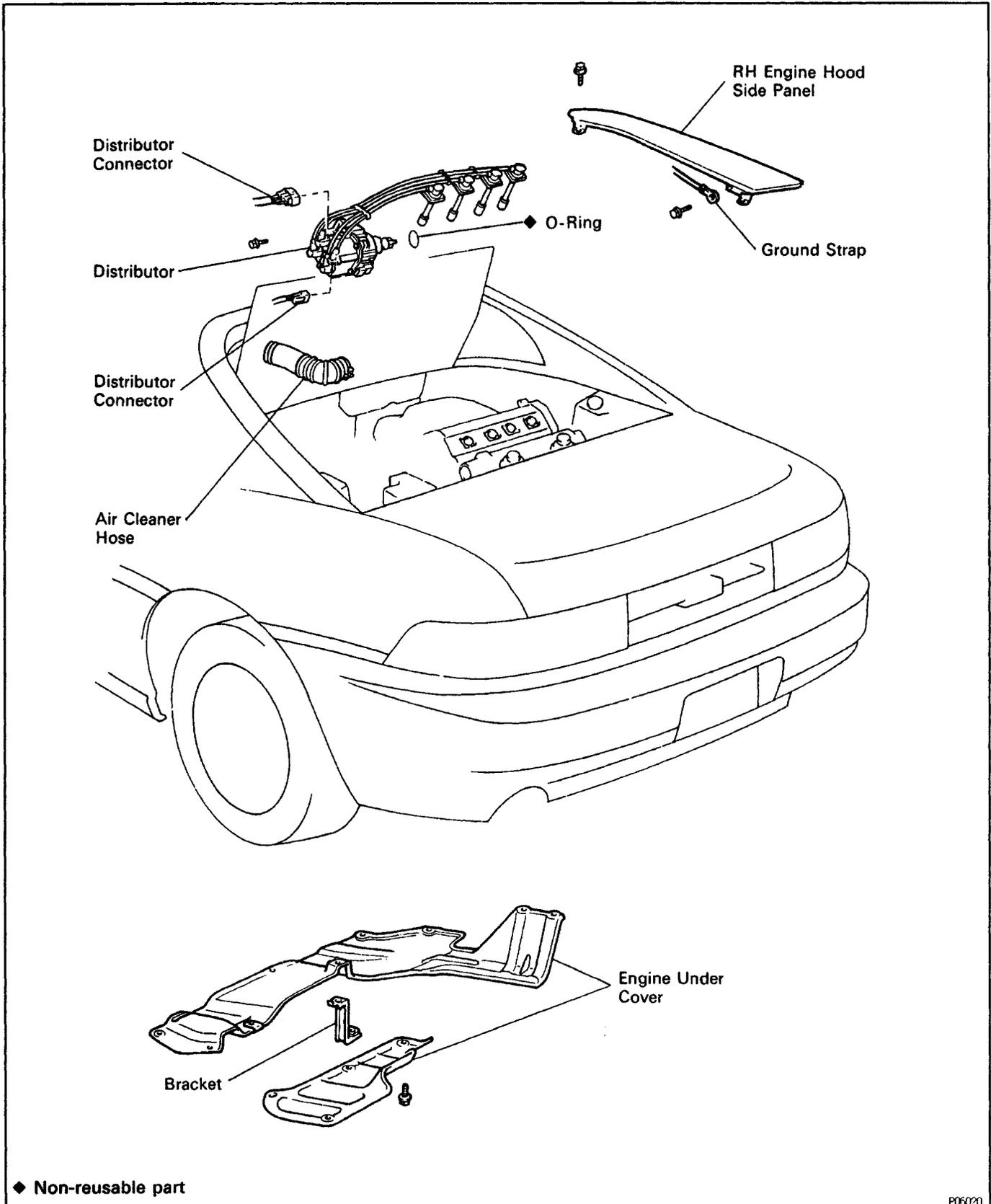
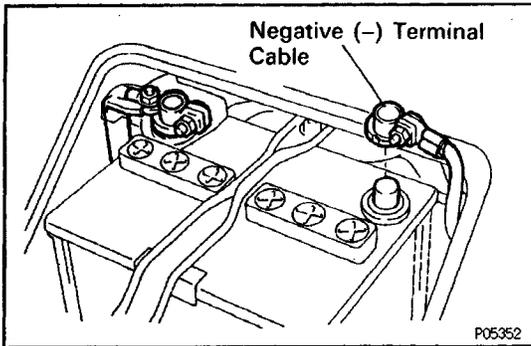


