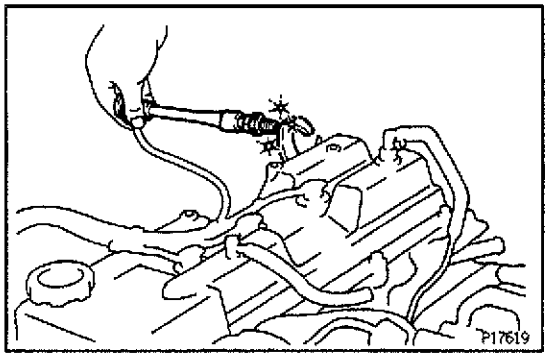


ON–VEHICLE INSPECTION

SPARK TEST

CHECK THAT SPARK OCCURS

(a) Disconnect the high–tension cords from the spark plugs.
(b) Remove the spark plugs.
(c) Install the spark plugs to each high–tension cord.
(d) Ground the spark plug.
(e) Check if spark occurs while engine is being cranked.
If the spark does not occur, perform the test as follows:

SPARK TEST

↓ NO

CHECK CONNECTION OF DISTRIBUTOR CONNECTOR → BAD → Connect securely.

↓ OK

CHECK RESISTANCE OF HIGH-TENSION CORD
(See page IG-7)
Maximum resistance: 25 kΩ par cord → BAD → Replace the cord(s).

↓ OK

CHECK POWER SUPPLY TO IGNITION COIL
1. Turn ignition switch ON.
2. Check that there is battery voltage at ignition coil positive (+) terminal.

→ BAD → Check wiring between ignition switch and ignition coil.

↓ OK

CHECK RESISTANCE OF IGNITION COIL
(See page IG-10)
Resistance (Cold):
Primary 0.36 – 0.55 Ω
Secondary 9.0 – 15.4 kΩ
Resistance (Hot):
Primary 0.45 – 0.65 Ω
Secondary 11.4 – 18.1 kΩ

→ BAD → Replace the ignition coil.

↓ OK

CHECK RESISTANCE OF SIGNAL GENERATOR (PICKUP COIL)
(See page IG-10)
Resistance (Cold): 185 – 275 Ω
Resistance (Hot): 240 – 325 Ω

→ BAD → Replace the signal generator (pickup coil).

↓ OK

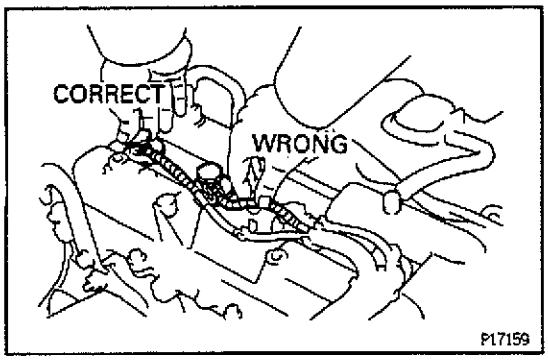
CHECK AIR GAP OF DISTRIBUTOR
(See page IG-10)
Air gap: 0.2 – 0.4 mm (0.008 – 0.016 in.)

→ BAD → Replace the signal generator (pickup coil).

↓ OK

TRY ANOTHER IGNITER

V05409



HIGH–TENSION CORDS INSPECTION

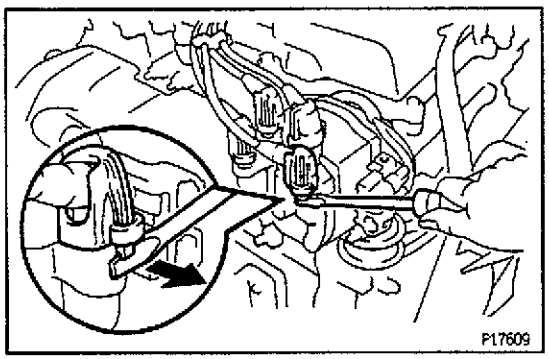
1G08W–01

1. DISCONNECT HIGH–TENSION CORDS FROM SPARK PLUGS

Disconnect the high – tension cords at the rubber boot.

DO NOT pull on the cords.

