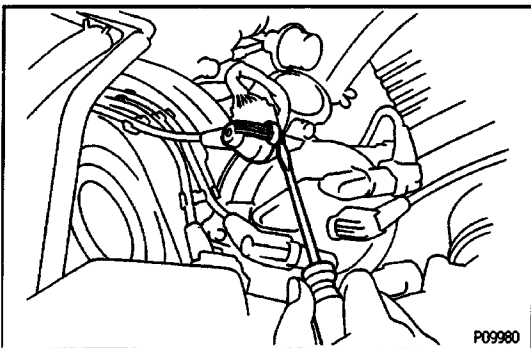
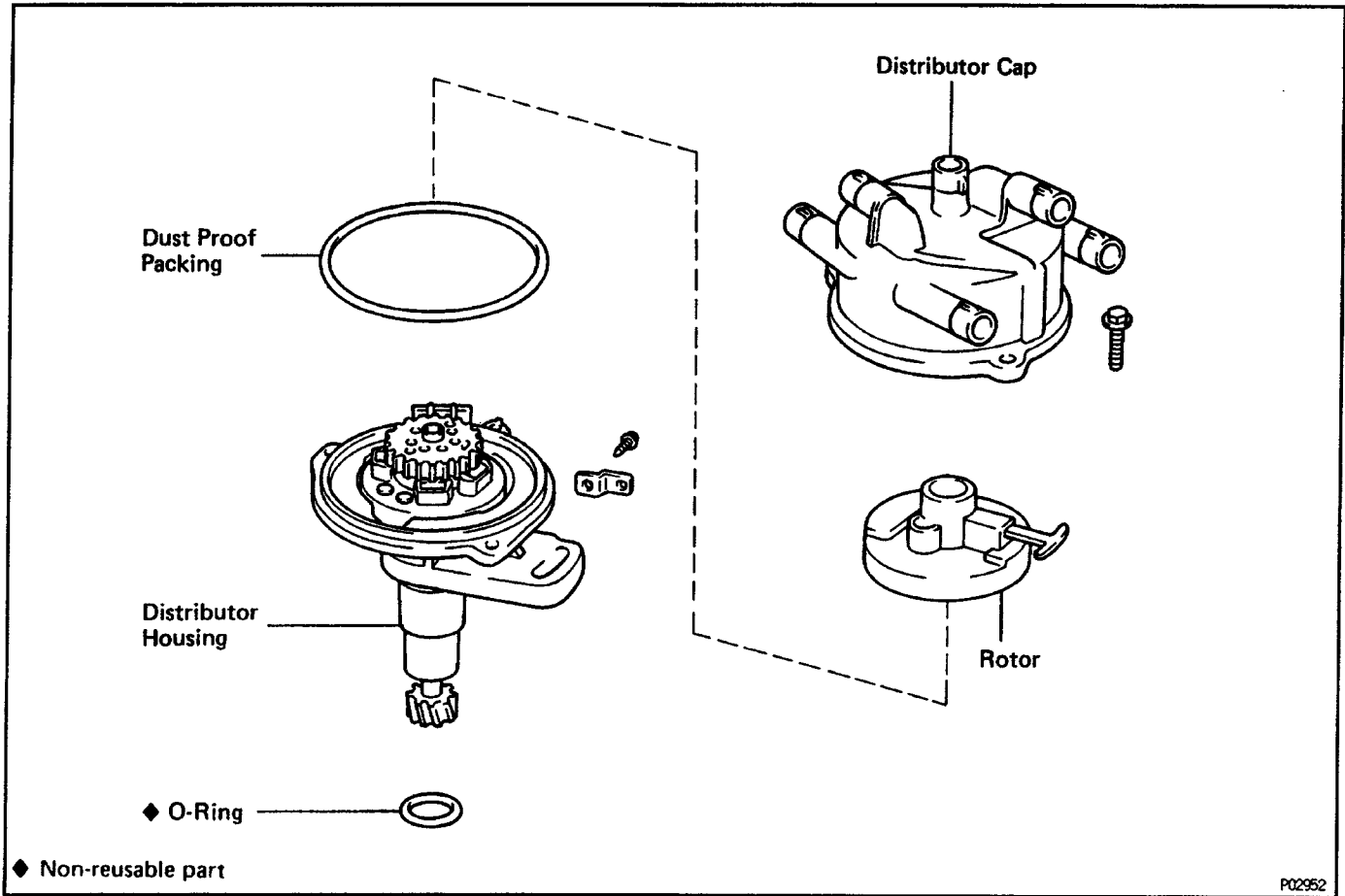