DISTRIBUTOR

IG011-02

COMPONENTS FOR REMOVAL AND INSTALLATION



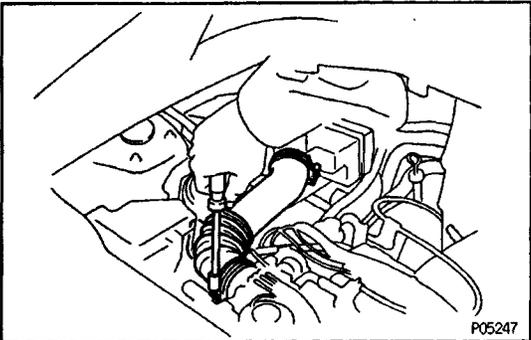


DISTRIBUTOR REMOVAL

(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.

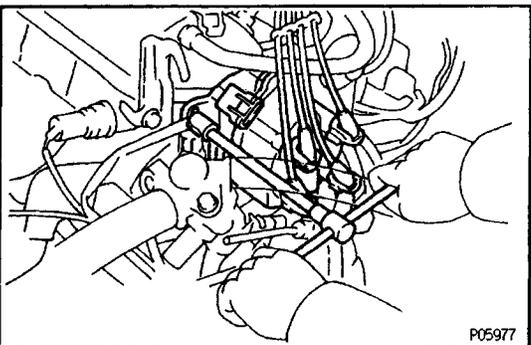


2. REMOVE AIR CLEANER HOSE

3. DISCONNECT DISTRIBUTOR CONNECTORS

4. DISCONNECT HIGH-TENSION CORDS FROM SPARK PLUGS

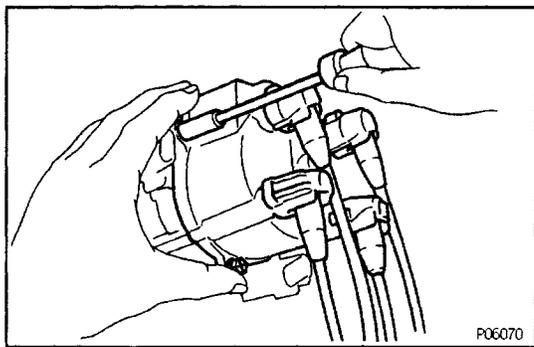
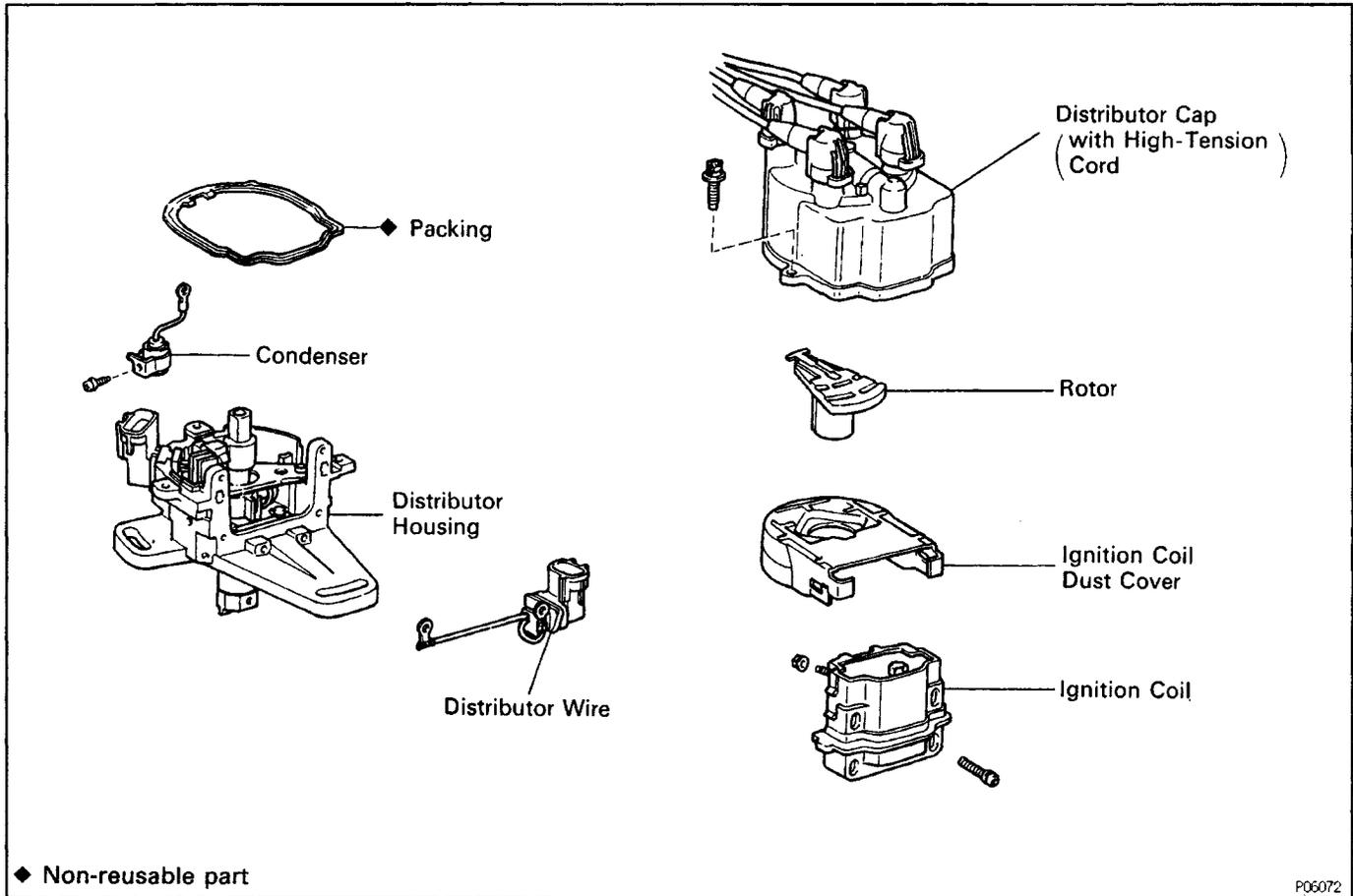
