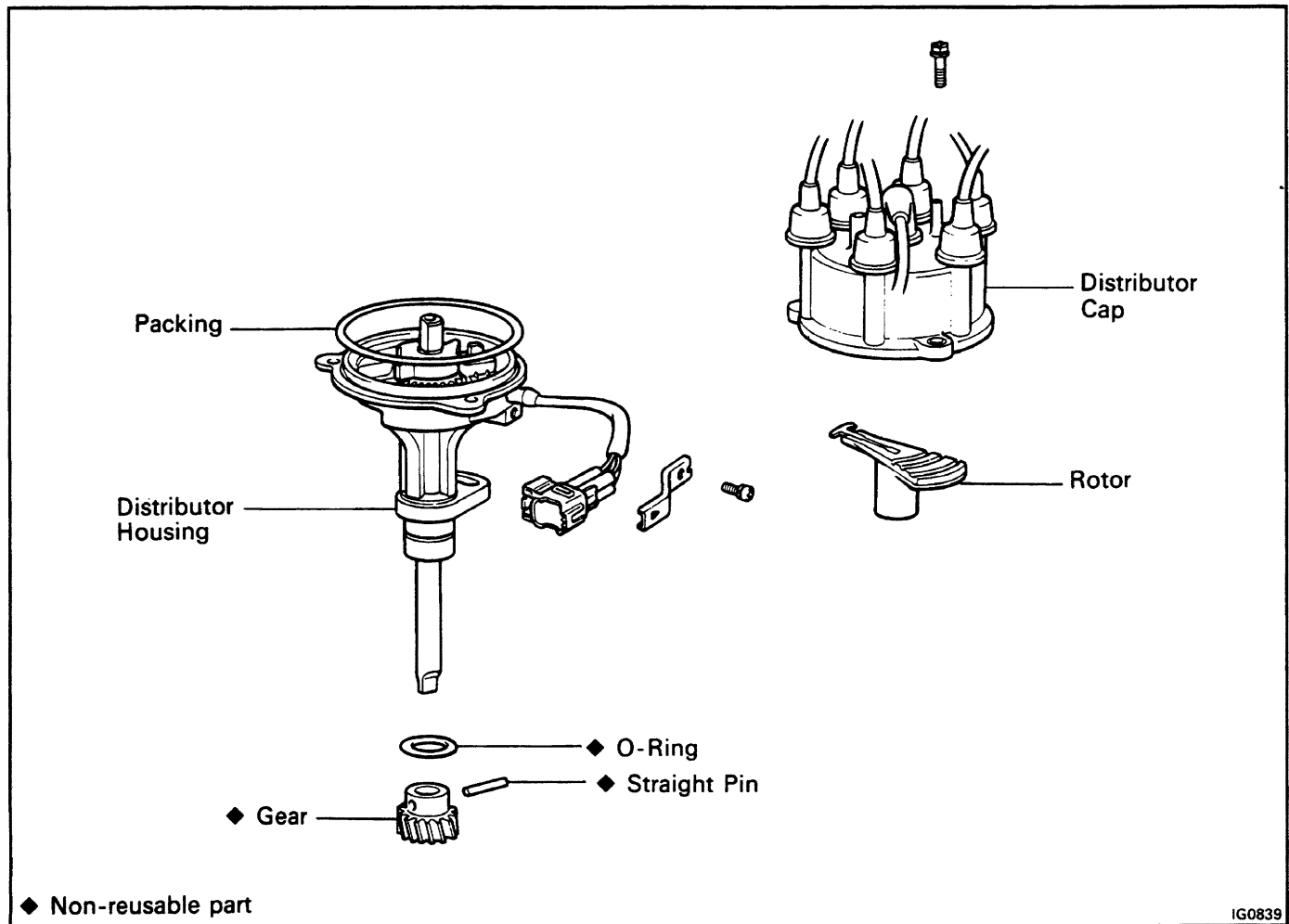
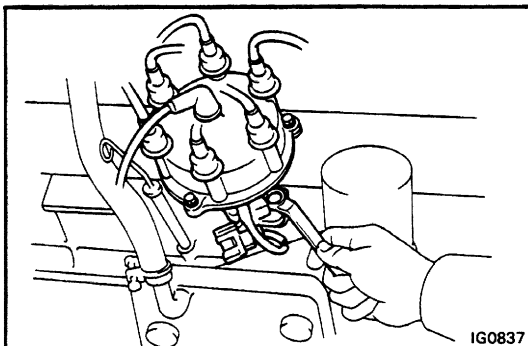


