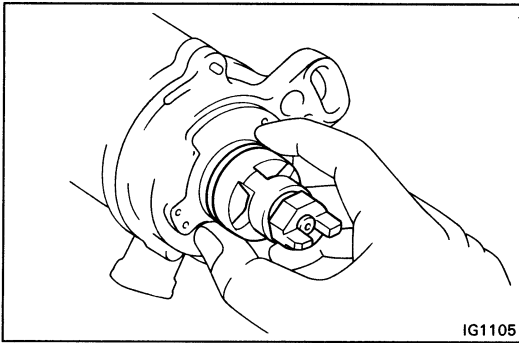


INSTALLATION OF DISTRIBUTOR

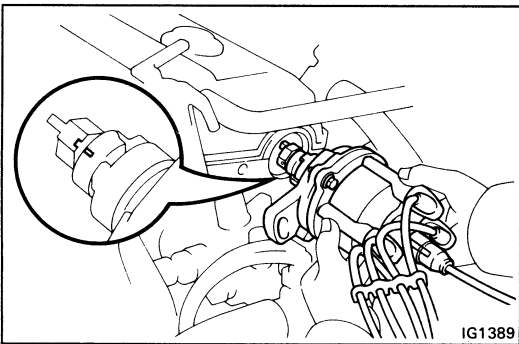
1. REMOVE ENGINE UNDER COVERS
2. REMOVE RH ENGINE HOOD SIDE PANEL
3. SET NO.1 CYLINDER TO TDC/COMPRESSION

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



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 hold-down bolt.
- (f) Install the high-tension cord clamp to the rear engine hanger.

5. CONNECT HIGH-TENSION CORD TO IGNITION COIL
(See procedure step 5 on pages IG-16 and 17)
6. CONNECT HIGH-TENSION CORDS TO SPARK PLUGS
Firing order: 1 – 3 – 4 – 2
7. CONNECT DISTRIBUTOR CONNECTOR
8. CONNECT CABLE TO NEGATIVE TERMINAL OF BATTERY

9. WARM UP ENGINE

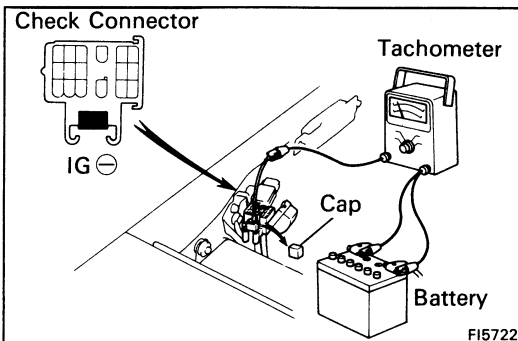
Allow the engine to warm up to normal operating temperature.

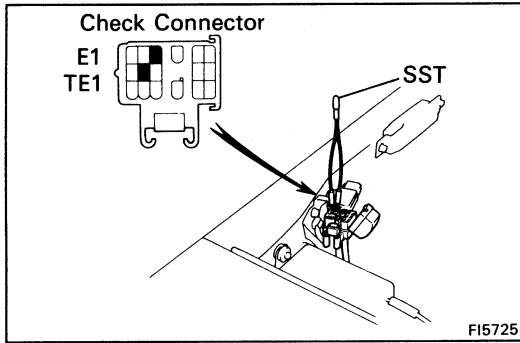
10. CONNECT TACHOMETER

Connect the test probe of a tachometer to terminal IG \ominus 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 yours before use.



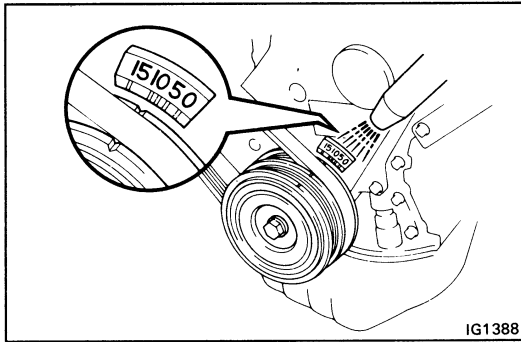


11. ADJUST IGNITION TIMING

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

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HINT: After engine rpm are kept at 1,000 – 1,300 rpm for 5 seconds, check that they return to idle speed.

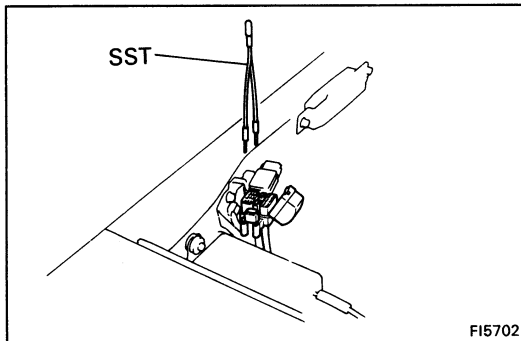


- (b) Using a timing light, check the ignition timing.

Ignition timing: 10° BTDC @ idle
(Transmission in neutral range)

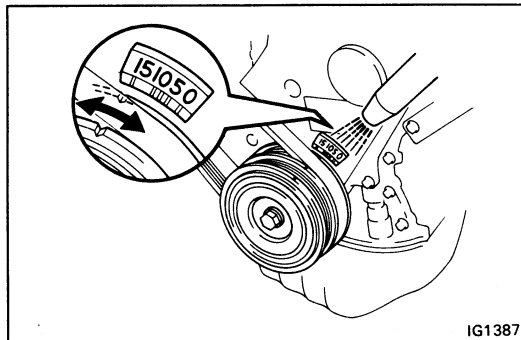
- (c) Loosen the hold-down bolt, and adjust by turning the distributor.
(d) Tighten the hold-down bolt, and recheck the ignition timing.

Torque: 130 kg-cm (9 ft-lb, 13 N·m)



- (e) Remove the SST.

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12. FURTHER CHECK IGNITION TIMING

Ignition timing: 13 – 22° BTDC @ idle
(Transmission in neutral range)

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