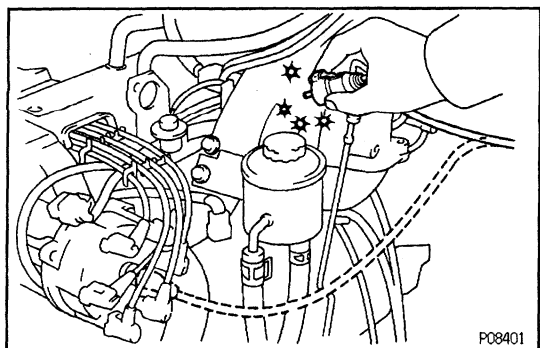




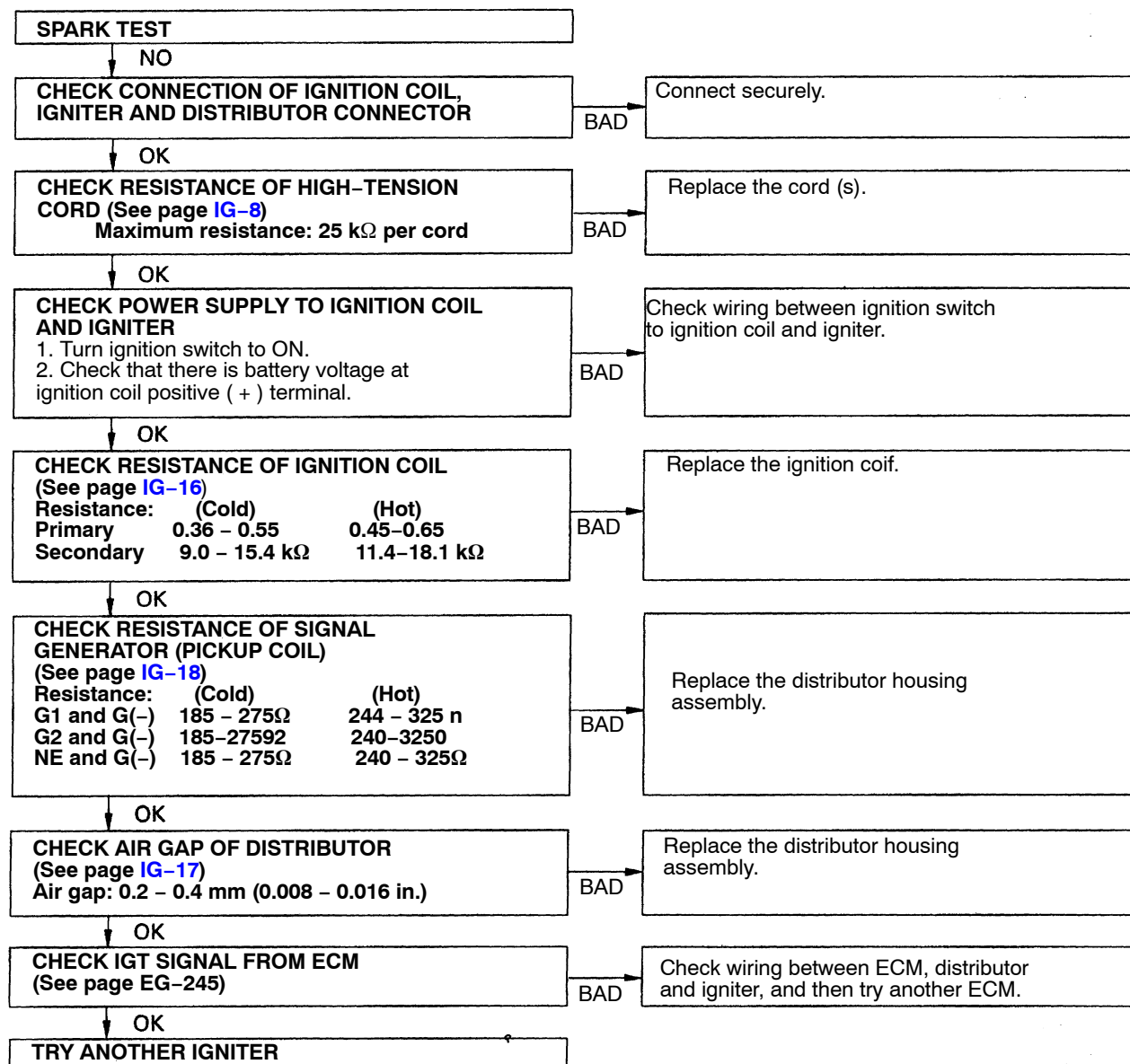
ON-VEHICLE INSPECTION

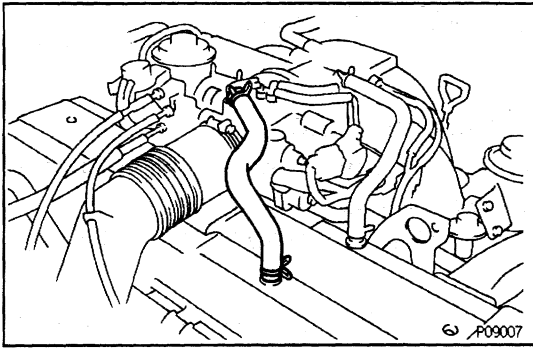
SPARK TEST

CHECK THAT SPARK OCCURS

- Disconnect the high-tension cords (from the ignition coil) from the distributor cap.
 - Hold the end approx. 12.5 mm (0.50 in.) from the body ground.
 - Check if spark occurs while engine is being cranked.
- HINT: To prevent gasoline from being injected from injectors during this test, crank the engine for no more than 1 – 2 seconds at a time.