## DISTRIBUTOR COMPONENTS



## REMOVAL OF DISTRIBUTOR

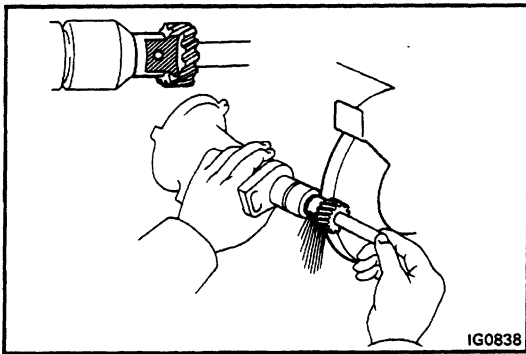
1. REMOVE AIR CLEANER HOSE
2. DISCONNECT DISTRIBUTOR CONNECTOR
3. DISCONNECT VENTILATION HOSES
4. DISCONNECT HIGH-TENSION CORDS FROM SPARK PLUGS AND IGNITION COIL



### 5. REMOVE DISTRIBUTOR

Remove the mount bolt and pull out the distributor

### 6. REMOVE O-RING FROM DISTRIBUTOR HOUSING

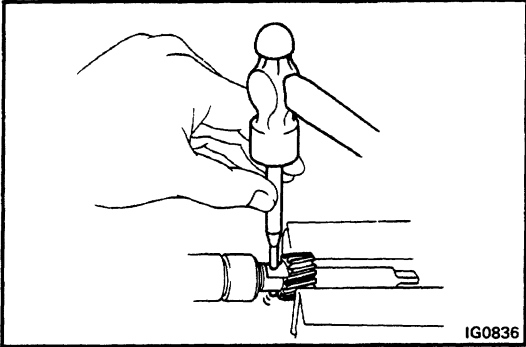


## REPLACEMENT OF DISTRIBUTOR DRIVEN GEAR

### 1. REMOVE DRIVEN GEAR

(a) Using a grinder, grind the driven gear and straight pin.

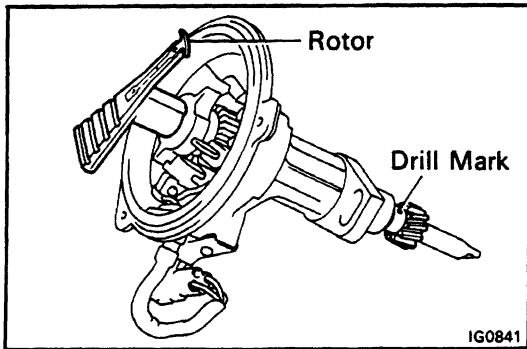
**NOTICE:** Be careful not to damage the governor shaft.



(b) Mount the driven gear in a vise. .

(c) Using a pin punch and hammer, tap out the straight pin.

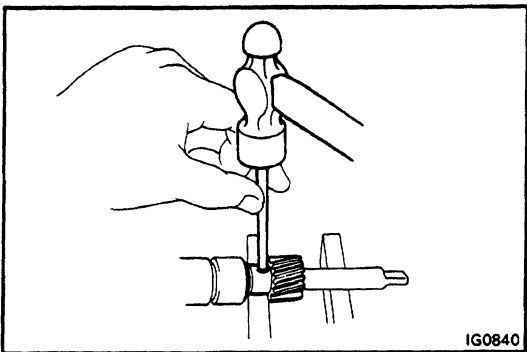
(d) Remove the driven gear.



