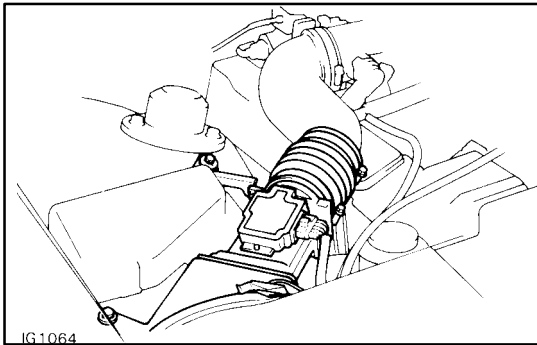
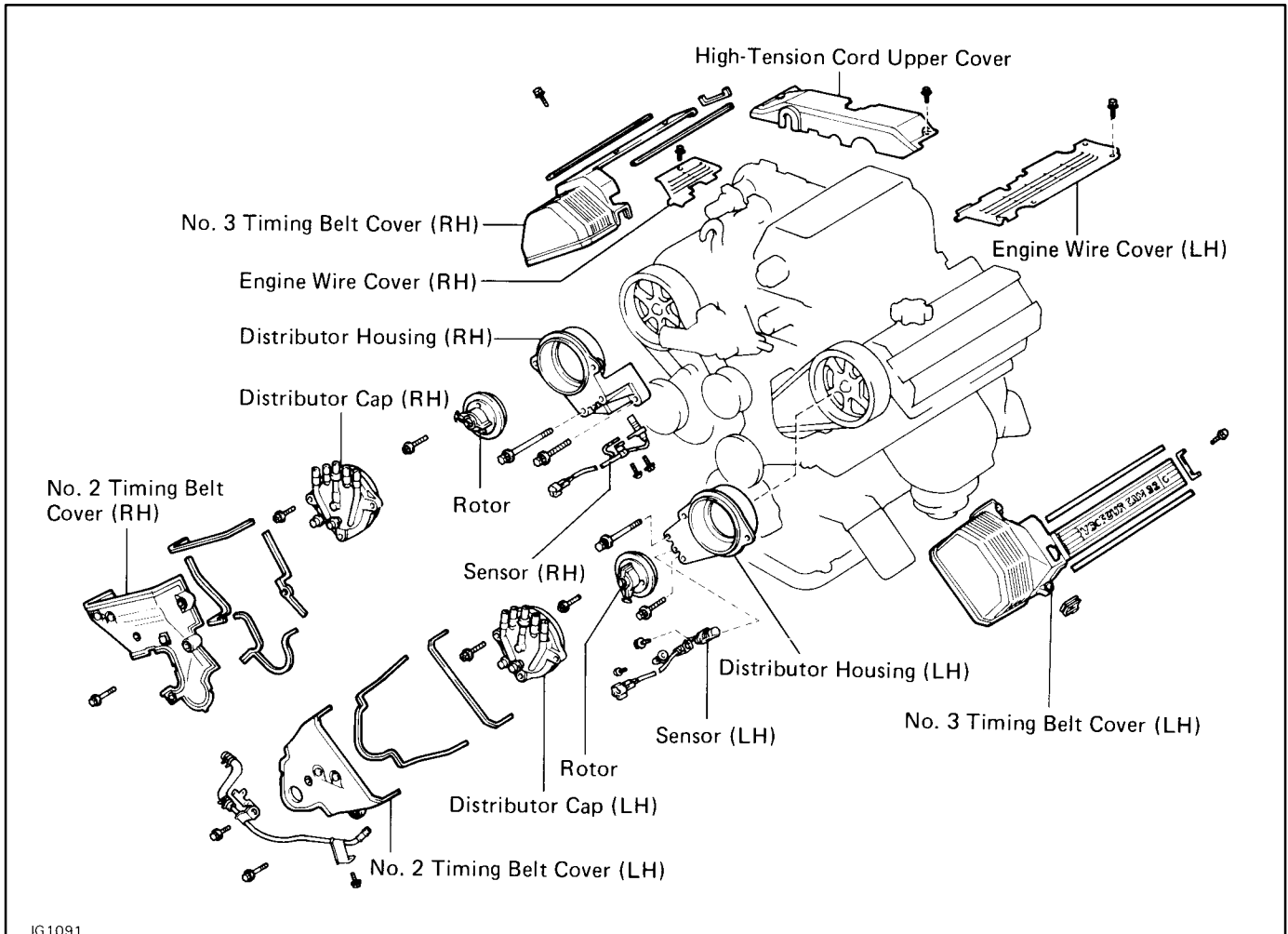
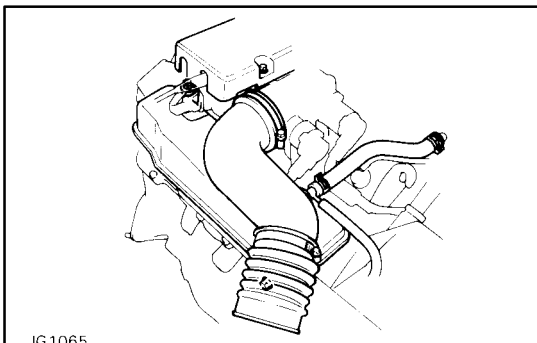