NOTICE: Pulling on or bending the cords may damage the conductor inside.



2. DISCONNECT HIGH–TENSION CORDS FROM DISTRIBUTOR CAP

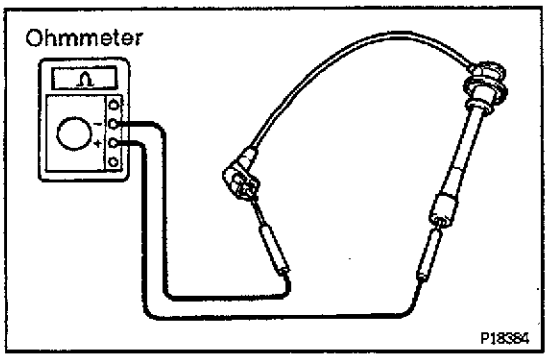
(a) Using a screwdriver, lift up the lock claw and disconnect the holder from the distributor cap.

(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.**



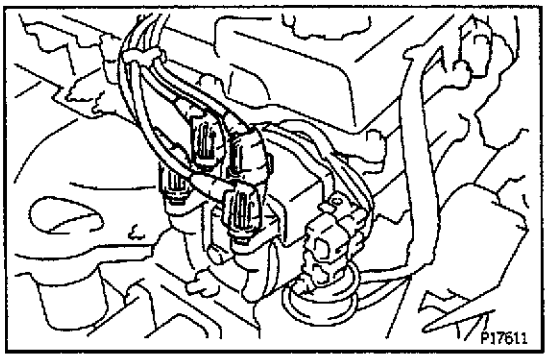
3. INSPECT HIGH–TENSION CORD RESISTANCE

Using an ohmmeter, measure the resistance.

Maximum resistance:

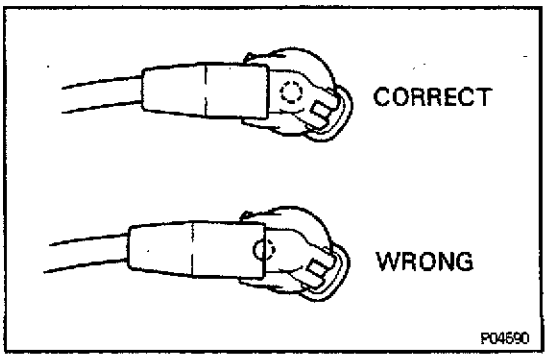
25 kΩ per cord

If the resistance is greater than maximum, check the terminals. If necessary, replace the high – tension cord.

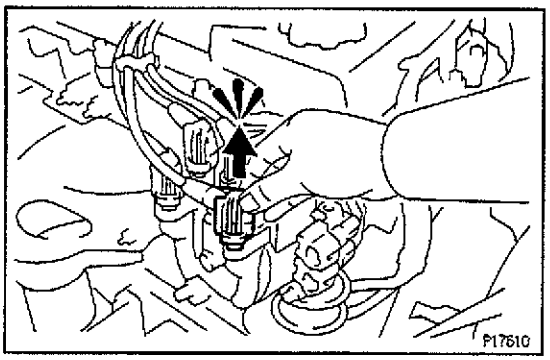


4. RECONNECT HIGH–TENSION CORDS TO DISTRIBUTOR CAP

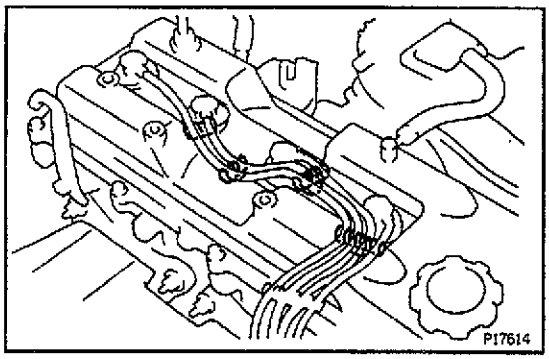
HINT: Connect the high–tension cords to the distributor cap as shown in the illustration.