- (a) Disconnect the four high-tension cords from the spark plugs.
- (b) Disconnect the high-tension cords from the clamp on the cylinder head cover.



5. REMOVE DISTRIBUTOR WITH HIGH-TENSION CORDS

- (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

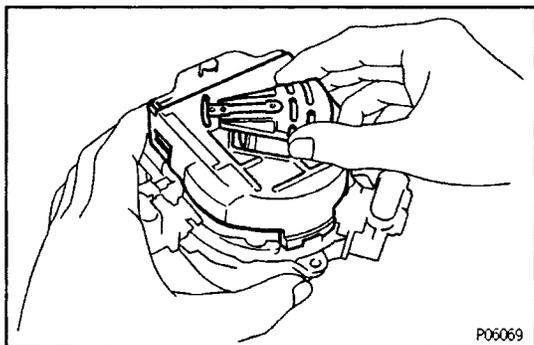


DISTRIBUTOR DISASSEMBLY

(See Components for Disassembly and Assembly)

1. REMOVE DISTRIBUTOR CAP

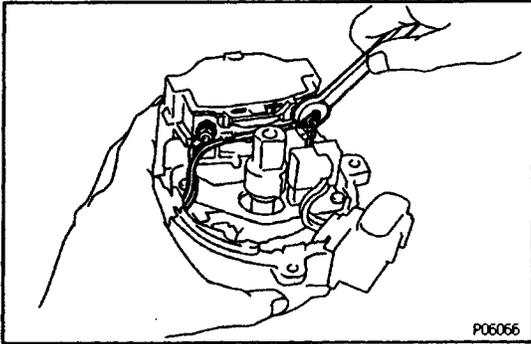
Remove the three bolts and distributor cap.