DISTRIBUTOR COMPONENTS



DISTRIBUTOR REMOVAL

1. DISCONNECT HIGH-TENSION CORDS FROM DISTRIBUTOR CAP

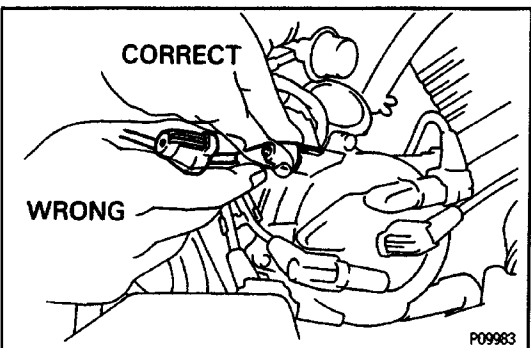
- (a) Using a screwdriver, lift up the lock claw and disconnect the holder from the distributor cap.

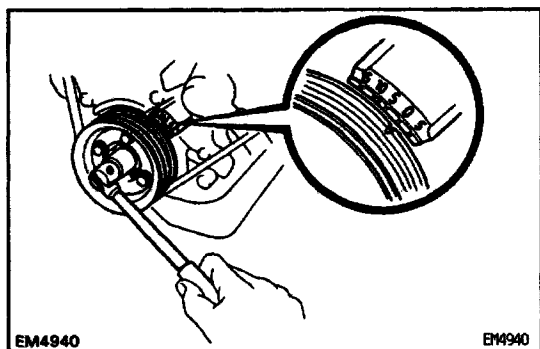
- (b) Disconnect the high-tension cord at the grommet. DO NOT pull on the cord.

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

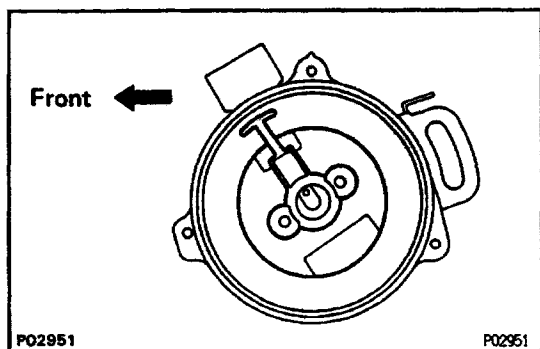




3. REMOVE DISTRIBUTOR CAP AND DUST PROOF PACKING

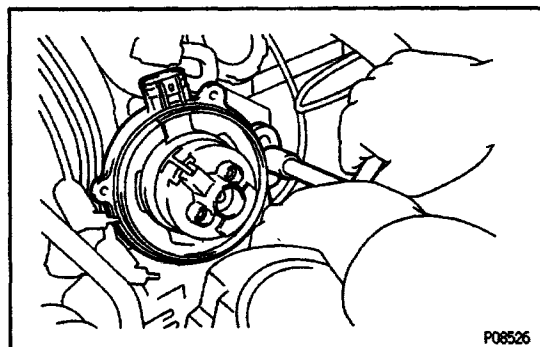
4. SET NO.1 CYLINDER TO TDC/COMPRESSION

- (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.

