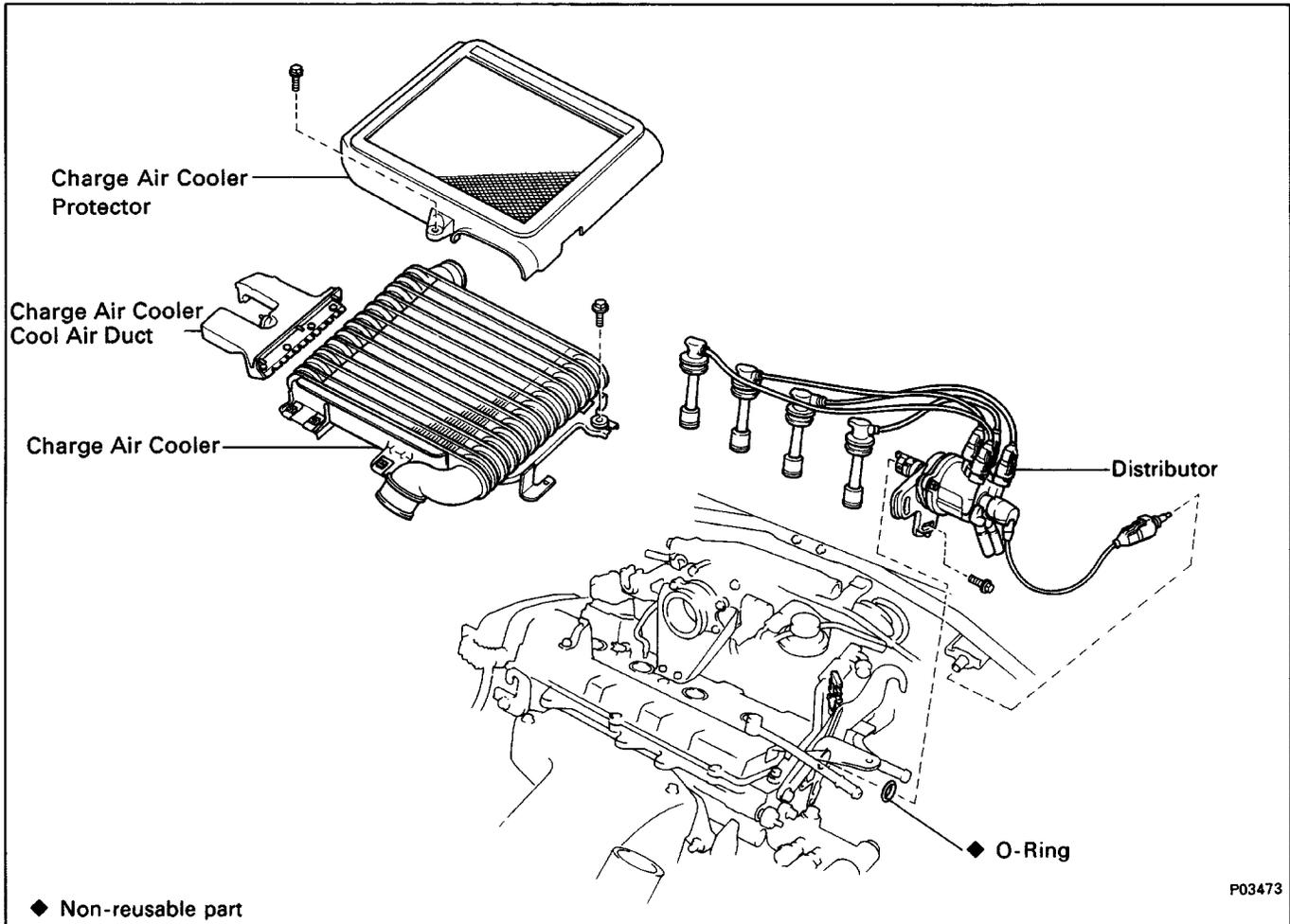
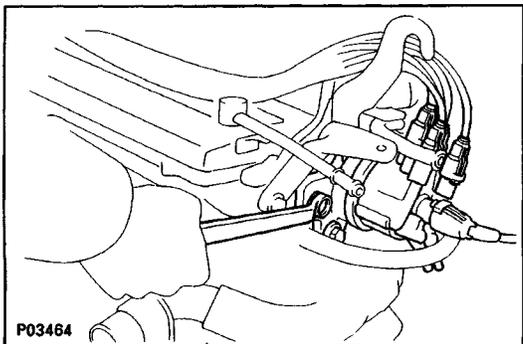