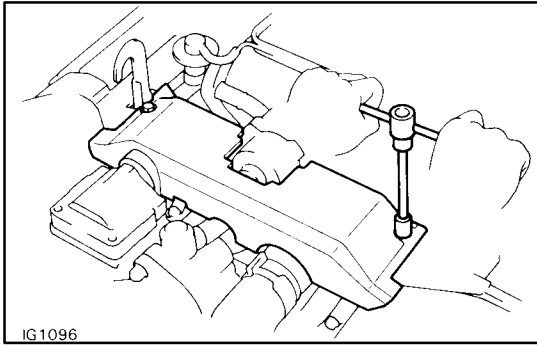
DISTRIBUTOR COMPONENTS



REMOVAL OF DISTRIBUTOR Right Side

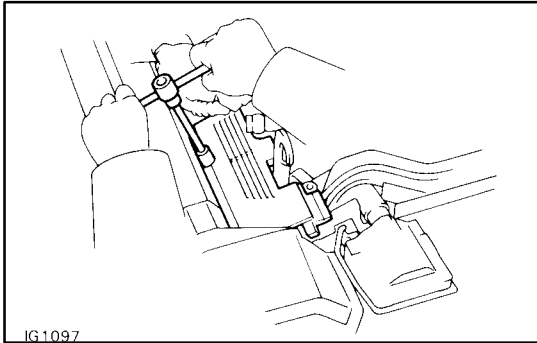
1. REMOVE AIR DUCT
2. REMOVE AIR FLOW METER ASSEMBLY
 - (a) Disconnect the air flow meter connector.
 - (b) Loosen the clamp bolt and disconnect the air hose.
 - (c) Remove the two bolts and air flow meter assembly.
3. REMOVE THROTTLE BODY COVER
4. REMOVE NO.1 AIR HOSE
 - (a) Disconnect the ISC air hose.
 - (b) Disconnect the PS idle-up air hose.
 - (c) Remove the two bolts and No.1 air hose.





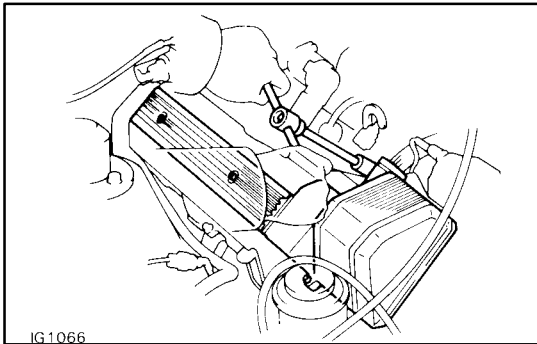
5. REMOVE HIGH-TENSION CORD UPPER COVER

Remove the high-tension cord upper cover with the two bolts.



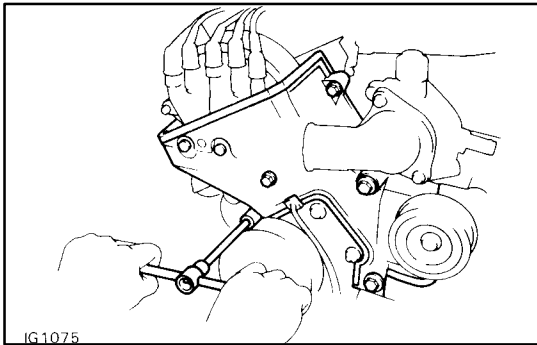
6. REMOVE ENGINE WIRE RIGHT COVER

Remove the engine wire cover with the bolt.