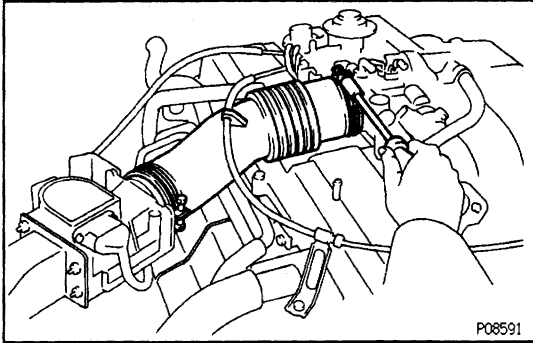
If the spark does not occur, perform the test as follows:





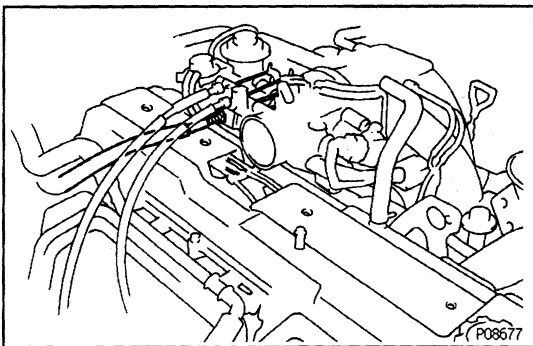
HIGH-TENSION CORDS INSPECTION^{1906G-02}

1. REMOVE NO.2 PCV HOSE

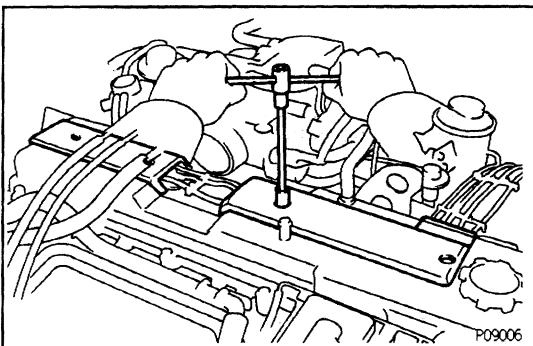


2. REMOVE AIR CLEANER HOSE

Loosen the 2 clamps and remove the air- cleaner hose.

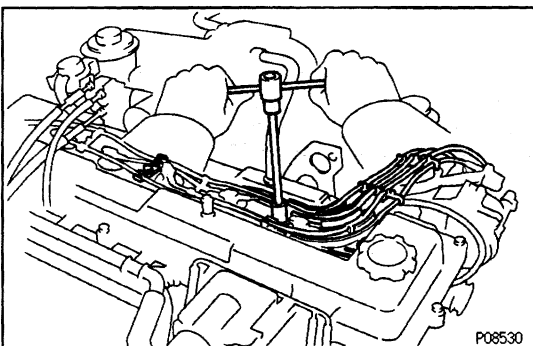


3. DISCONNECT THROTTLE CABLE



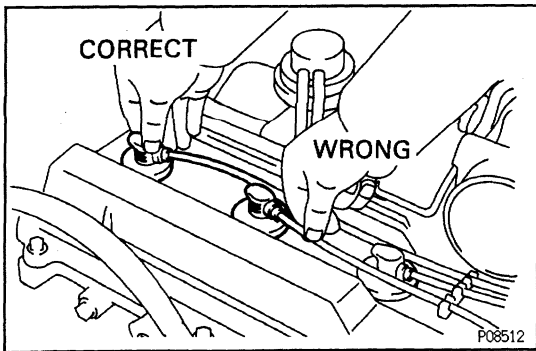
4. REMOVE NO.2 AND NO.3 CYLINDER HEAD COVERS

Remove the 4 bolts and head covers.



5. DISCONNECT HIGH-TENSION CORDS FROM SPARK PLUGS

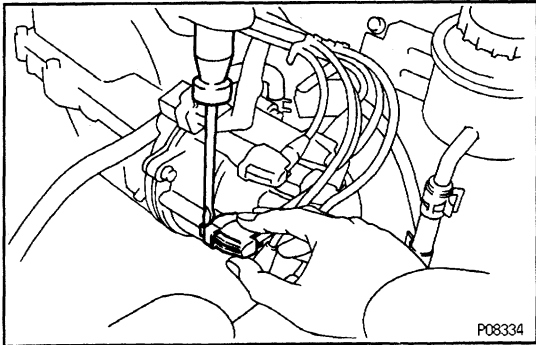
- (a) Remove the 2 mounting bolts of the No.1 and No.2 cord clamps.



- (b) Disconnect the high – tension cords at the rubber boot.