### 2. INSTALL NEW DRIVEN GEAR

(a) Slide a new driven gear onto the governor shaft.

(b) Position the drill mark on the driven gear and rotor as shown.



(c) Install a new straight pin.

(d) Secure the ends of the straight pin.

## INSTALLATION OF DISTRIBUTOR

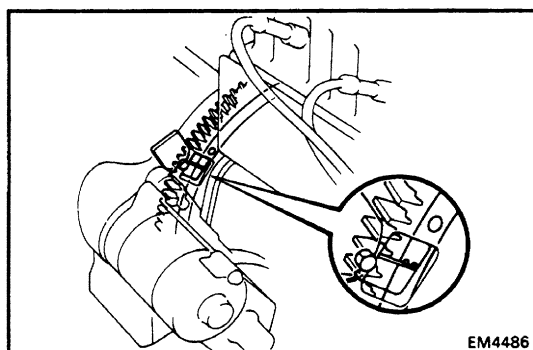
### 1. SET NO. 1 CYLINDER TO TDC/COMPRESSION

Set to TDC/compression in the following manner.

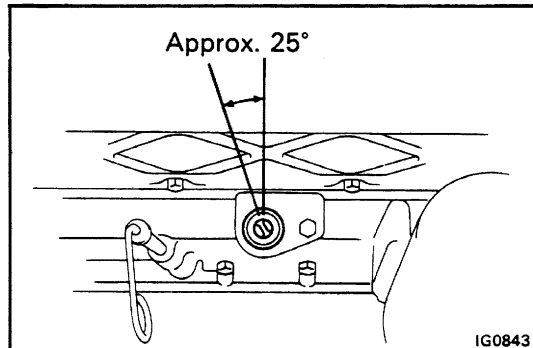
- Remove the No. 1 spark plug.
- Place your finger over the hole of the No. 1 spark plug and turn the crankshaft clockwise to TDC/compression. If pressure is felt on your finger, this is TDC/compression. If not, repeat the process.
- Install the No. 1 spark plug.

### 2. SET OIL PUMP SHAFT SLOT

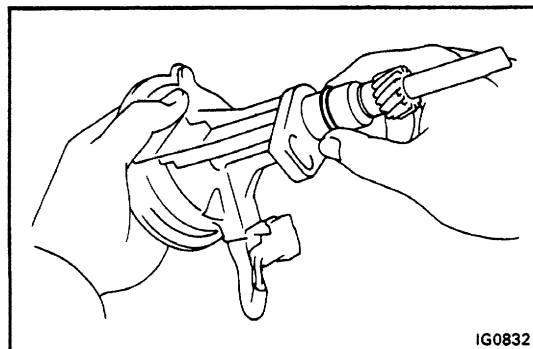
Position the oil pump shaft slot in the direction shown in the illustration.



EM4486



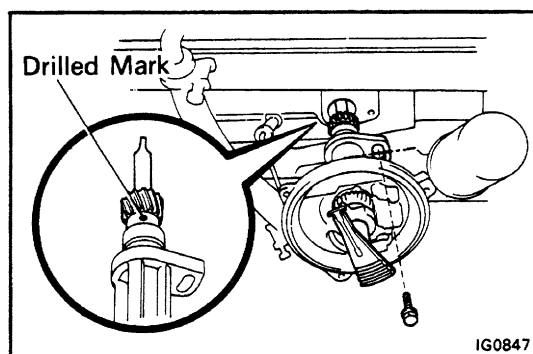
IG0843



IG0832

### 3. INSTALL NEW O-RING

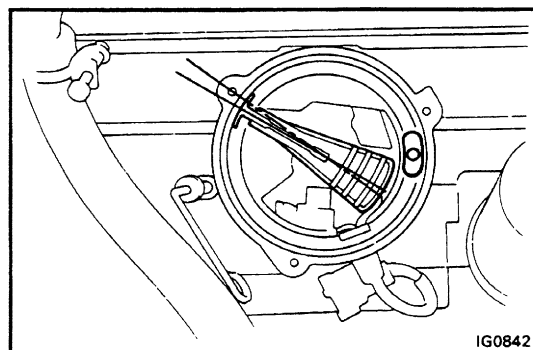
- Install a new O-ring to the housing.
- Apply a light coat of engine oil on the O-ring.