7. REMOVE NO.3 TIMING BELT COVER

Remove the four bolts and No.3 timing belt cover with the three gaskets.



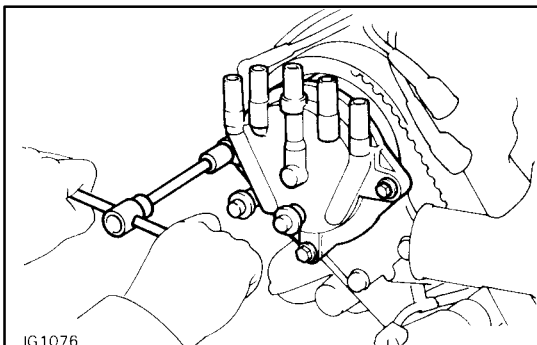
8. REMOVE NO.2 TIMING BELT COVER

(a) Disconnect the sensor connector.

(b) Remove the five bolts, wire boot and No.2 timing belt cover with the four gaskets.

9. DISCONNECT HIGH-TENSION CORDS FROM DISTRIBUTOR CAP

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

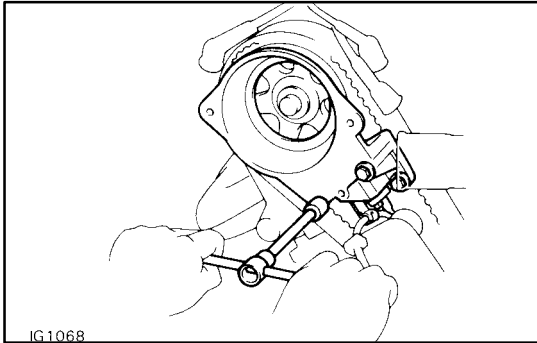


10. REMOVE DISTRIBUTOR CAP

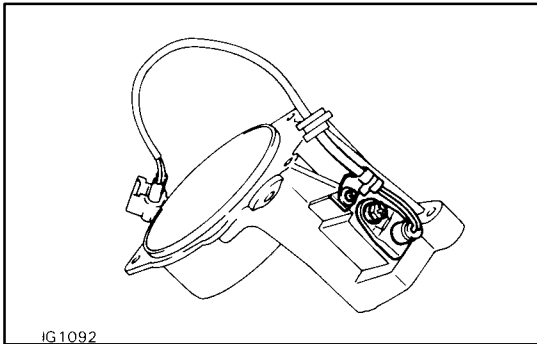
Remove the three screws and distributor cap.

**11. REMOVE ROTOR**

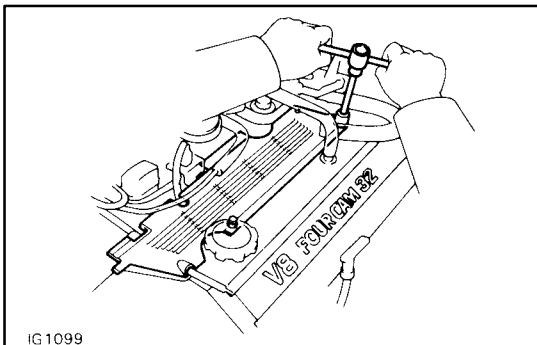
Remove the two screws and rotor.

**12. REMOVE DISTRIBUTOR HOUSING**

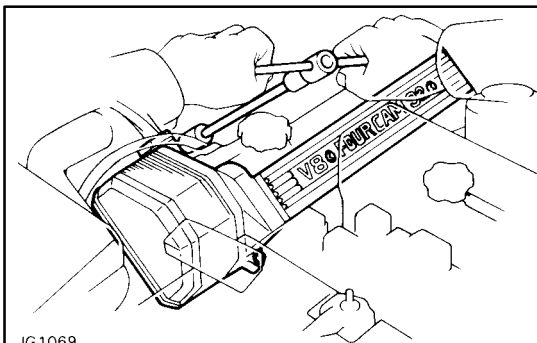
Remove the three bolts and distributor housing.