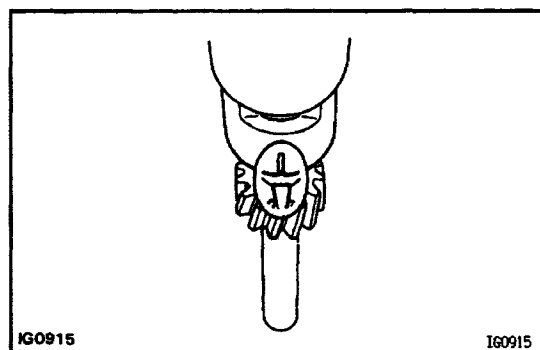
6. REMOVE O-RING

DISTRIBUTOR INSTALLATION

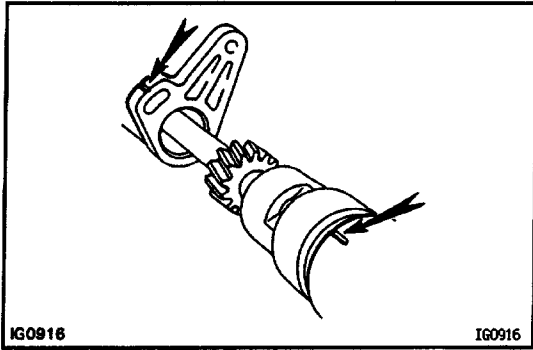
1. CHECK NO.1 CYLINDER TO TDC/COMPRESSION

2. INSTALL DISTRIBUTOR

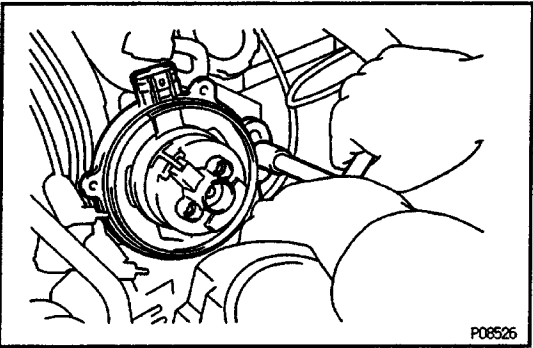
- (a) Install a new O-ring to the distributor.
HINT: Always use a new O-ring when installing the distributor.



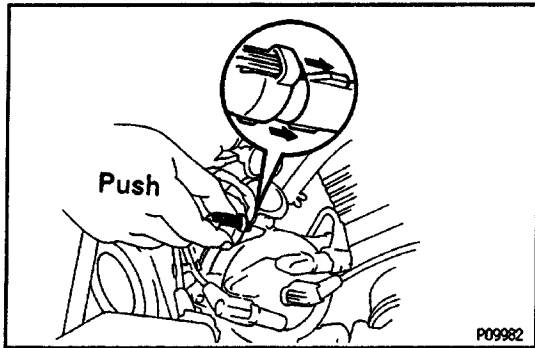
- (b) Align the protrusion on the driven gear with the groove of the distributor housing.



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

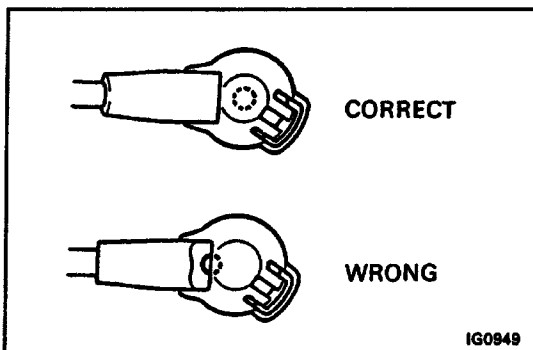


- (d) Lightly tighten the hold-down bolt.
- 3. INSTALL DUST PROOF PACKING AND DISTRIBUTOR CAP**