IG0847

### 4. INSTALL DISTRIBUTOR

- Insert the distributor, aligning the center of the flange with that of the bolt hole on the cylinder head with drilled mark facing upward.



IG0842

- When fully installed, the distributor should point as shown in the illustration.
- Lightly tighten the hold-down bolt.

5. INSTALL DISTRIBUTOR CAP WITH HIGH-TENSION CORDS
6. CONNECT HIGH-TENSION CORDS TO SPARK PLUGS
- Firing order: 1 –5–3–6–2–4
7. CONNECT VENTILATION HOSES
8. CONNECT DISTRIBUTOR CONNECTOR
9. INSTALL AIR CLEANER HOSE
10. WARM UP ENGINE

Allow the engine to reach normal operating temperature.

#### 11. CONNECT TACHOMETER AND TIMING LIGHT TO ENGINE

Connect the tachometer test probe to terminal IG (–) of the check connector.

##### NOTICE:

- NEVER allow the tachometer terminals 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 using.

#### 12. ADJUST IGNITION TIMING

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

SST 09843–18020

- (b) Check the idle speed.

**Idle speed: 650 rpm**

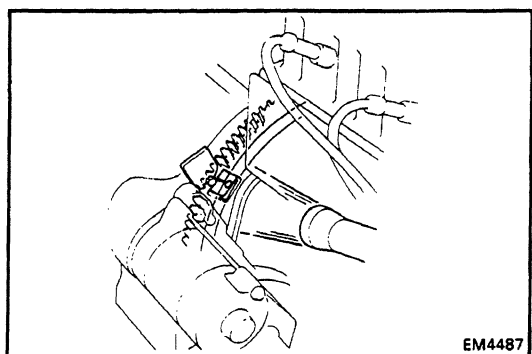
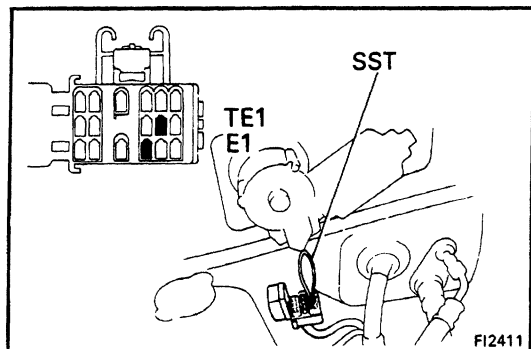
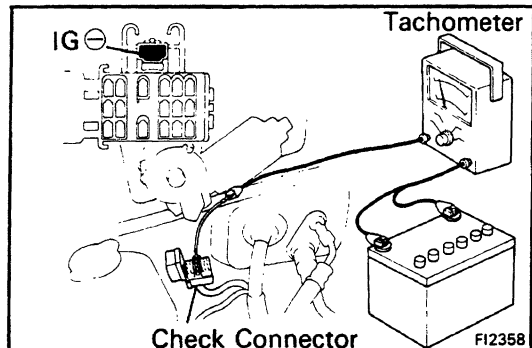
- (c) Using a timing light, slowly turn the distributor until the timing mark on the drive plate is aligned with the 7° mark.

**Ignition timing: 7° BTDC @ idle**

- (d) Tighten the distributor bolt and recheck the ignition timing.

**Torque: 175 kg-cm (13 ft-lb, 17 N-m)**

- (e) Disconnect the check connector.



#### 13. FURTHER CHECK IGNITION TIMING

**Ignition timing: Approx. 12° BTDC @ idle**

#### 14. DISCONNECT TACHOMETER AND TIMING LIGHT FROM ENGINE