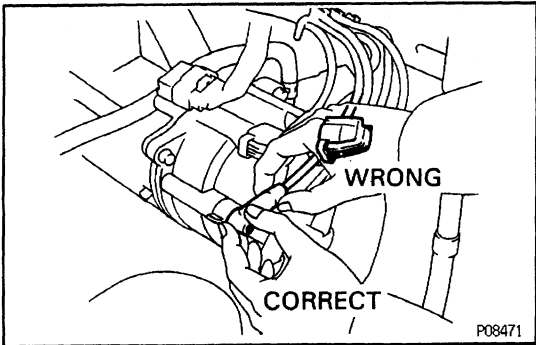
DO NOT pull on the cords.

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



6. DISCONNECT HIGH-TENSION CORDS FROM DISTRIBUTOR CAP AND IGNITION COIL

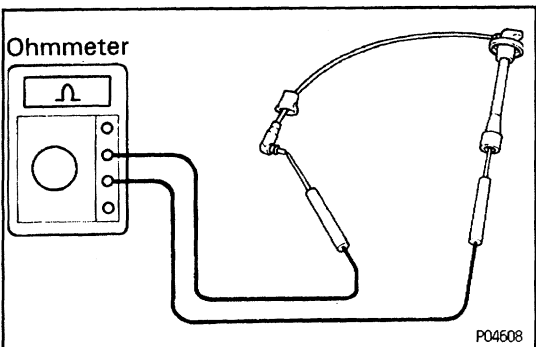
- (a) Using a screwdriver, lift up the lock claw and disconnect the holder from the distributor cap (ignition coil).



- (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.



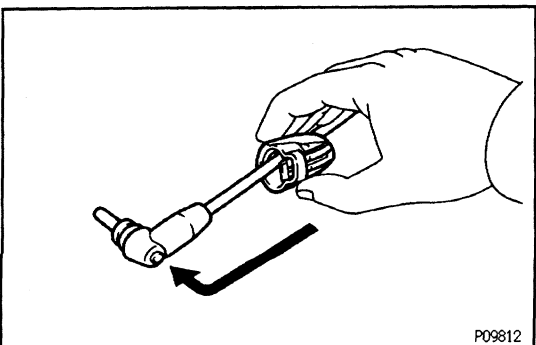
7. INSPECT HIGH-TENSION CORD RESISTANCE

Using an ohmmeter, measure the resistance.

Maximum resistance:

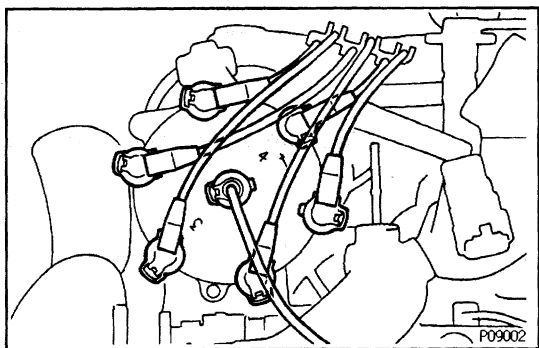
25 k Ω per cord

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

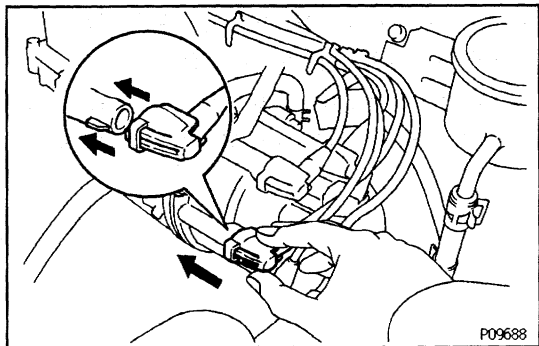


8. RECONNECT HIGH-TENSION CORDS TO DISTRIBUTOR CAP AND IGNITION COIL

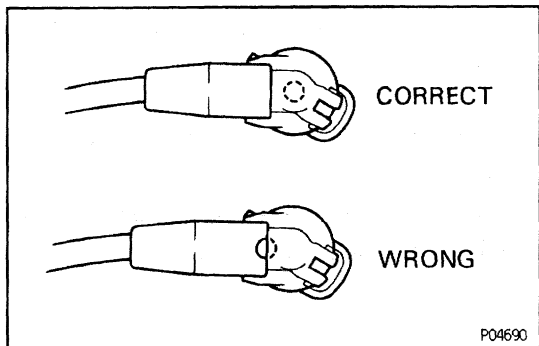
- (a) Assemble the holder and grommet.



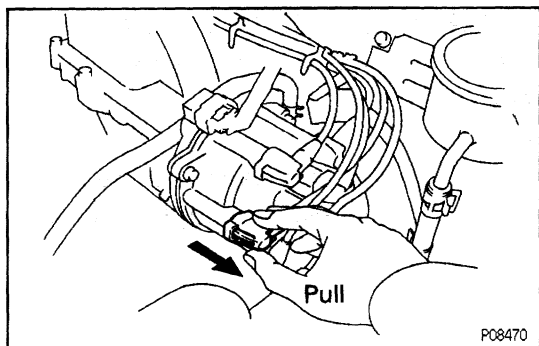
HINT: Connect the high-tension cords to the distributor cap as shown in the illustration.



- (b) Align the spline of the distributor (ignition coil) with the spline of the holder, and push in the cord.