2. REMOVE ROTOR

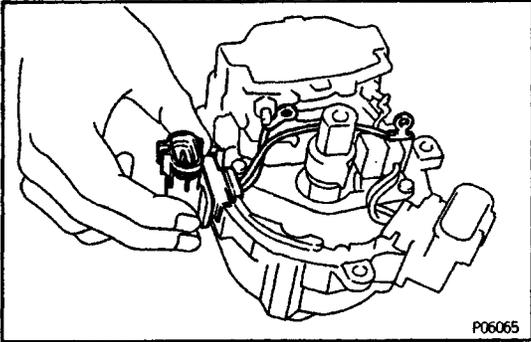
3. REMOVE IGNITION COIL DUST COVER

- (a) Remove the dust cover.
- (b) Remove the packing.

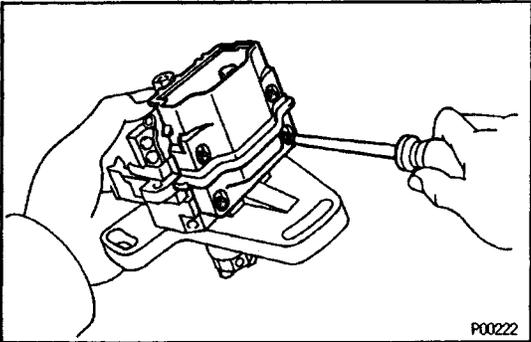


4. REMOVE DISTRIBUTOR WIRE

- (a) Remove the two nuts, and disconnect the three wires from the ignition coil terminals.

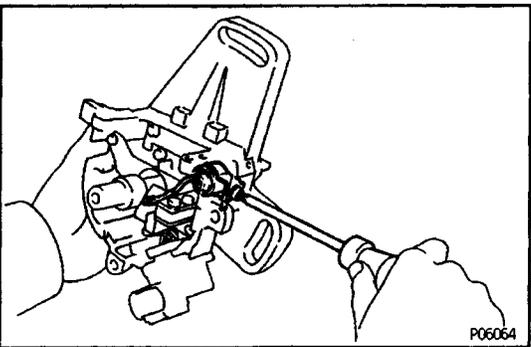


- (b) Remove the distributor wire from the distributor housing.



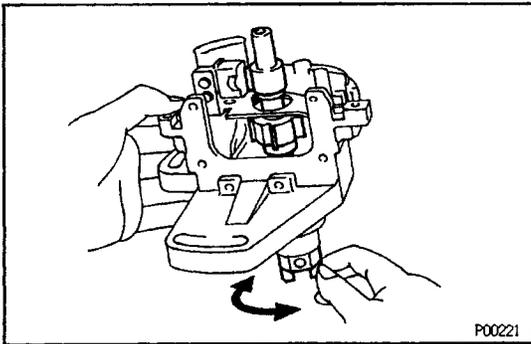
5. REMOVE IGNITION COIL

Remove the four screws and ignition coil.



6. REMOVE CONDENSER

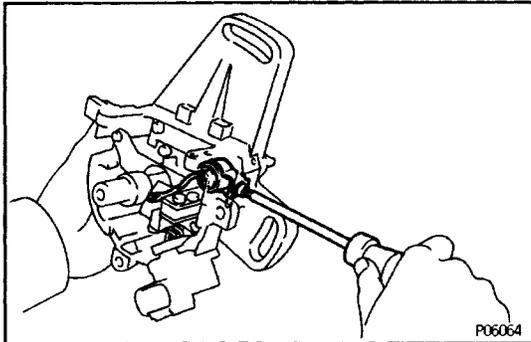
Remove the screw and condenser.