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

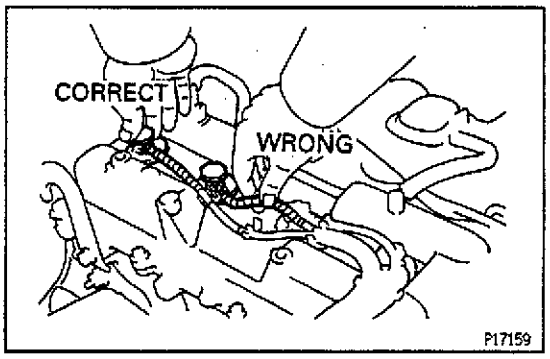


Check that the lock claw of the holder is engaged by lightly pulling the holder.



5. RECONNECT HIGH–TENSION CORDS TO SPARK PLUGS

Secure the high–tension cords with the clamps as shown in the illustration.



SPARK PLUGS INSPECTION

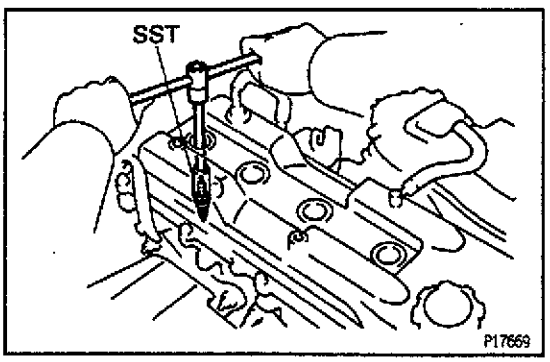
K008X–01

1. DISCONNECT HIGH–TENSION CORDS FROM SPARK PLUGS

Disconnect the high – tension cords at the rubber boot.

DO NOT pull on the cords.

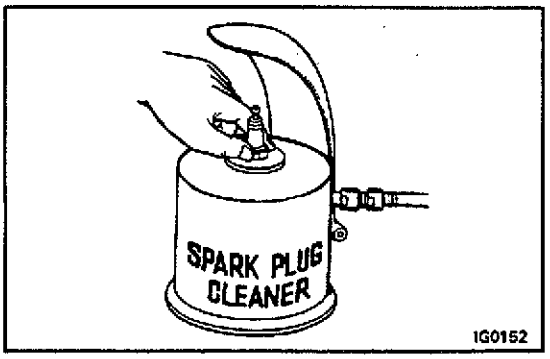
NOTICE: Pulling on or bending the cords may damage the conductor inside.



2. REMOVE SPARK PLUGS

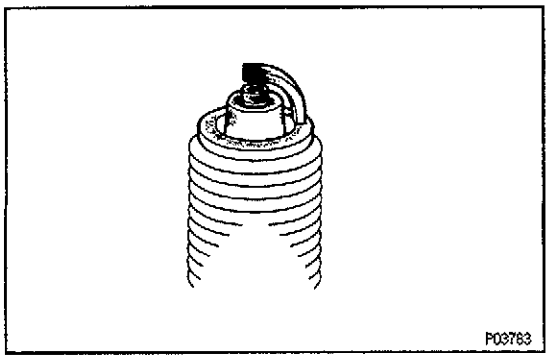
Using SST, remove the spark plug.

SST 09155–16100



3. CLEAN SPARK PLUGS

Using a spark plug cleaner or wire brush, clean the spark plug.



4. VISUALLY INSPECT SPARK PLUGS

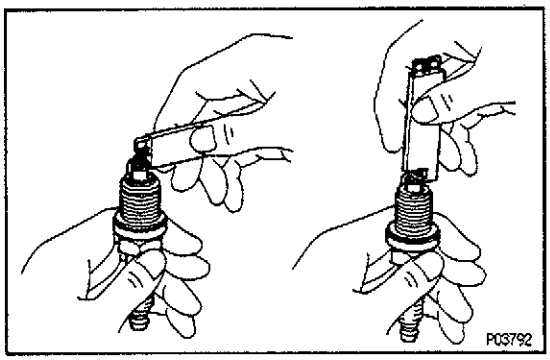
Check the spark plug for electrode wear, threads damage and insulator damage.

If abnormal, replace the plugs.

