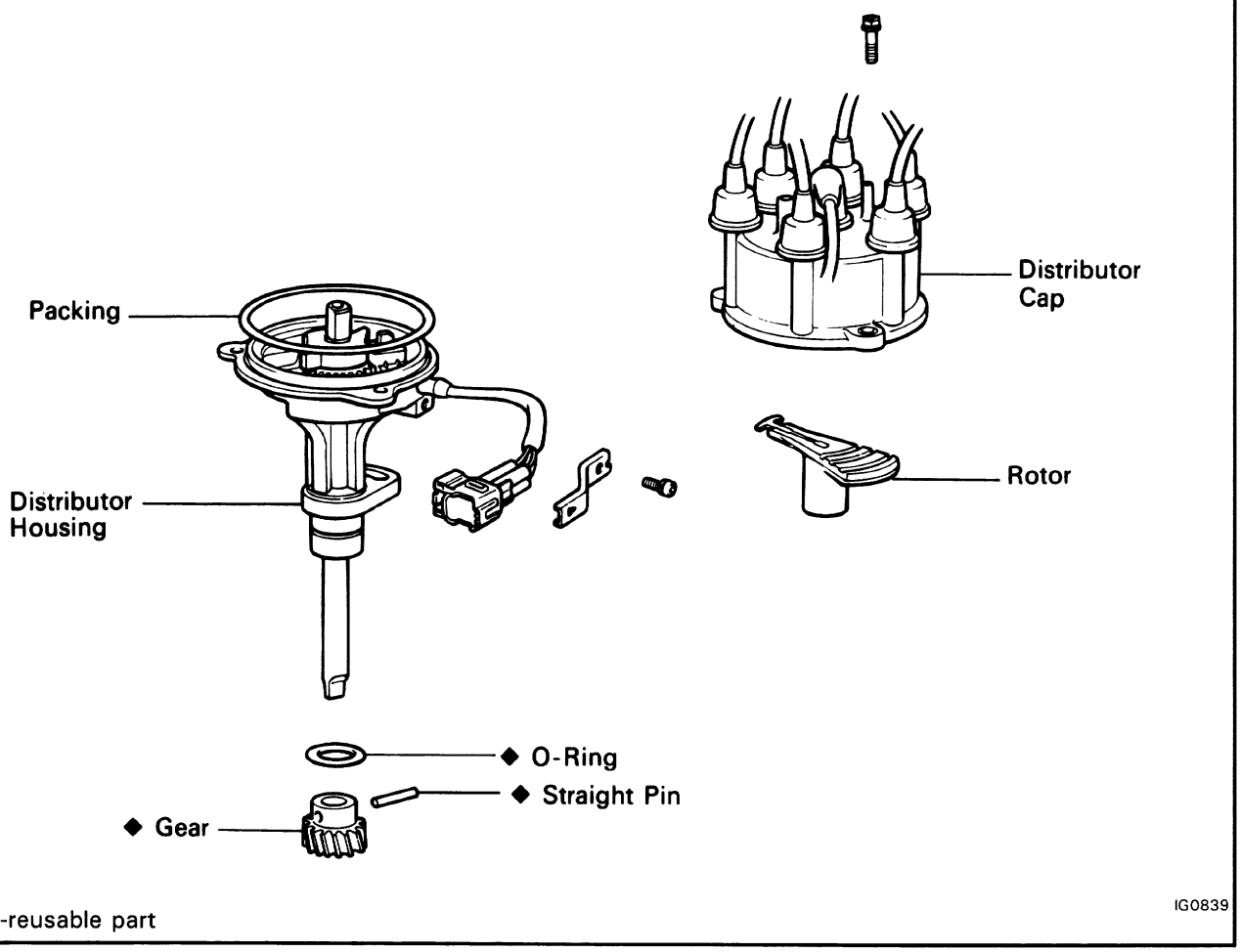
DISTRIBUTOR

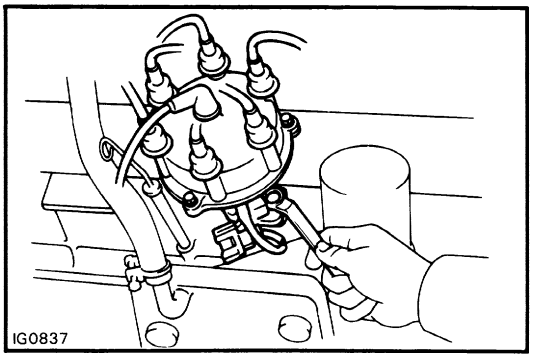
COMPONENTS



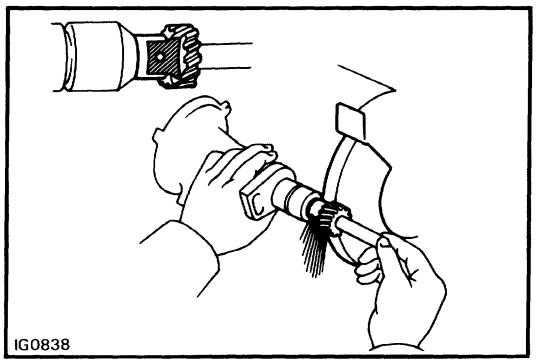
◆ Non-reusable part

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

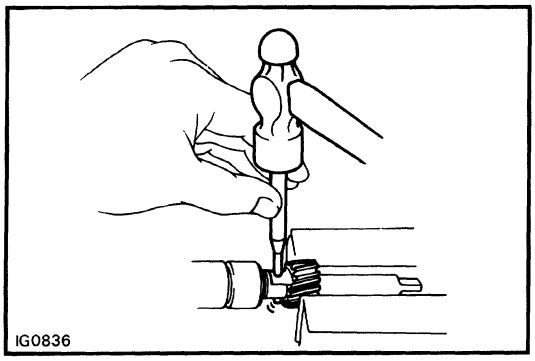


REPLACEMENT OF DISTRIBUTOR DRIVEN GEAR

1. REMOVE DRIVEN GEAR

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

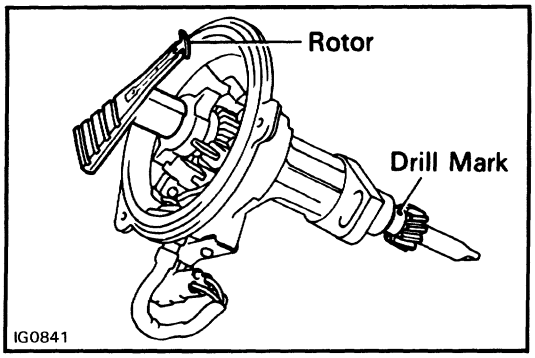
NOTICE: Be careful not to damage the governor shaft.