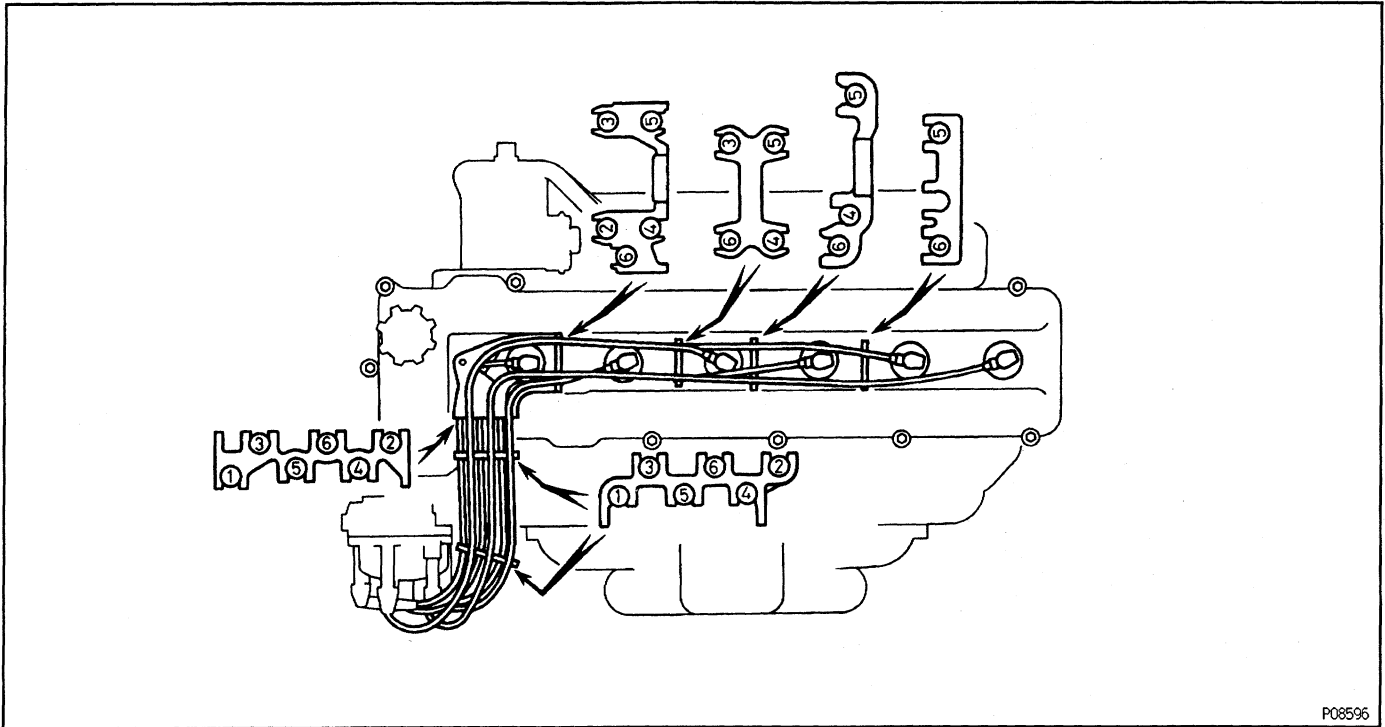
NOTICE: Check that the holder is correctly installed to the grommet and distributor cap as shown in the illustration.



- (c) Check that the lock claw of the holder is engaged by lightly pulling the holder.

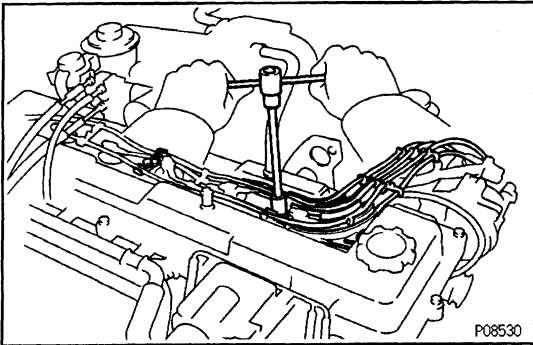
9. RECONNECT HIGH-TENSION CORDS TO SPARK PLUGS

- (a) Secure the high-tension cords with the clamps see the illustration on the next page.

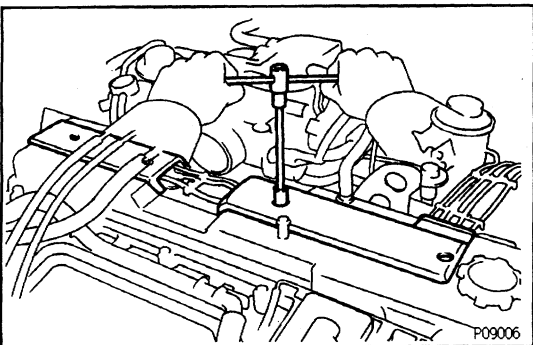


P08596

(b) Install the No.1 and No.2 cord clamps with the 2 bolts.