Recommended spark plugs:

ND K16R–U

NGK BKR5EYA

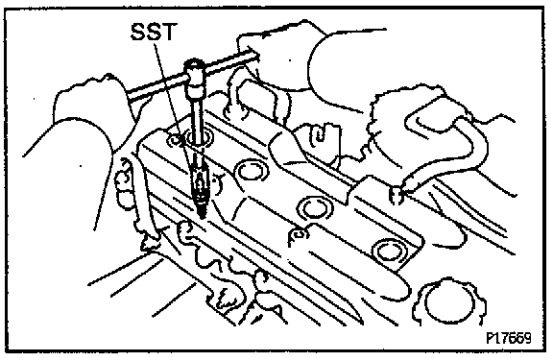


5. ADJUST ELECTRODE GAP

Carefully bend the outer electrode to obtain the correct electrode gap.

Correct electrode gap:

0.8 mm (0.031 in.)

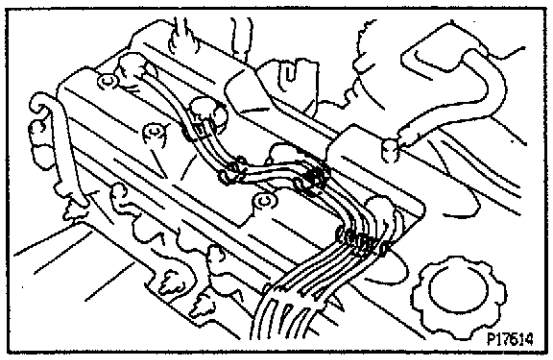


6. INSTALL SPARK PLUGS

Using SST, install the spark plug.

SST 09155–16100

Torque: 20 N·m (200 kgf·cm, 14 ft·lbf)



7. RECONNECT HIGH–TENSION CORDS TO SPARK PLUGS

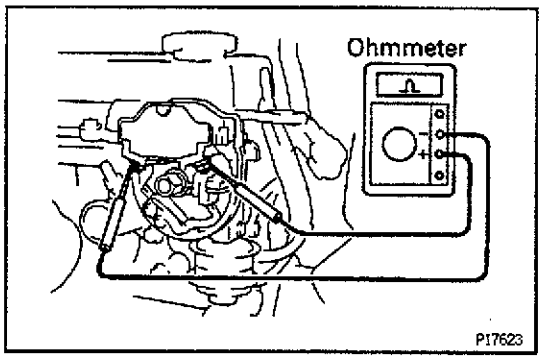
Secure the high–tension cords with the clamps as shown in the illustration.

DISTRIBUTOR INSPECTION

NOTICE: "Cold" and "Hot" in the following sentences express the temperature of the coils themselves. "Cold" is from −10°C (14°F) to 50°C (104°F) and "Hot" is from 50°C (104°F) to 100°C (212°F).

1. **DISCONNECT DISTRIBUTOR CONNECTORS**
2. **REMOVE DISTRIBUTOR CAP**
3. **REMOVE ROTOR**
4. **REMOVE IGNITION COIL DUST COVER**

Ignition Coil



5. **INSPECT PRIMARY COIL RESISTANCE**

Using an ohmmeter, measure the resistance between the positive (+) and negative (−) terminals.

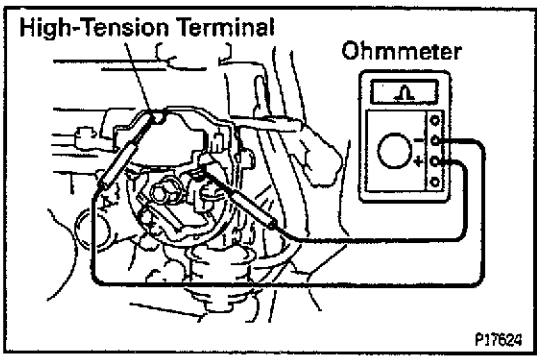
Primary coil resistance (Cold):

0.36 − 0.55 Ω

Primary coil resistance (Hot):

0.45 − 0.65 Ω

If the resistance is not as specified, replace the ignition coil.



6. **INSPECT SECONDARY COIL RESISTANCE**

Using an ohmmeter, measure the resistance between positive (+) and high−tension terminals.