## DISTRIBUTOR

### REMOVAL OF DISTRIBUTOR



1. **DISCONNECT CABLE FROM NEGATIVE TERMINAL OF BATTERY**  
**CAUTION:** Work must be started after approx. 20 seconds or longer from the time the ignition switch is turned to the "LOCK" position and the negative (-) terminal cable is disconnected from the battery.
2. **REMOVE CHARGE AIR COOLER**  
 (See steps 13 to 15 on pages [TC-9](#) and 10)
3. **DISCONNECT DISTRIBUTOR CONNECTOR**
4. **DISCONNECT HIGH-TENSION CORD FROM IGNITION COIL**
5. **DISCONNECT HIGH-TENSION CORDS FROM SPARK PLUGS**
  - (a) Disconnect the four high-tension cords from the cord clamp.
  - (b) Disconnect the four high-tension cords from the spark plugs. (See page [IG-11](#))

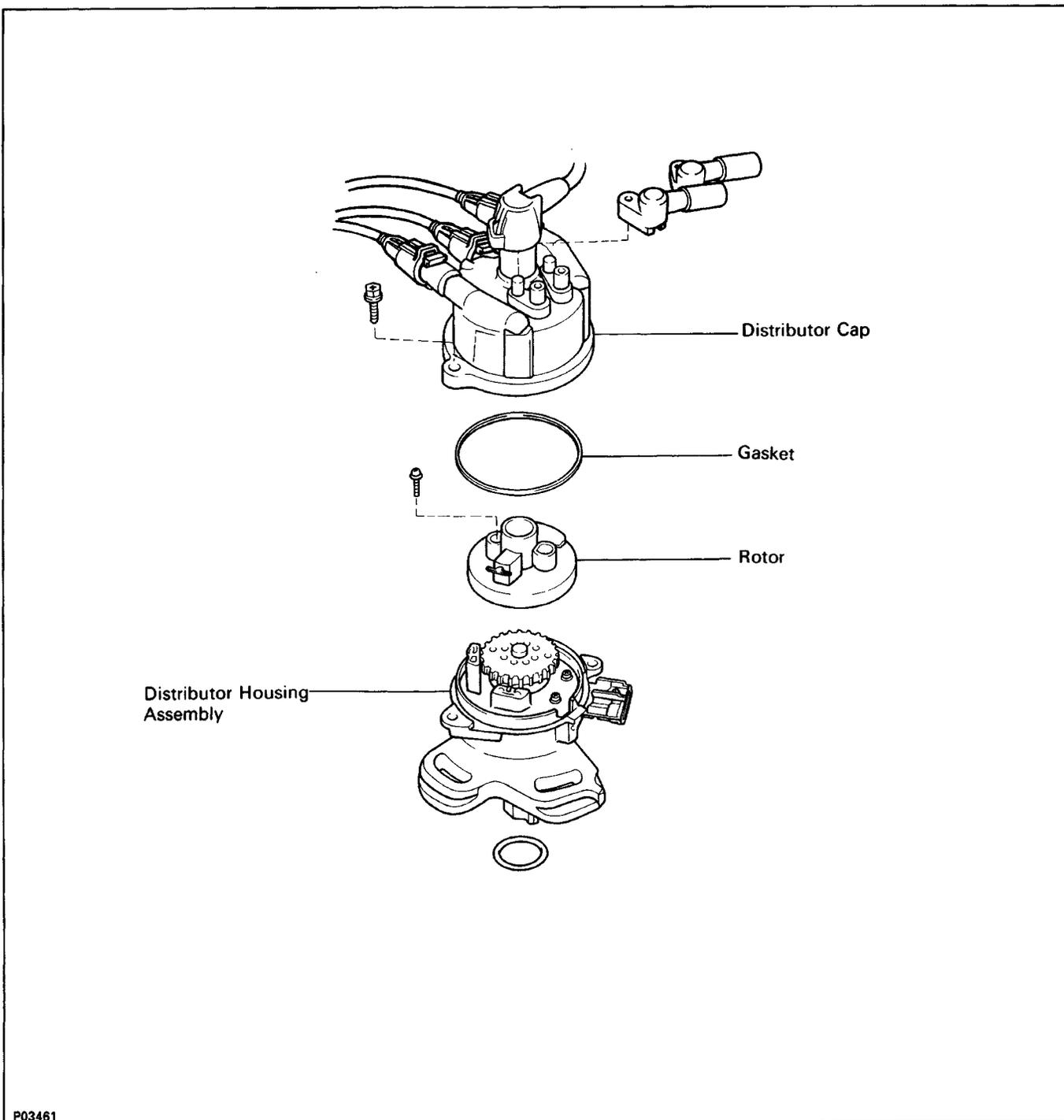


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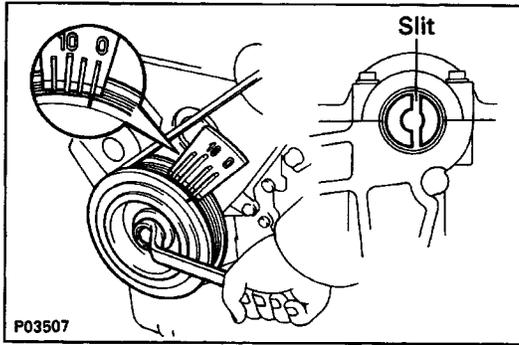
### 6. REMOVE DISTRIBUTOR

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

## COMPONENTS



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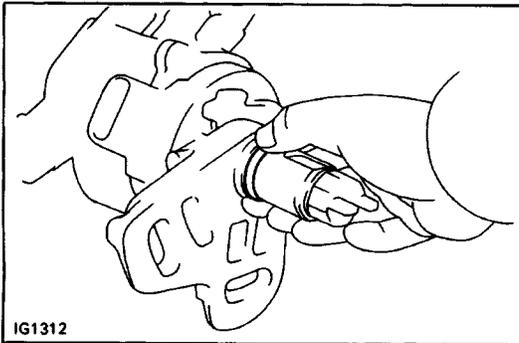


## INSTALLATION OF DISTRIBUTOR

(See page [IG-26](#))

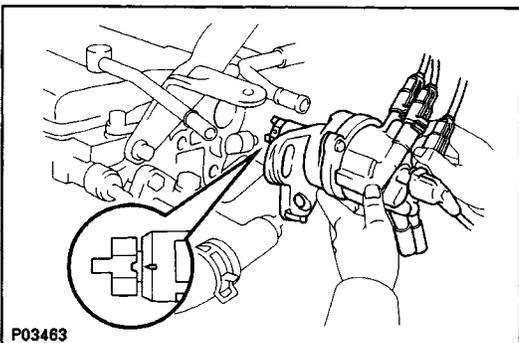
### 1. SET NO.1 CYLINDER TO TDC/COMPRESSION