**13. REMOVE SENSOR**

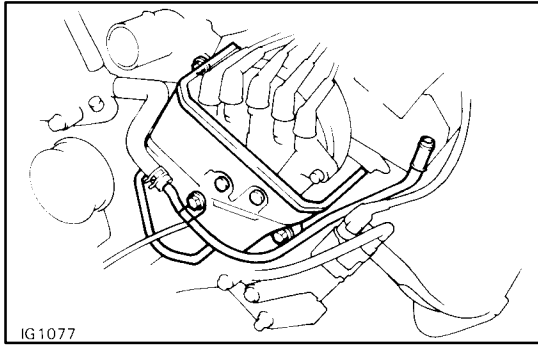
- (a) Remove the screw and wire.
- (b) Remove the bolt and sensor.

**Left Side****1. DRAIN ENGINE COOLANT****2. REMOVE ENGINE WIRE LEFT COVER**

Remove the engine wire cover with the two bolts.

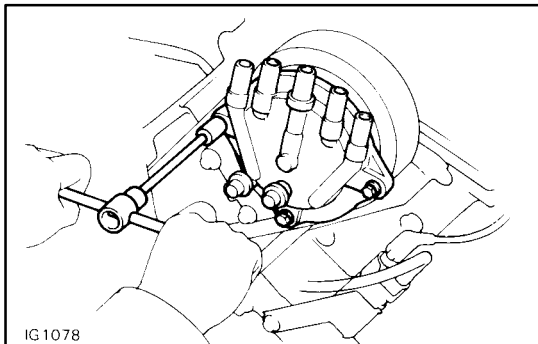
**3. REMOVE NO.3 TIMING BELT COVER**

- (a) Remove the No.2 junction block cover.
- (b) Remove the four screws and No.3 timing belt cover with the four gaskets.



4. REMOVE NO.2 TIMING BELT COVER

- (a) Disconnect the following hoses:
 - Hose from the water inlet housing
 - Hose from the reservoir tank
 - Remove the two bolts and water pipe from the No.2 timing belt cover.
- (b) Disconnect the sensor connector.
- (c) Remove the two bolts, connector boot and No.2 timing belt cover with the two gaskets.

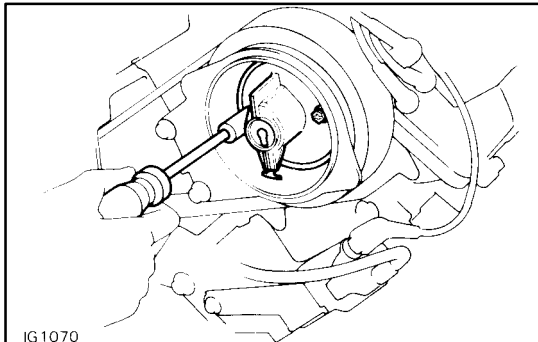


5. DISCONNECT HIGH-TENSION CORDS FROM DISTRIBUTOR CAP

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

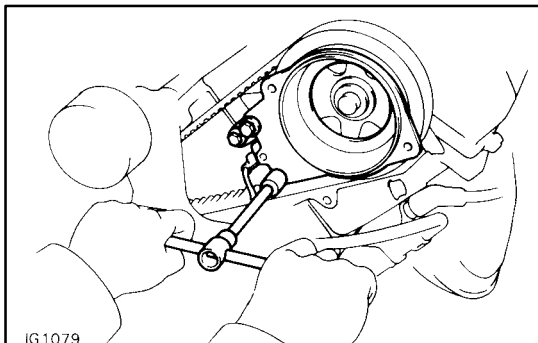
6. REMOVE DISTRIBUTOR CAP

Remove the three screws and distributor cap.



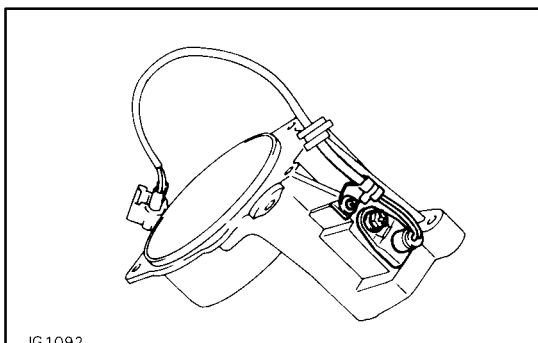
7. REMOVE ROTOR

Remove the two screws and rotor.



