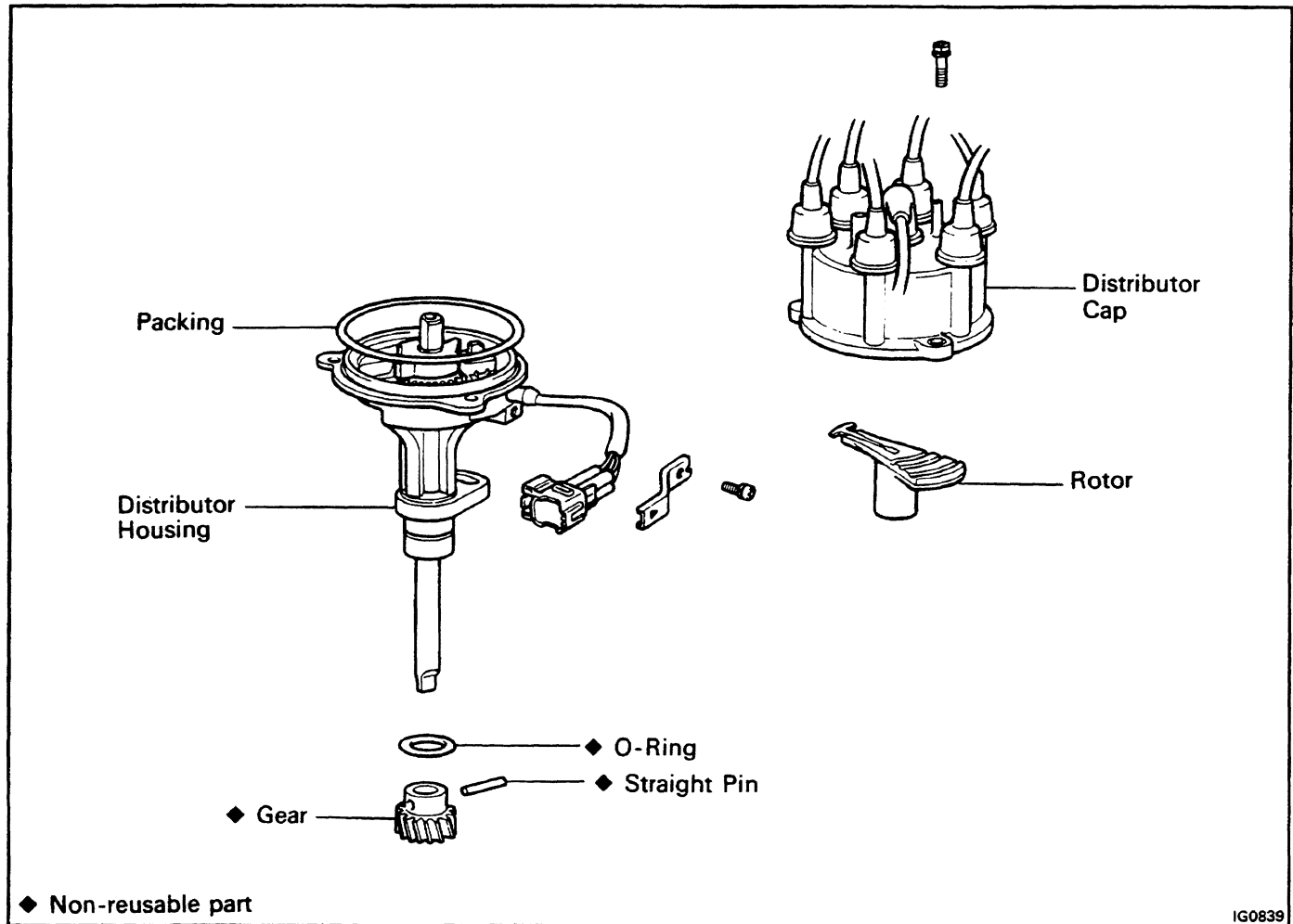
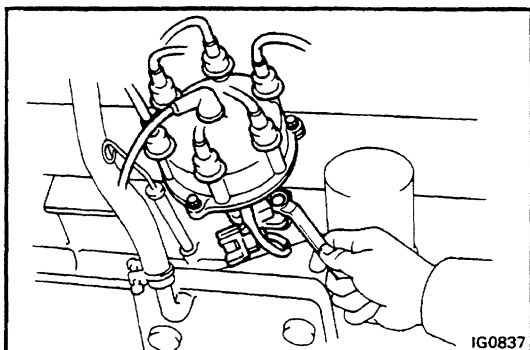