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.

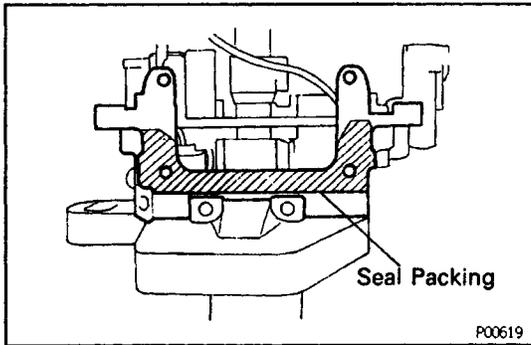


DISTRIBUTOR ASSEMBLY

(See Components for Disassembly and Assembly)

1. INSTALL CONDENSER

Install the condenser with the screw.

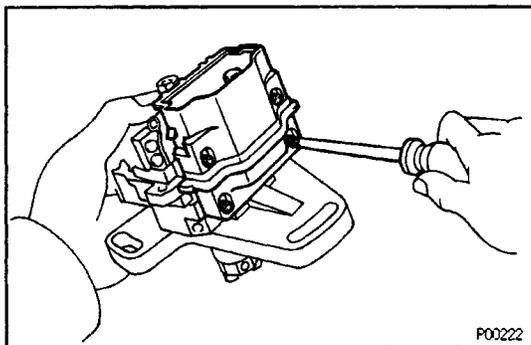


2. INSTALL IGNITION COIL

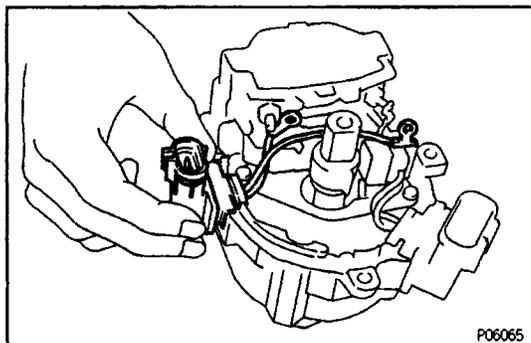
- (a) Remove any old packing (FIPG) material.
- (b) Apply seal packing to the ignition coil installing surface of the housing as shown in the illustration.

Seal packing:

Part No. 08826-00080 or equivalent

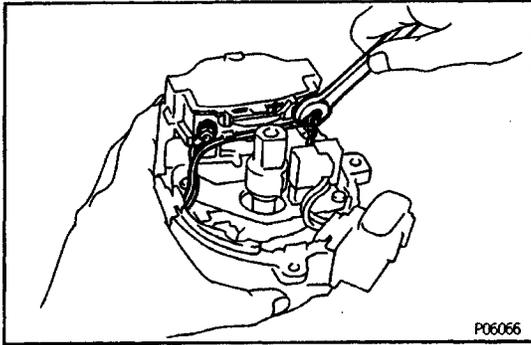


- (c) Install the ignition coil with the four screws.

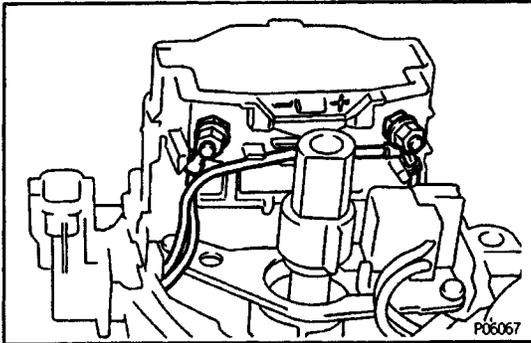


3. INSTALL DISTRIBUTOR WIRE

- (a) Install the grommet of the wire to the distributor housing.

