.

SST 09843-18020



13. FURTHER CHECK IGNITION TIMING

Ignition timing:.

12 - 21° BTDC @ idle

(Transmission in neutral position)

HINT: The timing mark moves in a range between 12° and 21°.

14. DISCONNECT TACHOMETER AND TIMING LIGHT FROM ENGINE

15. REINSTALL RH ENGINE HOOD SIDE PANEL

16. REINSTALL ENGINE UNDER COVERS