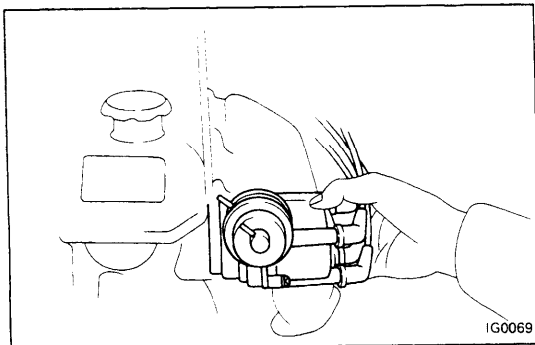
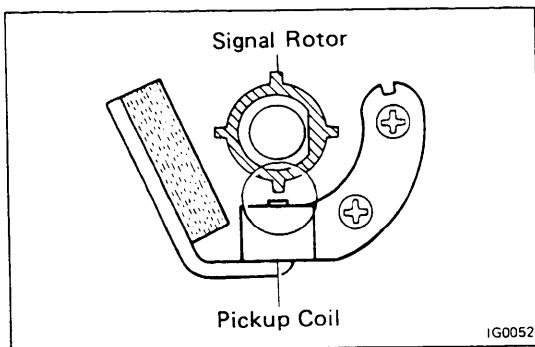
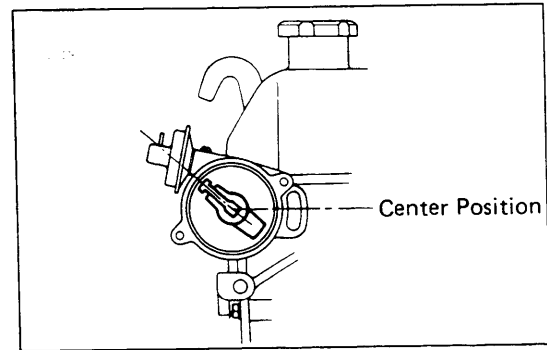
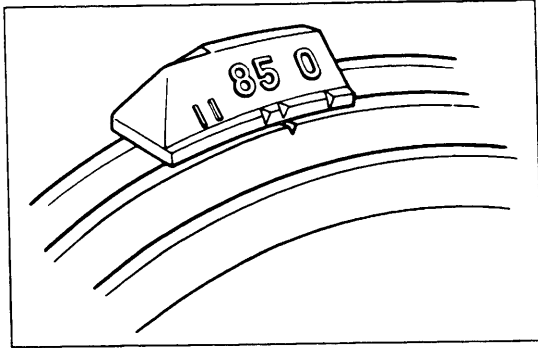


DISTRIBUTOR

REMOVAL OF DISTRIBUTOR

1. DISCONNECT VACUUM HOSES (FOR 22R), HIGH TENSION CORDS AND WIRING CONNECTOR
2. REMOVE TWO SCREWS AND PULL OFF DISTRIBUTOR CAP
3. REMOVE HOLD-DOWN BOLT AND PULL OUT DISTRIBUTOR



INSTALLATION OF DISTRIBUTOR

1. INSTALL DISTRIBUTOR AND SET TIMING

- (a) Turn the crankshaft pulley until the timing mark is aligned with 0° TDC (22R) and 5° BTDC (22R-E) mark.

NOTE: Check that the rocker arms on the No.1 cylinder are loose. If not, turn the crankshaft one full turn.

- (b) Temporarily install the rotor.
- (c) Begin insertion of the distributor with the rotor pointing upward and the distributor mounting hole approximately at center position of the bolt hole.
- (d) When fully installed, the rotor will rotate to the position shown.

- (e) Align the rotor tooth with the pickup coil projection.
- (f) Coat the distributor set bolt with sealer and install the bolt. Torque the bolt.

Torque: 220 kg-cm (16 ft-lb, 22 N·m)

- (g) Install the rotor and distributor cap with wires.

2. INSTALL FOLLOWING PARTS:

- (a) Vacuum hoses (for 22R)
- (b) Wiring connector

3. ADJUST IGNITION TIMING

- (a) Connect a timing light to the engine.
- (b) Start the engine and run it at idle.
- (c) Using a timing light, slowly turn the distributor until the timing mark on the crankshaft pulley is aligned with the 12° mark. Tighten the distributor bolt.
- (d) Recheck the ignition timing.

**Ignition timing: 22R 0° TDC (Max. 950 rpm
(w/vacuum advance cut))**
**22R-E 5° BTDC at idle
(short terminal "T")**