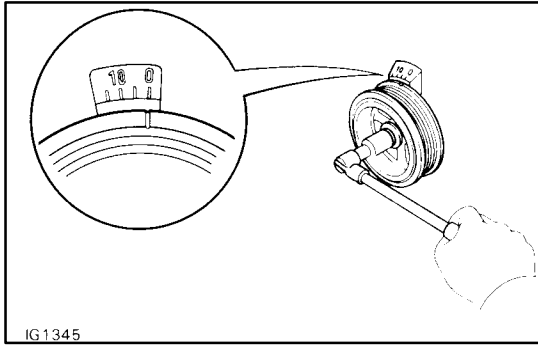
8. REMOVE DISTRIBUTOR HOUSING

Remove the three bolts and distributor housing.



9. REMOVE SENSOR

- (a) Remove the screw and wire.
- (b) Remove the bolt and sensor.

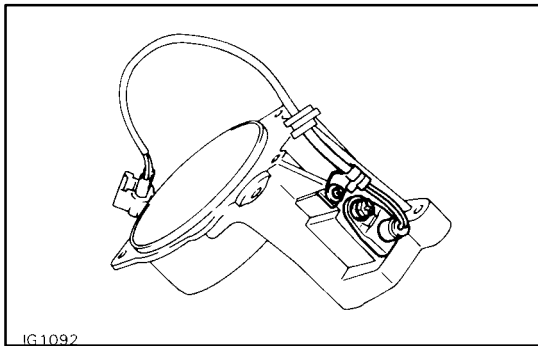


INSTALLATION OF DISTRIBUTOR

(See page IG-1 1)

HINT: When installing, check the No.1 cylinder to TDC/compression.

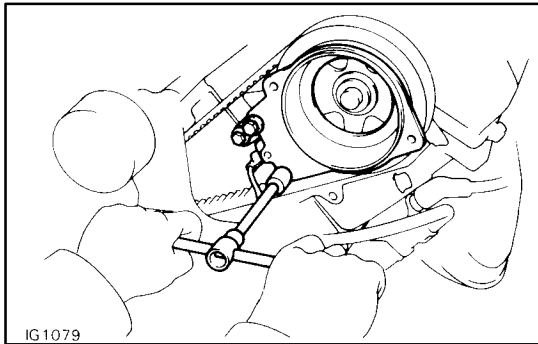
- Aligning the crankshaft pulley groove with the "O" mark of the No.1 timing belt cover, check that the left and right camshaft pulleys are aligned with the timing belt rear plate mark.



Left Side

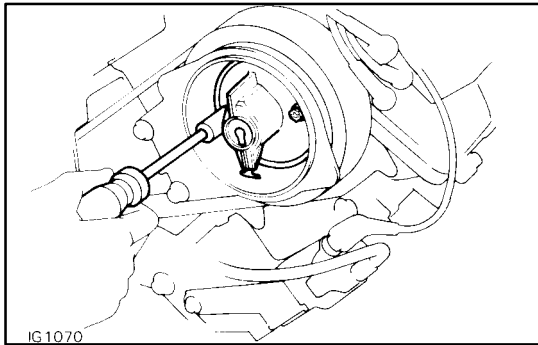
1. INSTALL SENSOR

- Install the sensor with the bolt.
- Install the wire with the screw.



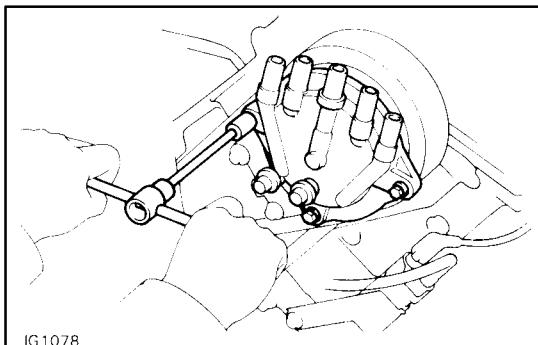
2. INSTALL DISTRIBUTOR HOUSING

Install the distributor housing with the three bolts.