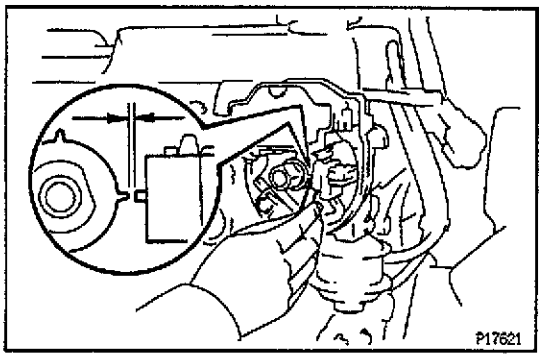
Secondary coil resistance (Cold):

9.0 − 15.4 kΩ

Secondary coil resistance (Hot):

11.4 − 18.1 kΩ

If the resistance is not as specified, replace the ignition coil.



Distributor

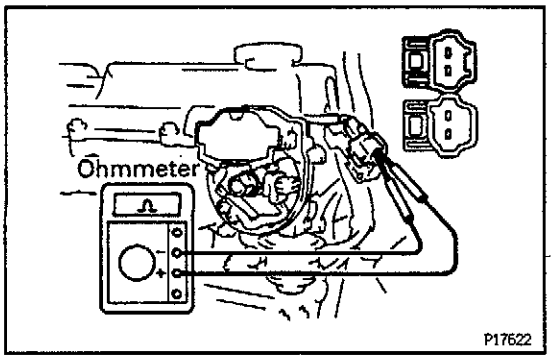
7. **INSPECT AIR GAP**

Using a feeler gauge, measure the air gap between the signal rotor and pickup coil projection.

Air gap:

0.2 − 0.4 mm (0.008 − 0.016 in.)

If the air gap is not as specified, replace the distributor housing assembly.



8. INSPECT SIGNAL GENERATOR (PICKUP COIL) RESISTANCE

Using an ohmmeter, measure the resistance between the terminals.

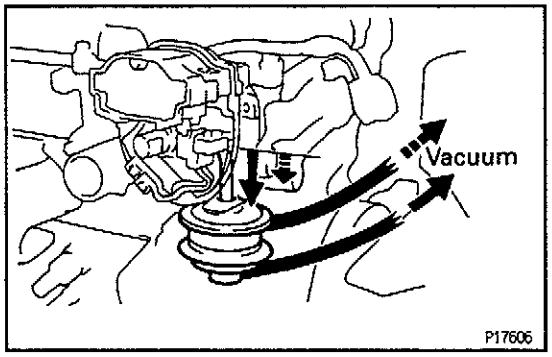
Pickup coil resistance (Cold):

185 – 275 Ω

Pickup coil resistance (Hot):

240 – 325 Ω

If the resistance is not as specified, replace the signal generator (pickup coil).

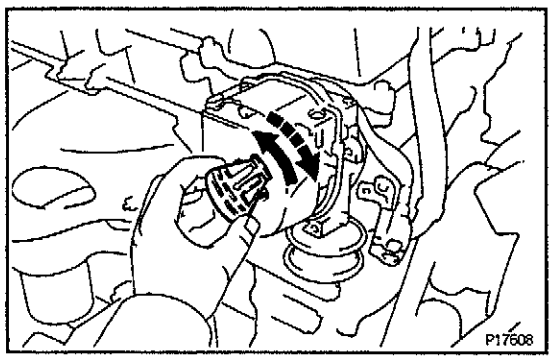


9. INSPECT VACUUM ADVANCE

(a) Disconnect the vacuum hoses and connect a vacuum pump to the vacuum advancers.

(b) Apply vacuum and check that the vacuum advancer moves.

If the vacuum advancer does not work, repair or replace if necessary.



10. INSPECT GOVERNOR ADVANCE

(a) Turn the rotor shaft counterclockwise, release it and check that the rotor returns quickly clockwise.

(b) Check that the rotor is not excessively loose.

11. REINSTALL IGNITION COIL DUST COVER

12. REINSTALL ROTOR

13. REINSTALL DISTRIBUTOR CAP

14. RECONNECT DISTRIBUTOR CONNECTORS

IGNITER INSPECTION

IG00Z–06

(See procedure Spark Test on page IG–6)