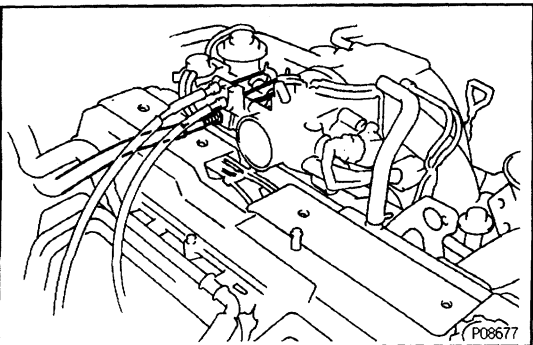
P08530



P09006

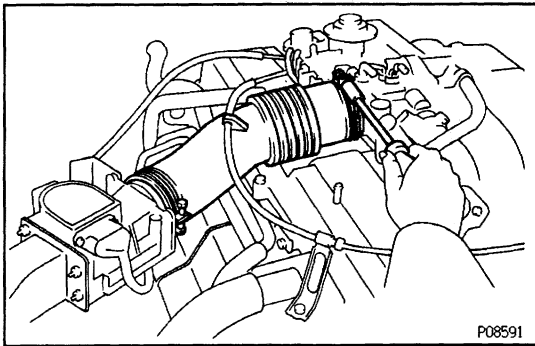
10. INSTALL NO.2 AND NO.3 CYLINDER HEAD COVERS

Install the head covers with the 4 bolts.

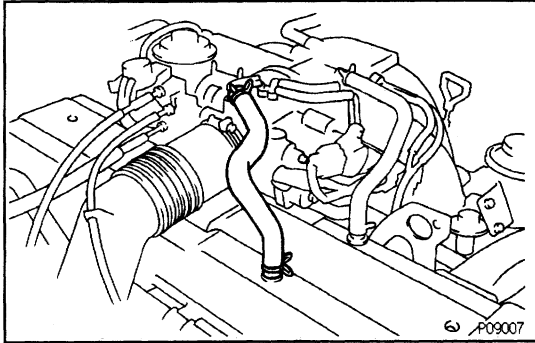
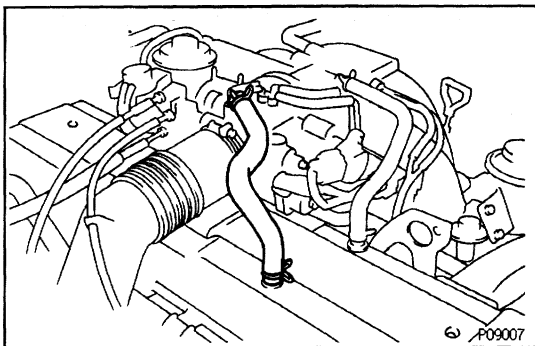
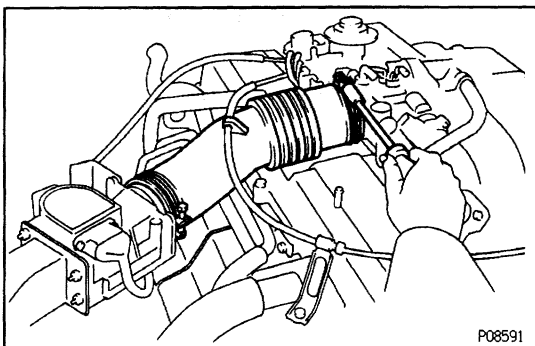


P08677

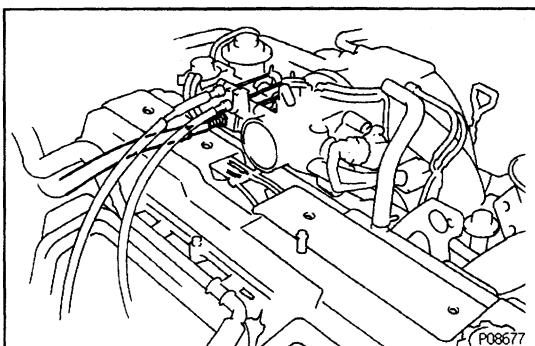
11. CONNECT THROTTLE CABLE

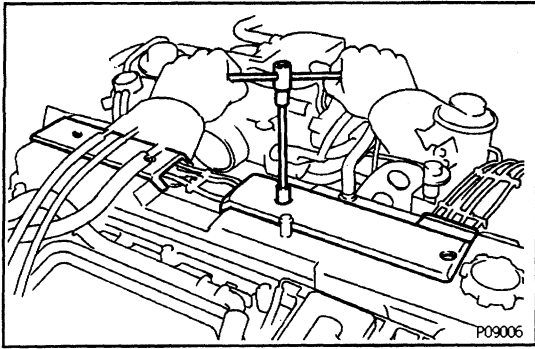
**12. INSTALL AIR CLEANER HOSE**

Install the air cleaner hose with the 2 clamp bolts.

**13. INSTALL NO.2 PCV HOSE****SPARK PLUGS INSPECTION****1. REMOVE NO.2 PCV HOSE****2. REMOVE AIR CLEANER HOSE**

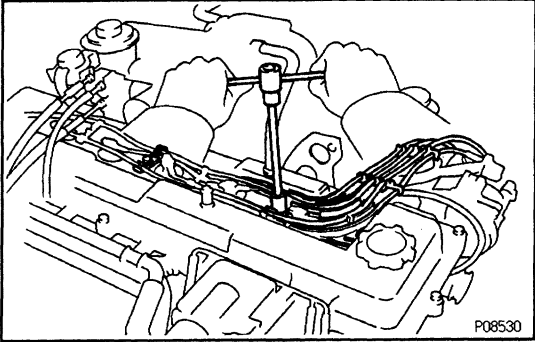
Loosen the 2 clamps and remove the air cleaner- hose.