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



### 2. 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 hold-down bolts.

### 3. CONNECT HIGH-TENSION CORD TO IGNITION COIL

### 4. 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 clamp.

### 5. CONNECT DISTRIBUTOR CONNECTOR

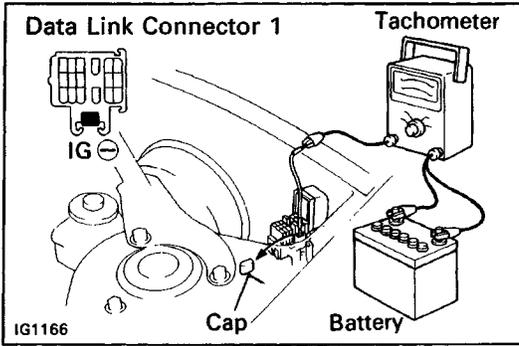
### 6. INSTALL CHARGE AIR COOLER

(See steps 11 to 15 on page [TC-17](#))

### 7. CONNECT CABLE TO NEGATIVE TERMINAL OF BATTERY

### 8. WARM UP ENGINE

Allow the engine to warm up to normal operating temperature.

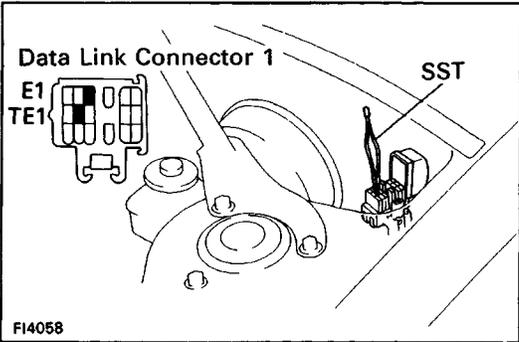


**9. CONNECT TACHOMETER**

Connect the test probe of a tachometer to terminal IGO of the data link connector 1.

**NOTICE:**

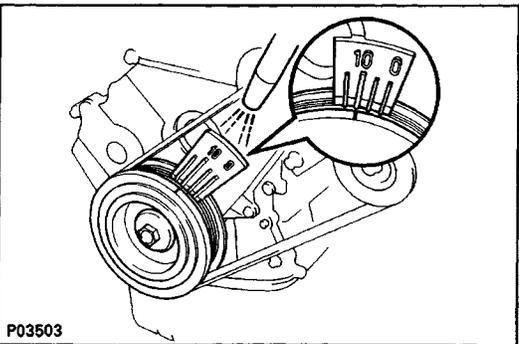
- **NEVER** allow the tachometer terminal to touch ground as it could result in damage to the igniter and/or ignition coil.
- As some tachometers are not compatible with this ignition system, we recommend that you confirm the compatibility of your unit before use.



**10. 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.

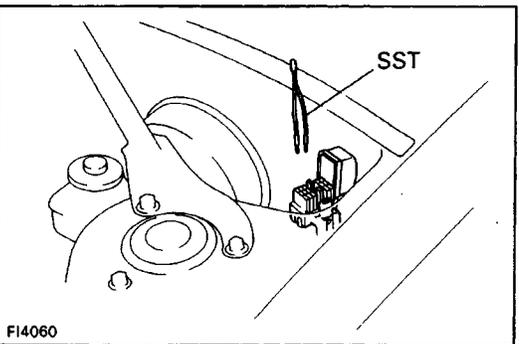
**Ignition timing: 10° BTDC @ idle**

**(Transmission in neutral position)**

(c) Loosen the two hold-down bolts, and adjust by turning the distributor.

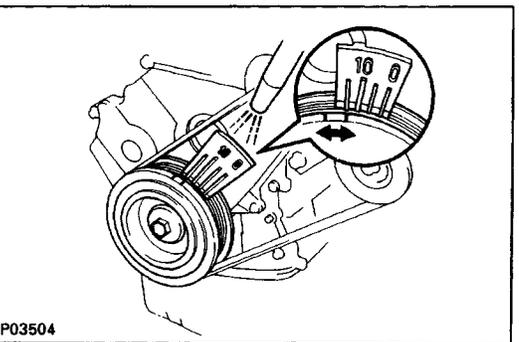
(d) Tighten the two hold-down bolts, and recheck the ignition timing.

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



(e) Remove the SST.

SST 09843-18020



**11. 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°.

**12. DISCONNECT TACHOMETER AND TIMING LIGHT FROM ENGINE**