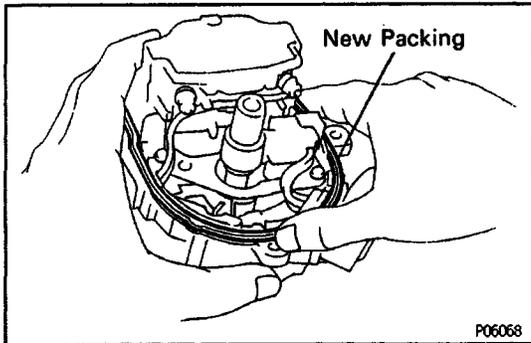


- (b) Connect the three wires to the ignition coil terminals with the two nuts.



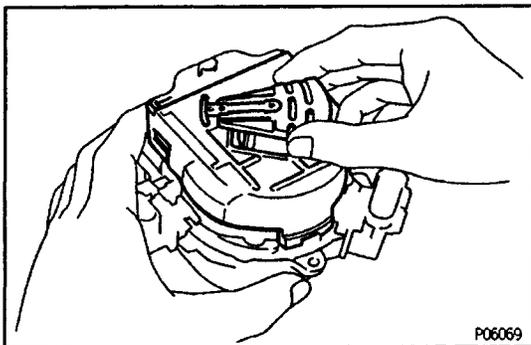
NOTICE:

- When connecting the wires to the ignition coil, insert both properly into their grooves found on the side of the ignition coil.
- Be sure the wires do not contact with signal rotor or distributor housing.



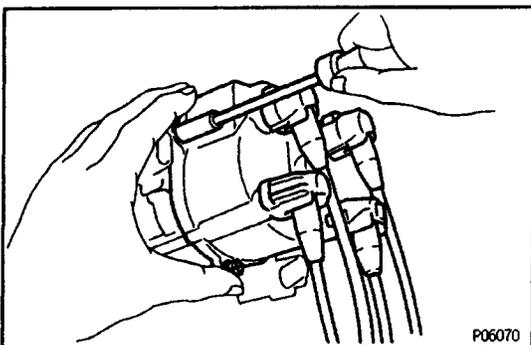
4. INSTALL IGNITION COIL DUST COVER

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



- (b) Install the dust cover.

5. INSTALL ROTOR



6. INSTALL DISTRIBUTOR CAP AND HIGH -TENSION CORDS

- Install the distributor cap with the three bolts.

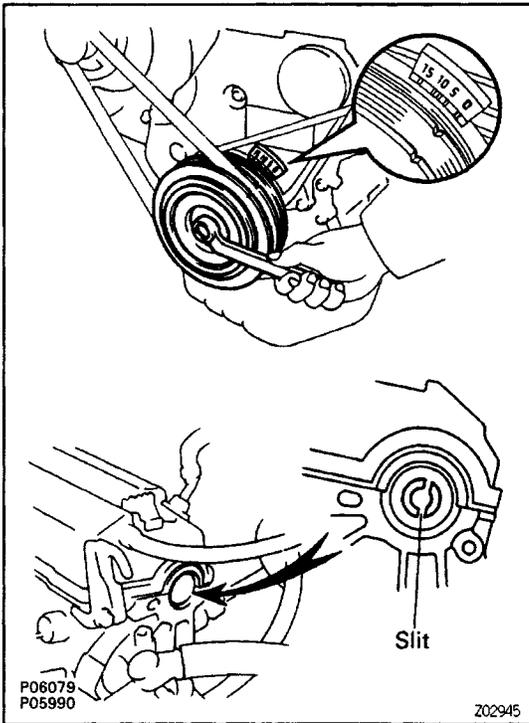
DISTRIBUTOR INSTALLATION

(See Components for Removal and Installation)