**3. DISCONNECT THROTTLE CABLE**



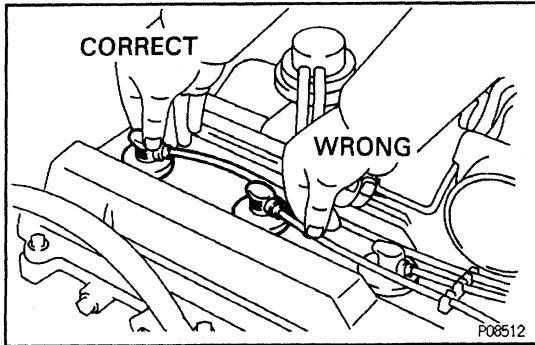
4. REMOVE NO.2 AND NO.3 CYLINDER HEAD COVERS

Remove the 4 bolts and head covers.



5. DISCONNECT HIGH-TENSION CORDS FROM SPARK PLUGS

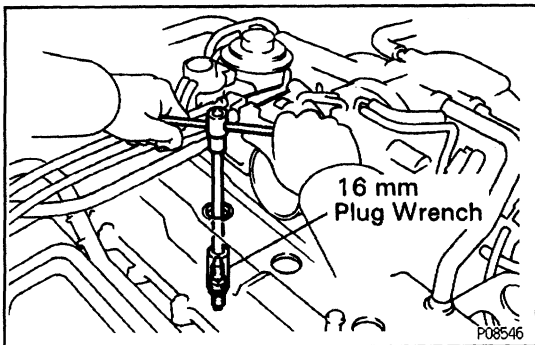
- (a) Remove the 2 mounting bolts of the No.1 and No.2 cord clamps.



- (b) Disconnect the high – tension cords at the rubber boot.

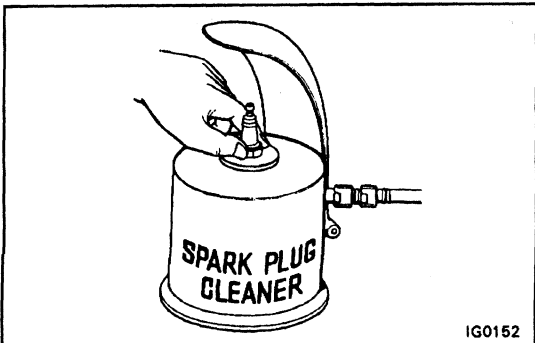
DO NOT pull on the cords.

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



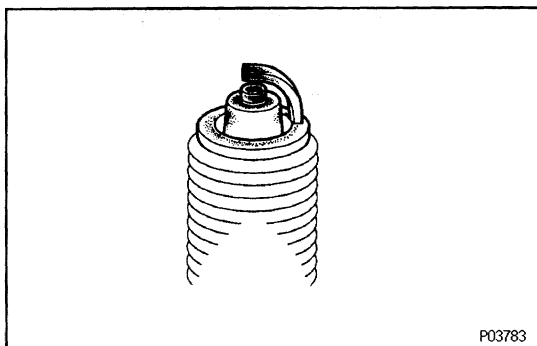
6. REMOVE SPARK PLUGS

Using a 16 mm plug wrench, remove the spark plug.



7. CLEAN SPARK PLUGS

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



8. VISUALLY INSPECT SPARK PLUGS

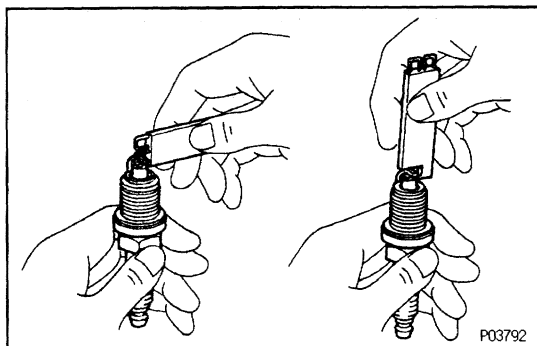
Check the spark plug for electrode wear, threads damage and insulator damage.

If abnormal, replace the plugs.

Recommended spark plugs:

K16R-U for ND

BKR5EYA for NGK

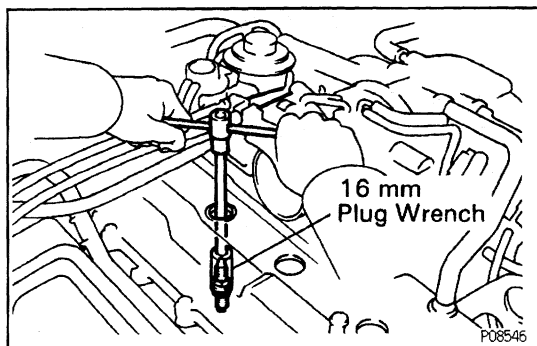


9. ADJUST ELECTRODE GAP

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

Correct electrode gap:

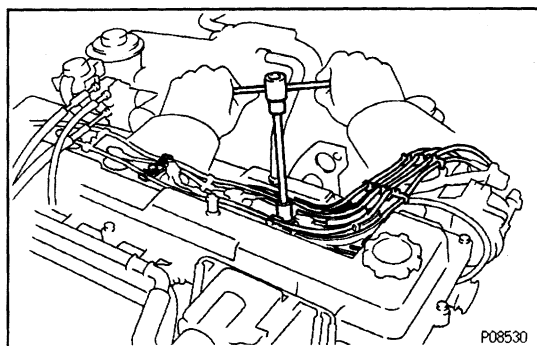
0.8 mm (0.031 in.)