(b) Mount the driven gear in a vise.

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

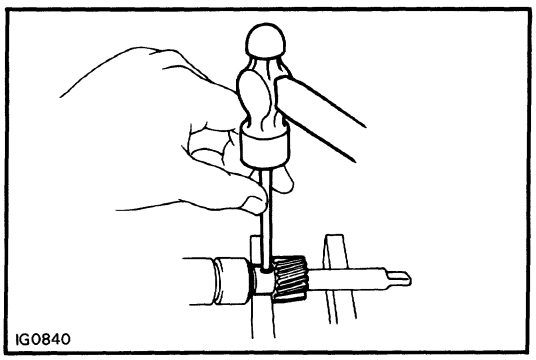
(d) Remove the driven gear.



2. INSTALL NEW DRIVEN GEAR

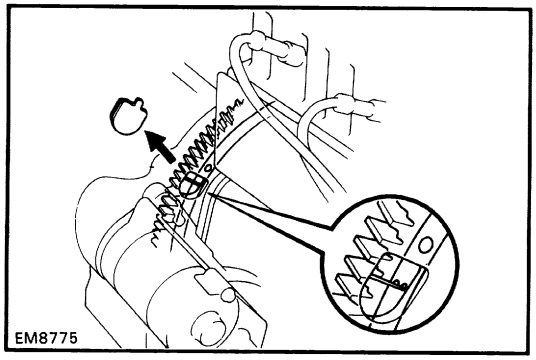
(a) Slide a new driven gear onto the governor shaft.

(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

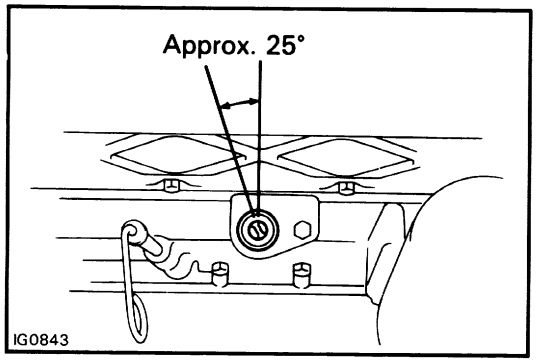
1. SET NO. 1 CYLINDER TO TDC/COMPRESSION

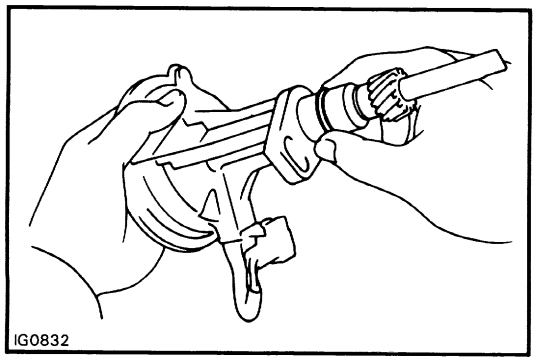
Set to TDC/compression in the following manner.