3. INSTALL ROTOR

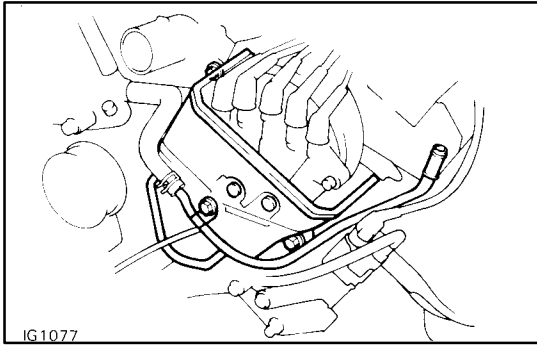
- Match the protrusion on the rear of the rotor with the hollow on the camshaft timing pulley, and install the rotor with the tip of the rotor towards the match mark on the distributor housing.
- Tighten the rotor with the two bolts.



4. INSTALL DISTRIBUTOR CAP

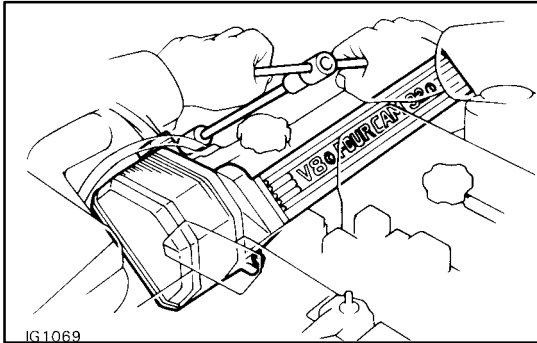
Install the distributor cap with the three screws.

5. CONNECT HIGH-TENSION CORDS TO DISTRIBUTOR CAP



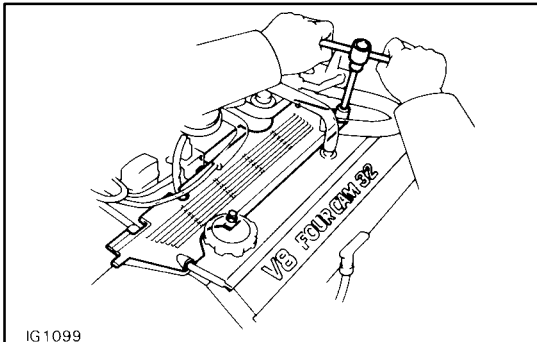
6. INSTALL NO.2 TIMING BELT COVER

- (a) Install the No.2 timing belt cover, two gaskets and wire boot with the two bolts.
- (b) Connect the sensor connector.
- (c) Install water pipe.
 - Install water pipe with the two bolts to the No.2 belt cover.
 - Connect the water hose to the reservoir tank.
 - Connect the water hose to the water inlet housing.



7. INSTALL NO.3 TIMING BELT COVER

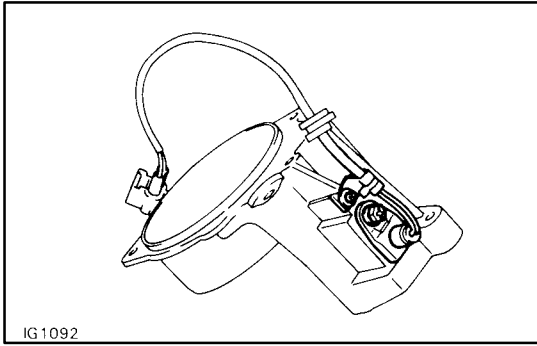
- (a) Install the No.3 timing belt cover and three gaskets with the four bolts.
- (b) Install the No.2 junction block cover.



8. INSTALL ENGINE WIRE LEFT COVER

Install the engine wire cover with the two bolts.

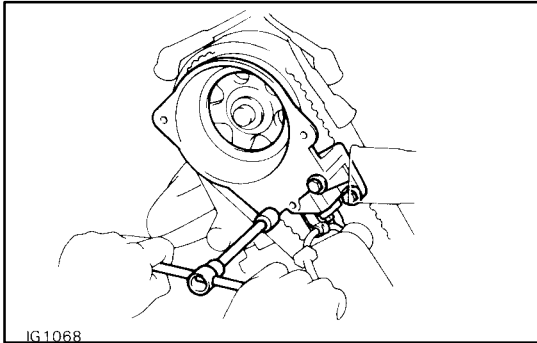
9. REFILL ENGINE COOLANT (See page [CO-6](#))



Right Side

1. INSTALL SENSOR

- (a) Install the sensor with the bolt.
- (b) Install the wire with the screw.



