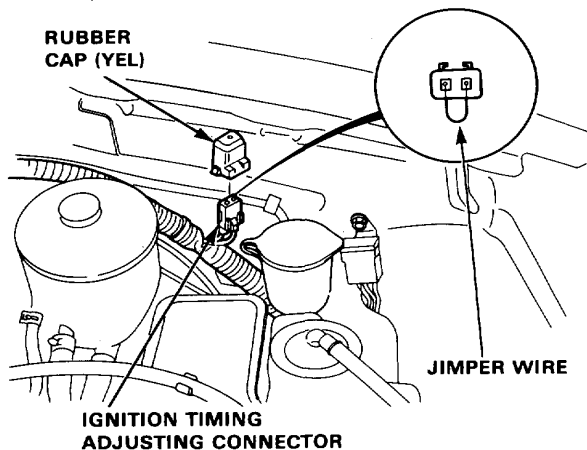


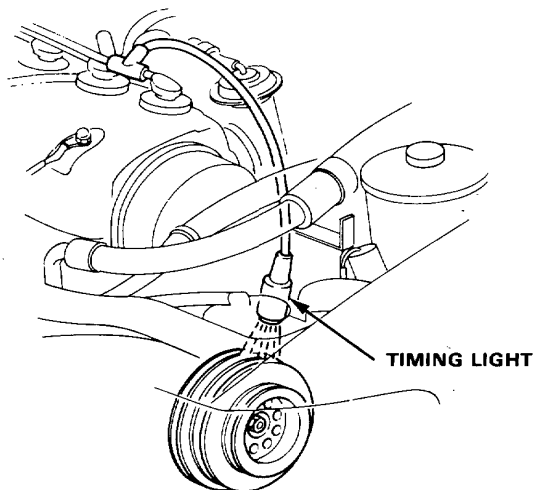


Ignition Timing Inspection and Setting (Fuel-Injected Engine)

1. Start the engine and allow it to warm up (cooling fan comes on.)
2. Remove the rubber cap (YEL) from the ignition timing adjusting connector located left front engine compartment and connect the BRN and GRN/WHT terminals with a jumper wire.



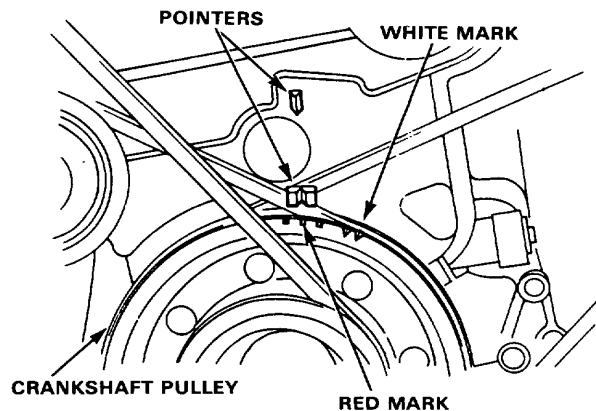
3. Connect a timing light to the engine; while the engine idles point the light toward the pointer on the timing belt cover.



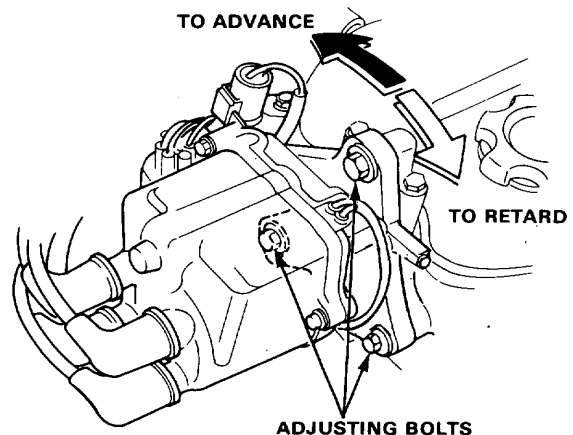
4. Adjust ignition timing, if necessary, to the following specifications.

Ignition Timing

- 1.5 l SOHC (MT, AT)
 $18^{\circ} \pm 2^{\circ}$ BTDC (RED) at $800 \pm 50 \text{ min}^{-1}$ (rpm) in neutral
- 1.6 l SOHC (MT, AT)
 $18^{\circ} \pm 2^{\circ}$ BTDC (RED) at $780 \pm 50 \text{ min}^{-1}$ (rpm) in neutral
- 1.6 l DOHC (MT):
 $16^{\circ} \pm 2^{\circ}$ BTDC (RED) at $800 \pm 50 \text{ min}^{-1}$ (rpm) in neutral
- 1.6 l DOHC (AT):
 $16^{\circ} \pm 2^{\circ}$ BTDC (RED) at $750 \pm 50 \text{ min}^{-1}$ (rpm) in neutral



5. Adjust as necessary by loosening the distributor adjusting bolts, and turn the distributor housing counter-clockwise to advance the timing, or clockwise to retard the timing.