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

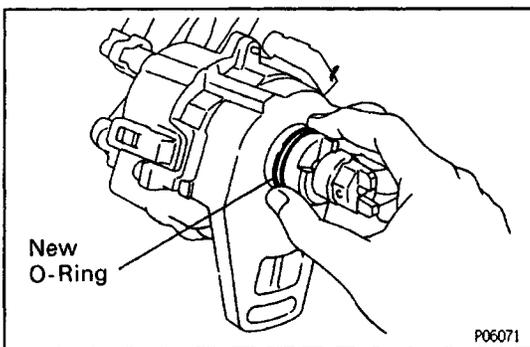
3. SET NO.1 CYLINDER TO TDC/COMPRESSION

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

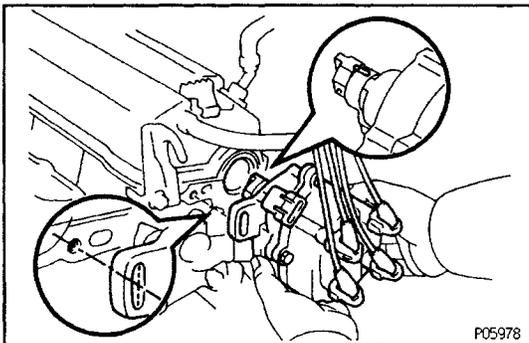


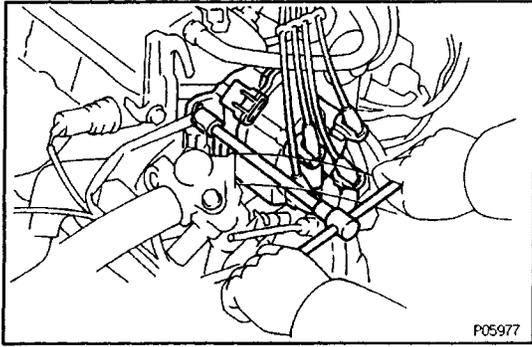
4. INSTALL DISTRIBUTOR

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

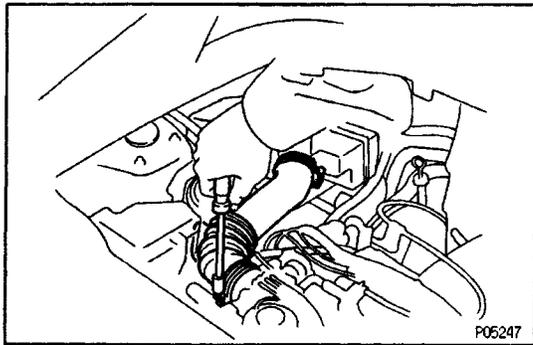
(a) Connect the four high-tension cords to the spark plugs.

Firing order:

1 - 3 - 4 - 2

(b) Connect the high-tension cords to the clamp on the cylinder head cover.

6. CONNECT DISTRIBUTOR CONNECTORS

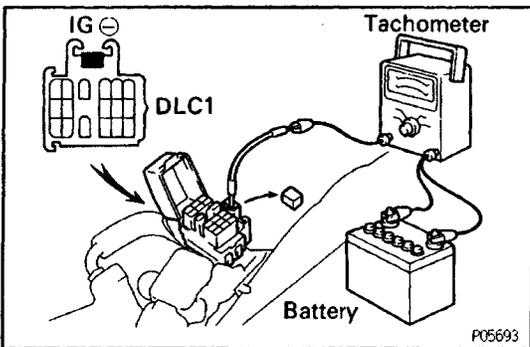


7. INSTALL AIR CLEANER HOSE

8. CONNECT CABLE TO NEGATIVE TERMINAL OF BATTERY

9. WARM UP ENGINE

Allow the engine to warm up to normal operating temperature.