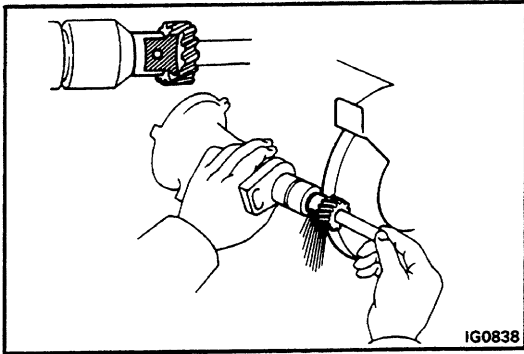
DISTRIBUTOR COMPONENTS



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



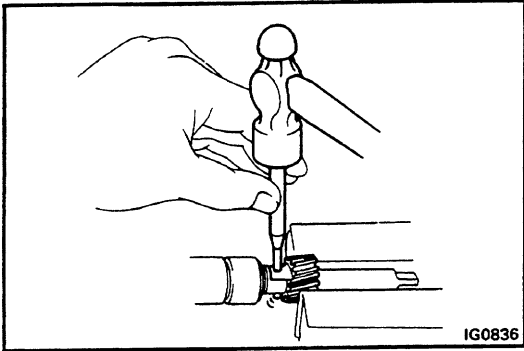


REPLACEMENT OF DISTRIBUTOR DRIVEN GEAR

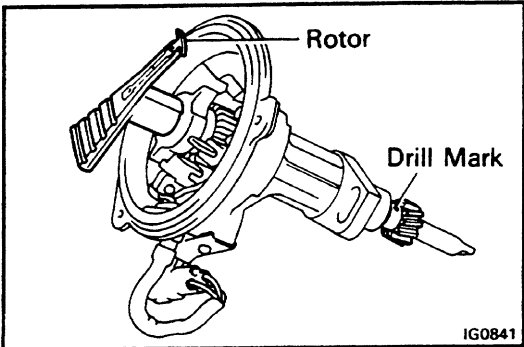
1. REMOVE DRIVEN GEAR

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

NOTICE: Be careful not to damage the governor shaft.

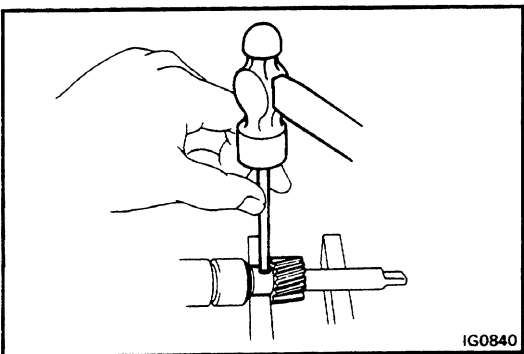


- (b) Mount the driven gear in a vise.
- (c) Using a pin punch and hammer, tap out the straight pin.
- (d) Remove the driven gear.



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.



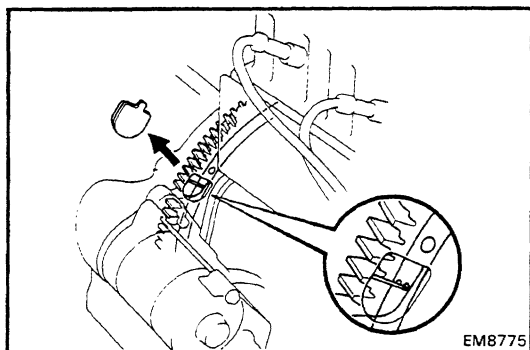
- (c) Install a new straight pin.
- (d) Secure the ends of the straight pin.

INSTALLATION OF DISTRIBUTOR

1. SET NO. 1 CYLINDER TO TDC/COMPRESSION

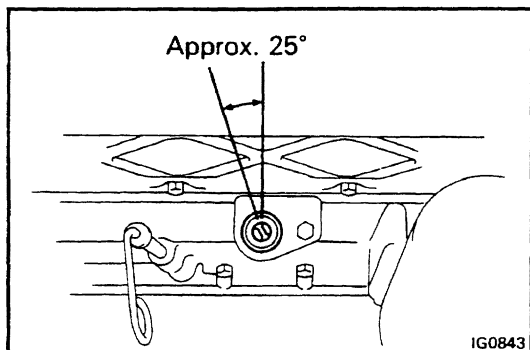
Set to TDC/compression in the following manner.