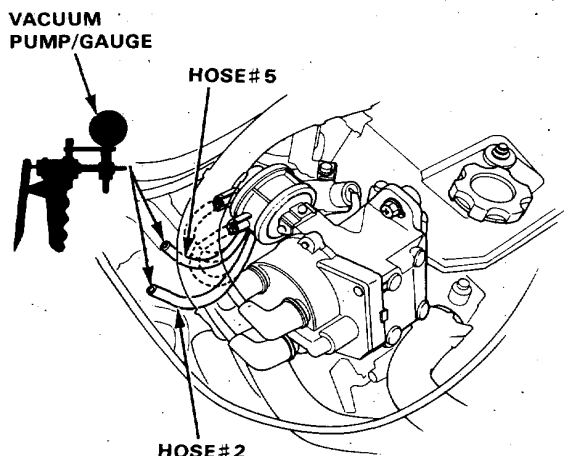


6. Tighten the adjusting bolts and recheck the timing.
7. Remove the jumper wire and install the rubber cap to the ignition timing adjusting connector.

Engine Tune-up

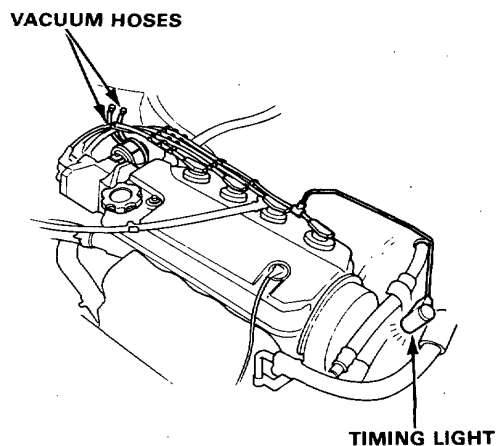
Ignition Timing Inspection and Setting (2-Carbureted Engine)

1. Disconnect the vacuum hoses from the vacuum advance diaphragm, then connect the vacuum pump/gauge to the vacuum hoses.



2. Start the engine and let it idle.
3. When the engine is cool. Coolant temperature is below [45°C (113°F)]. Check each hose for vacuum. The #2 and #5 hoses should have vacuum.
 - If the #2 hose has no vacuum, check the #2 hose of proper connection, cracks, blockage or disconnected hose.
 - If the #5 hose has no vacuum, check the #5 hose for proper connections, cracks, blockage or disconnected hoses, and the check valve is not clogged. If the #5 hose, and the check valve have no problem, replace the thermostatic valve and recheck the #5 hose for vacuum.

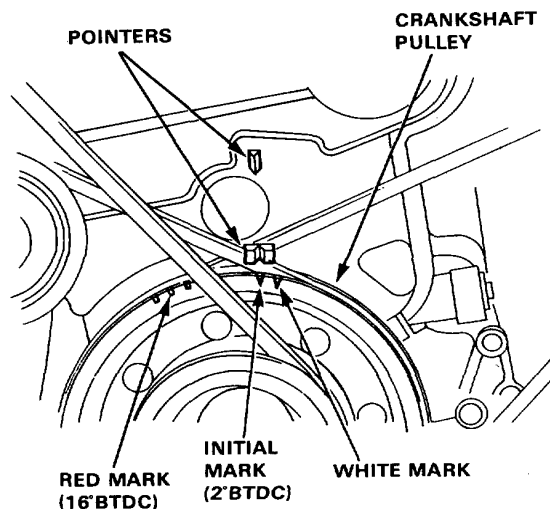
4. Connect the vacuum hoses to the vacuum advance diaphragm and allow the engine to warm up. (cooling fan comes on).
5. Disconnect the #5 hose from the vacuum advance diaphragm and connect the vacuum pump/gauge to the #5 hose.
6. Check the #5 hose for vacuum. The #5 hose should have no vacuum.
 - If the #5 hose has vacuum, replace the thermostatic valve and recheck the #5 hose for vacuum.
7. Disconnect the vacuum hoses from the vacuum advance diaphragm and plug them.
8. Connect a timing light.



9. While the engine idles, point the light toward the pointer on the timing belt cover.



10. Align the timing initial mark on the crankshaft pulley to the pointer.



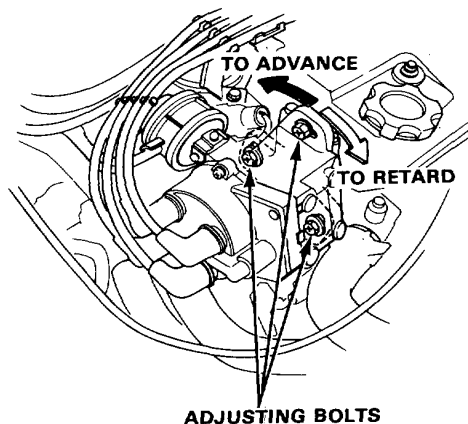
11. Timing when initial timing mark is aligned to the pointer.

Initial Timing

2° BTDC

- Manual Transmission [at $750 \pm 50 \text{ min}^{-1}$ (rpm) in neutral]
- Automatic Transmission [at $700 \pm 50 \text{ min}^{-1}$ in gear]

12. Adjust as necessary by loosening the distributor adjusting bolts, and turn the distributor housing clockwise to retard the timing, or counterclockwise to advance the timing.



13. Tighten the distributor adjusting bolts, then recheck the timing.
14. Connect the vacuum hose to the vacuum advance diaphragm and inspect ignition timing at idle.

Ignition Timing

1.6 l : $16^\circ \pm 2^\circ$ BTDC (Red)

1.4 l : $18^\circ \pm 2^\circ$ BTDC (Red)

- Manual Transmission [at $750 \pm 50 \text{ min}^{-1}$ (rpm) in neutral]
- Automatic Transmission [at $700 \pm 50 \text{ min}^{-1}$ in gear]

If advance is not as specified, check the vacuum advance diaphragm and distributor advance mechanism.