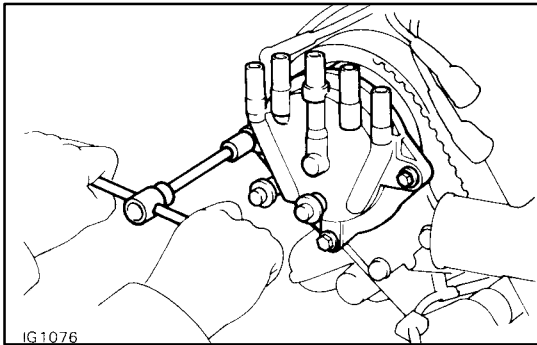
2. INSTALL DISTRIBUTOR HOUSING

Install the distributor housing with the three bolts.



3. INSTALL ROTOR

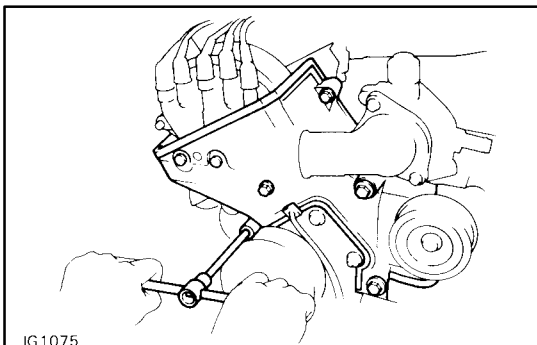
- (a) Match the protrusion on the rear of the rotor with the hollow on the camshaft timing pulley, and install the rotor with the tip of the rotor towards the match mark on the distributor housing.
- (b) Tighten the rotor with the two bolts.



4. INSTALL DISTRIBUTOR CAP

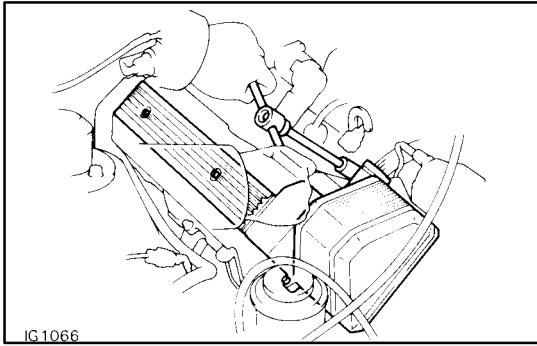
Install the distributor cap with the three screws.

5. CONNECT HIGH-TENSION CORDS TO DISTRIBUTOR CAP

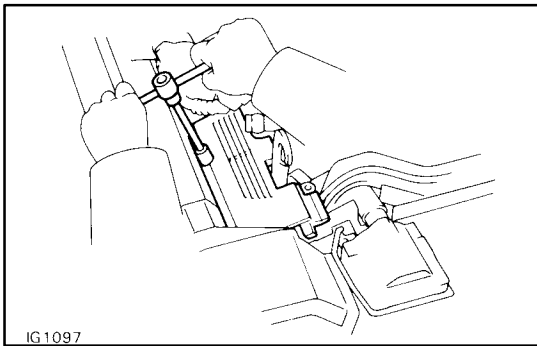


6. INSTALL NO.2 TIMING BELT COVER

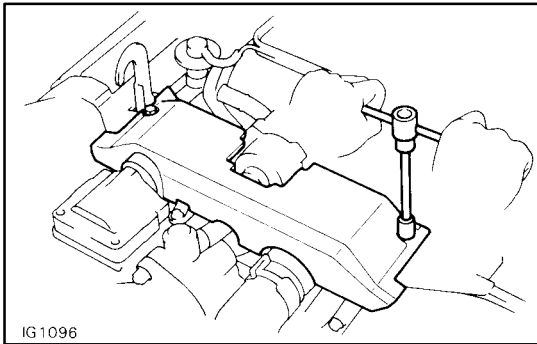
- (a) Install the No.2 timing belt cover, four gaskets and wire boot with the five bolts.
- (b) Connect the sensor connector.