10. INSTALL SPARK PLUGS

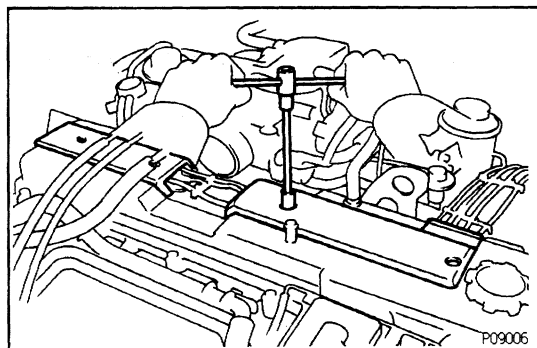
Using a 16 mm plug wrench, install the spark plug.

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



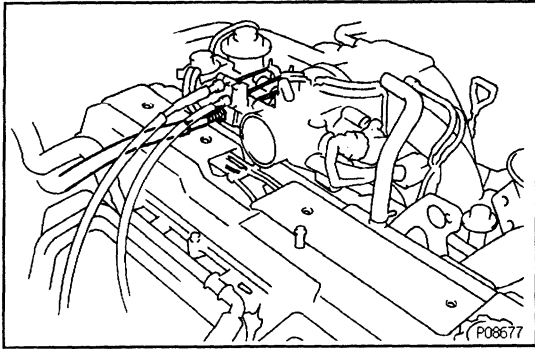
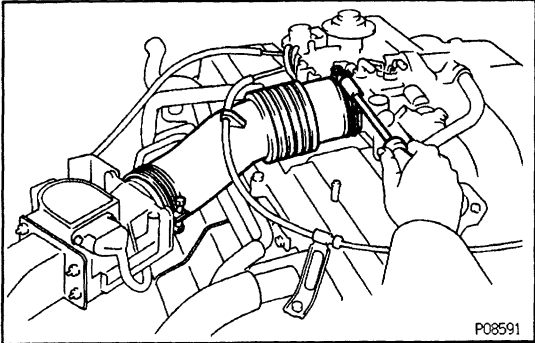
11. RECONNECT HIGH-TENSION CORDS TO SPARK PLUGS

- (a) Reconnect the high-tension cords to the spark plugs.
- (b) Install the No. 1 and No.2 cord clamps with the 2 bolts.

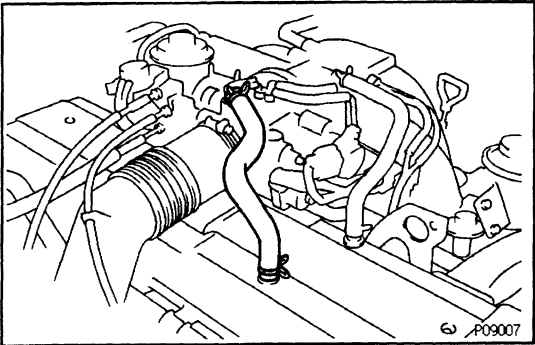


12. INSTALL NO.2 AND NO.3 CYLINDER HEAD COVERS

Install the head covers with the 4 bolts.

**13. CONNECT THROTTLE CABLE****14. INSTALL AIR CLEANER HOSE**

Install the air cleaner hose with the 2 clamp bolts.

**15. INSTALL NO.2 PCV HOSE****IGNITION COIL 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 (122°F) and 'Hot' is from 50°C (122°F) to 100°C (212°F).

- 1. DISCONNECT IGNITION COIL CONNECTOR**
- 2. DISCONNECT HIGH-TENSION CORD**

3. INSPECT PRIMARY COIL RESISTANCE

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

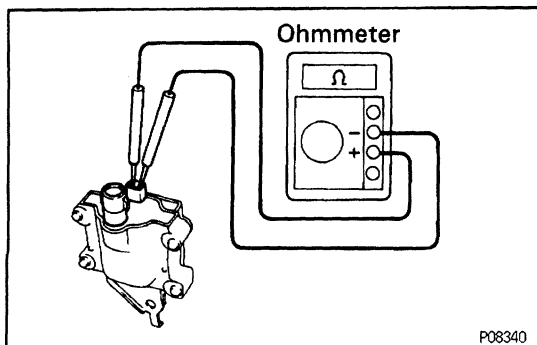
Primary coil resistance (Cold):

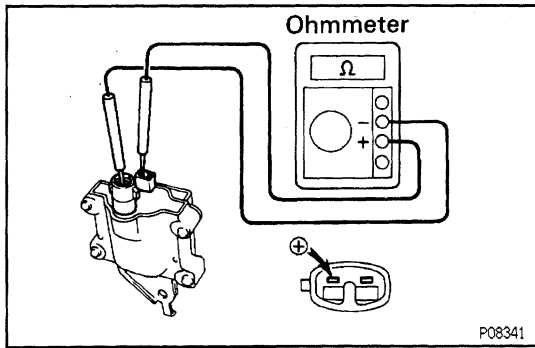
0.36-0.550

Primary coil resistance (Hot):