10. CONNECT TACHOMETER AND TIMING LIGHT TO ENGINE

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

NOTICE:

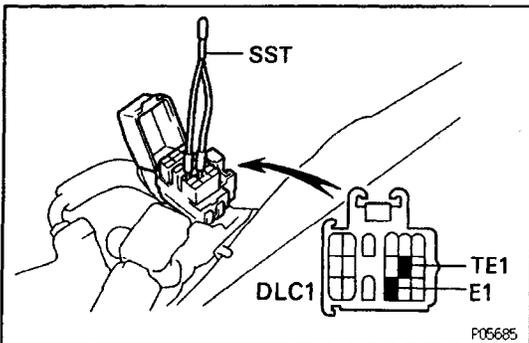
- Never allow the tachometer terminal to touch ground as it could result in damage to the igniter and/or ignition coil.
- As some tachometers are not compatible with this ignition system, we recommend that you confirm the compatibility of your unit before use.

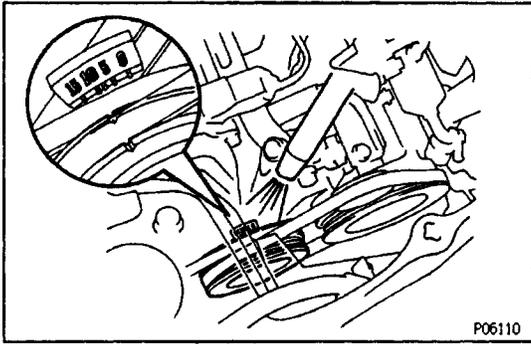
11. ADJUST IGNITION TIMING

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

SST 09843-18020

HINT: After engine rpm is kept at 1,000 - 1,300 rpm for 5 seconds, check that it returns to idle speed.



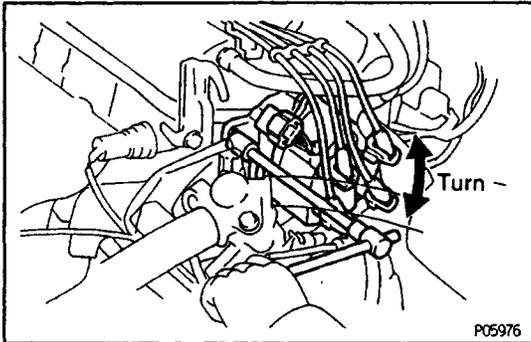


(b) Using a timing light, check the ignition timing.

Ignition timing:

10° BTDC @ idle

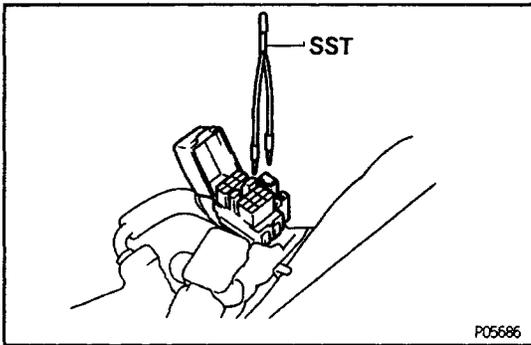
(Transmission in neutral position)



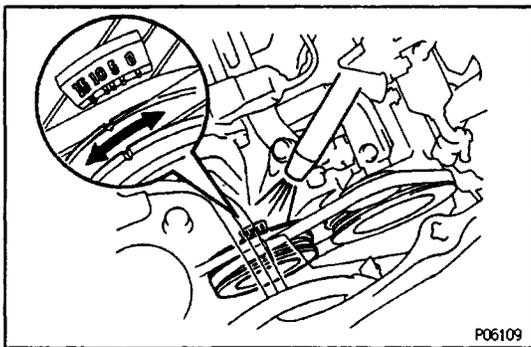
(c) Loosen the two mounting bolts, and adjust by turning the distributor.

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

Torque: 19 N·m (195 kgf·cm, 14 ft·lbf)



(e) Remove the SST from the data link connector 1.
SST 09843-18020



12. FURTHER CHECK IGNITION TIMING

Ignition timing:

13 - 22° BTDC @ idle

(Transmission in neutral position)

HINT: The timing mark moves in a range between 13° and 22°.

13. DISCONNECT TACHOMETER AND TIMING LIGHT FROM ENGINE

14. REINSTALL RH ENGINE HOOD SIDE PANEL

15. REINSTALL ENGINE UNDER COVERS