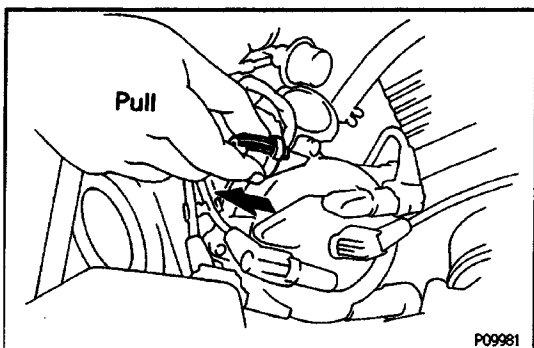


4. CONNECT HIGH-TENSION CORDS TO DISTRIBUTOR CAP

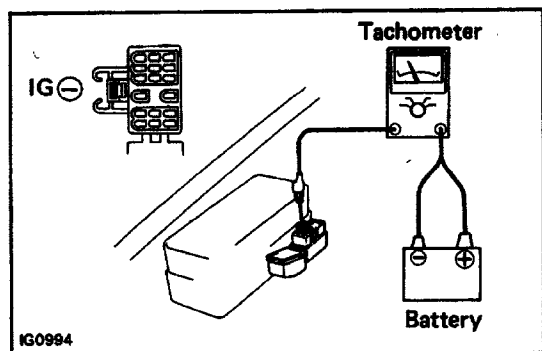
- (a) Align the spline of the distributor cap with the spline groove of the holder, then slide the holder with the grommet onto the distributor cap.



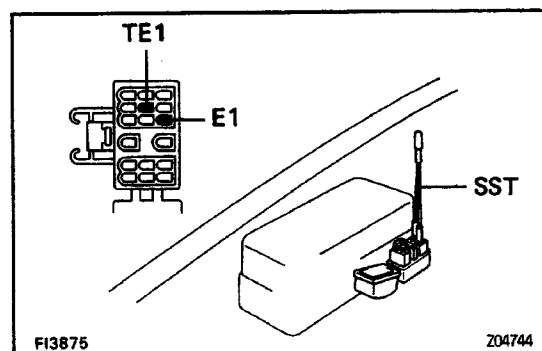
NOTICE: Check that the holder is correctly installed to the grommet and distributor cap as shown in the illustration.



- (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

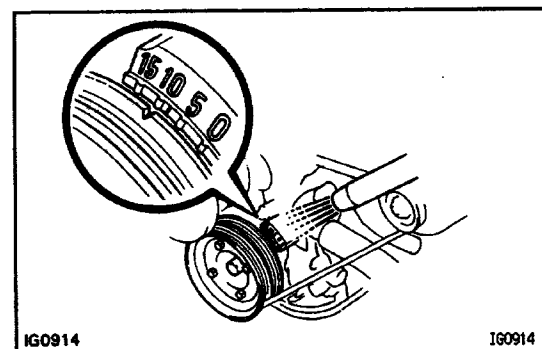
- (a) Using SST, connect terminals TE1 and E1 of the DLC1.

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 DLC 1.

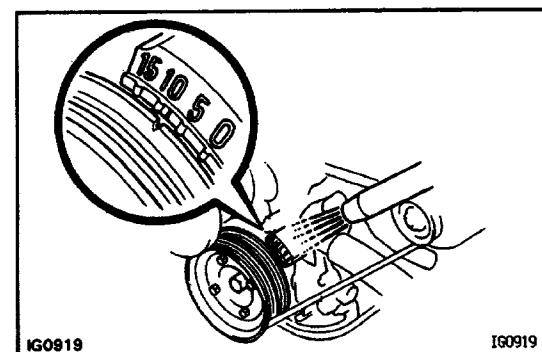
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9. FURTHER CHECK IGNITION TIMING

Check that the ignition timing advances.

Ignition timing:

8° BTDC @ Idle



10. DISCONNECT TACHOMETER AND TIMING LIGHT FROM ENGINE