0.45-0-650

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



**4. INSPECT SECONDARY COIL RESISTANCE**

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

Secondary coil resistance (Cold):

9.0 – 15.4 k Ω

Secondary coil resistance (Hot):

11.4 – 18.1 k Ω

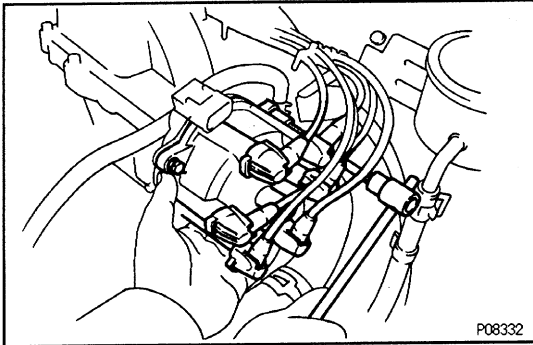
If the resistance is not as specified, replace the ignition coil.

5. RECONNECT HIGH-TENSION CORD**6. RECONNECT IGNITION COIL CONNECTOR**

DISTRIBUTOR INSPECTION

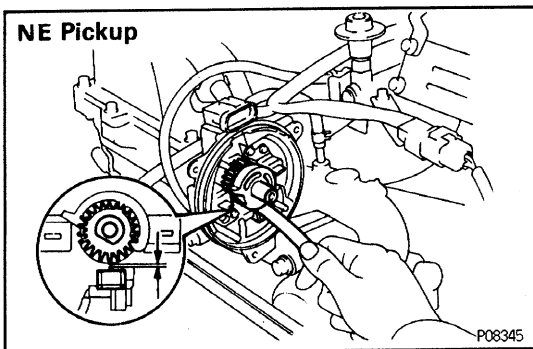
NOTICE: "Cold" and "Hot" in the following sentences express the temperature of the coils themselves. "Cold" is from -10°C (14°F) to 50°C (122°F) and "Hot" is from 50°C (122°F) to 100°C (212°F).

1. DISCONNECT DISTRIBUTOR CONNECTOR



2. REMOVE DISTRIBUTOR CAP WITHOUT DISCONNECTING HIGH-TENSION CORDS

3. REMOVE ROTOR



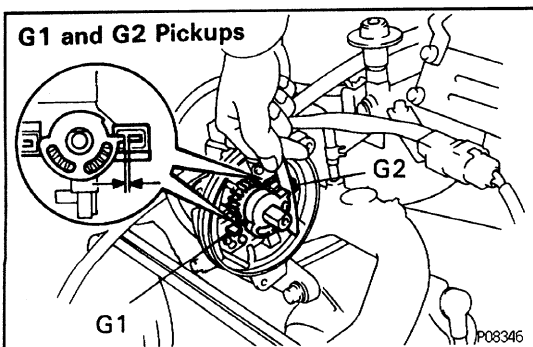
4. INSPECT AIR GAPS

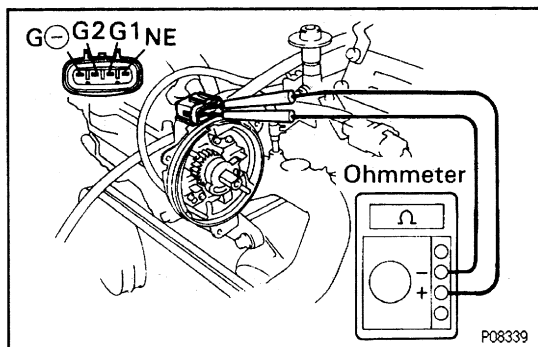
Using a thickness gauge, measure the gap between the signal rotor and the pickup coil projection.

Air gap:

0.2 – 0.4 mm (0.008 – 0.016 in.)

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





5. INSPECT SIGNAL GENERATOR (PICKUP COIL) RESISTANCE

Using an ohmmeter, check that the resistance of the pickup coil.

Pickup coil resistance (Cold):

G1 and G(-)

185-2750Ω

G2 and G(-)

185-275Ω

NE and G(-)

185-2750Ω

Pickup coil resistance (Hot):

G1 and G(-)

240 -3250Ω

G2 and G(-)

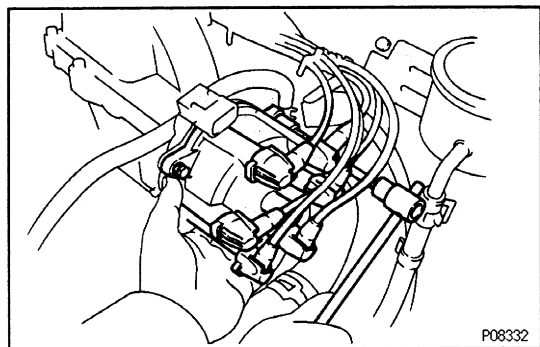
240-325Ω

NE and G(-)

240- 325Ω

If the resistance is not as specified, replace the distributor housing.

6. REINSTALL ROTOR



7. REINSTALL DISTRIBUTOR CAP

8. RECONNECT DISTRIBUTOR CONNECTOR

IGNITER INSPECTION

(See procedure Spark Test on page [IG-7](#))