- 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

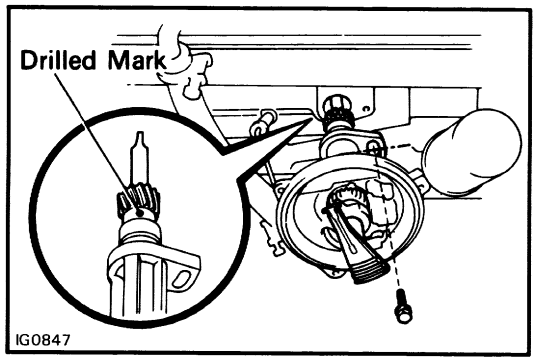
Position the oil pump shaft slot in the direction shown in the illustration.





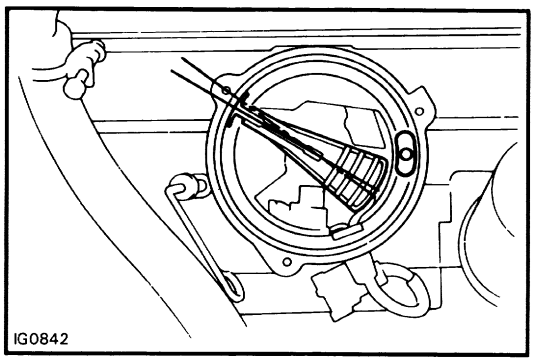
3. INSTALL NEW O–RING

(a) Install a new O–ring to the housing.
(b) Apply a light coat of engine oil on the O–ring.



4. INSTALL DISTRIBUTOR

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



(b) When fully installed, the distributor should point as shown in the illustration.
(c) 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

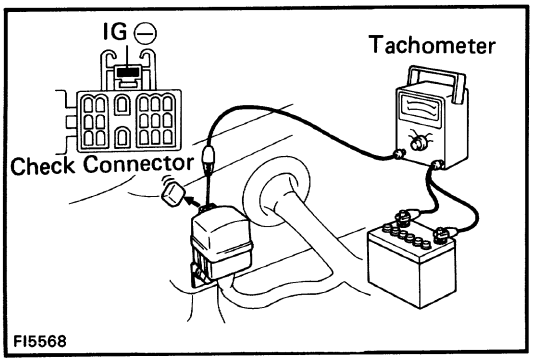
7. CONNECT VENTILATION HOSES

8. CONNECT DISTRIBUTOR CONNECTOR

9. INSTALL AIR CLEANER HOSE

10. WARM UP ENGINE

Allow the engine to reach normal operating temperature.

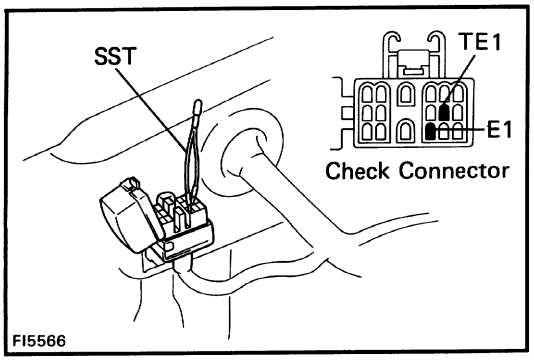


11. CONNECT TACHOMETER AND TIMING LIGHT TO ENGINE

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 E1 of the check connector.

SST 09843–18020

(b) Check the idle speed.

Idle speed: 650 rpm

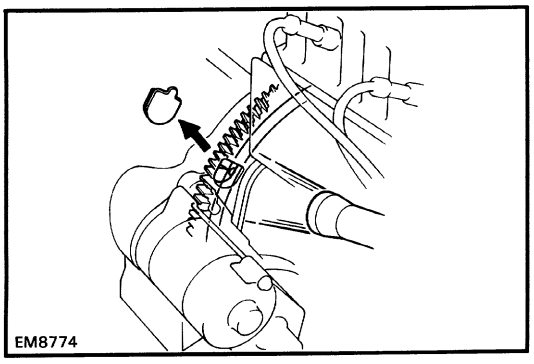
(c) Using a timing light, slowly turn the distributor until the timing mark on the drive plate is aligned with the 7° mark.

Ignition timing: 7° BTDC @ idle

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

Torque: 17 N–m (175 kgf–cm, 13 ft–lbf)

(e) Disconnect the check connector.



13. FURTHER CHECK IGNITION TIMING

Ignition timing: Approx. 12° BTDC @ idle

14. DISCONNECT TACHOMETER AND TIMING LIGHT FROM ENGINE