**7. INSTALL NO.3 TIMING BELT COVER**

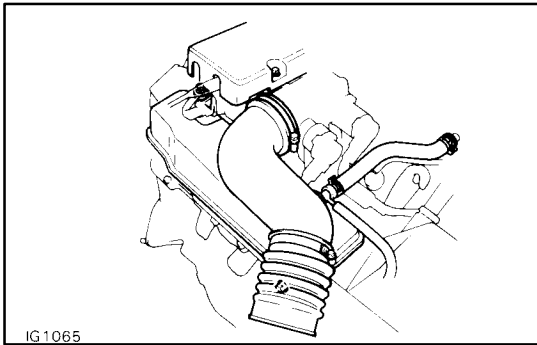
Install the belt cover and three gaskets with the four bolts.

**8. INSTALL ENGINE WIRE RIGHT COVER**

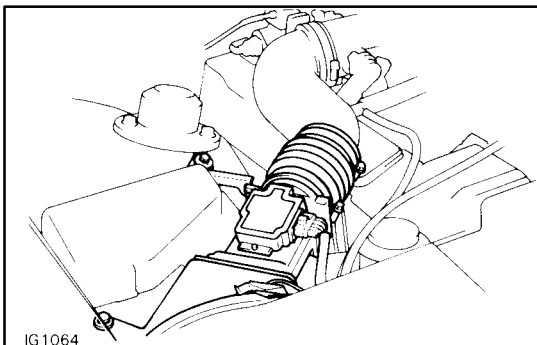
Install the engine wire cover with the bolt.

**9. INSTALL HIGH-TENSION UPPER COVER**

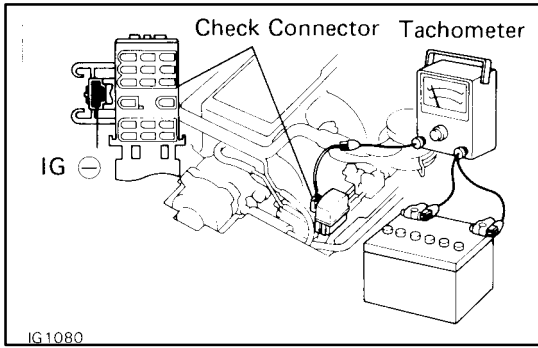
Install the high-tension upper cover with the two bolts.

**10. INSTALL NO.1 AIR HOSE**

- (a) Install the No.1 air hose with the two bolts.
- (b) Connect the PS idle-up air hose.
- (c) Connect the ISC air hose.

11. INSTALL THROTTLE BODY COVER**12. INSTALL AIR FLOW METER ASSEMBLY**

- (a) Install the air flow meter assembly with the two bolts.
- (b) Connect the air hose, and tighten the clamp bolt.
- (c) Connect the air flow meter connector.



13. WARM UP ENGINE

Allow the engine to reach normal operating temperature.

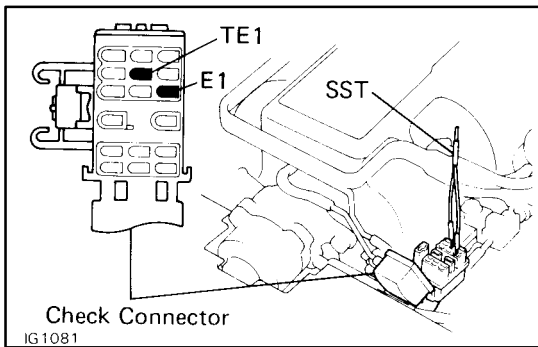
14. CONNECT TACHOMETER AND TIMING LIGHT TO ENGINE

Connect the tachometer test probe to terminal IG- of the check connector.

HINT: Set the tachometer to the 4-cylinder range.

NOTICE:

- **NEVER** allow the tachometer test probe 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 use.**



15. CHECK IGNITION TIMING

(a) Start the engine, and keep the engine speed at idle.

Idle speed: 650 ± 50 rpm

(b) Using SST, connect terminals TE1 and E1 of the check connector.

SST 09843-18020

(c) Connect the timing light to No.6 high-tension cord.

(d) Check the ignition timing.

Ignition timing: 8-12° BTDC @ idle

If the ignition timing is not within specification, check that the following conditions are normal:

- Throttle valve is fully closed.
- Continuity between terminals IDL and E2 of the throttle position sensor. (See pages [FI-53](#) and 54)
- Valve timing.

(e) Remove SST from the check connector.

16. DISCONNECT TACHOMETER AND TIMING LIGHT FROM ENGINE

17. INSTALL AIR DUCT