- 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.



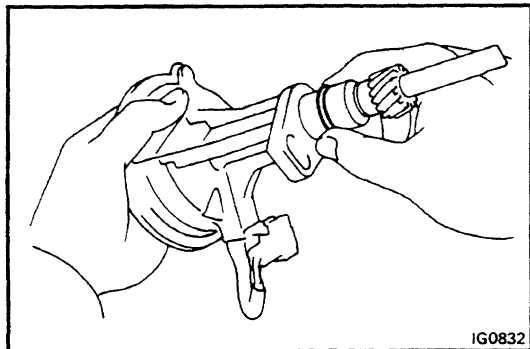
2. SET OIL PUMP SHAFT SLOT

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



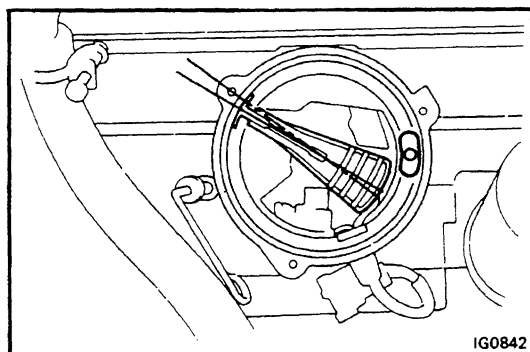
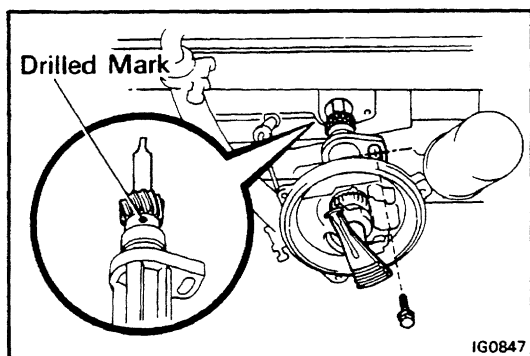
3. INSTALL NEW O-RING

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



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.
- 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

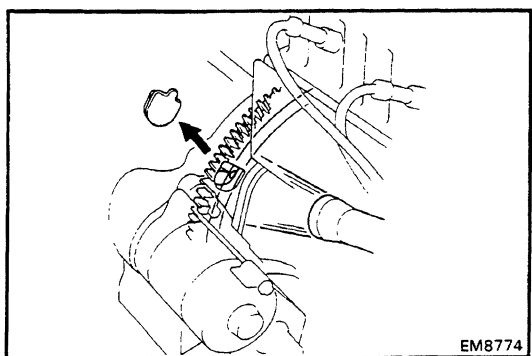
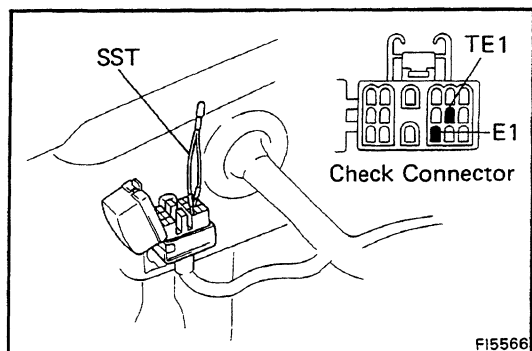
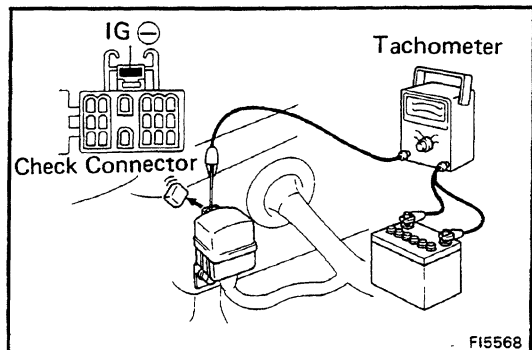
- (c) Using a timing light, slowly turn the distributor until the timing mark on the drive plate is aligned with the 7° mark.

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**