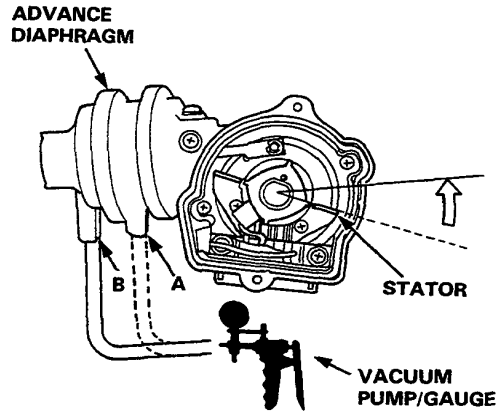
Advance Diaphragm Inspection

1. Remove the distributor cap and vacuum hoses (#2 and #25) from the advance diaphragm.
2. Connect a vacuum pump/gauge to the advance diaphragm A (inside port).

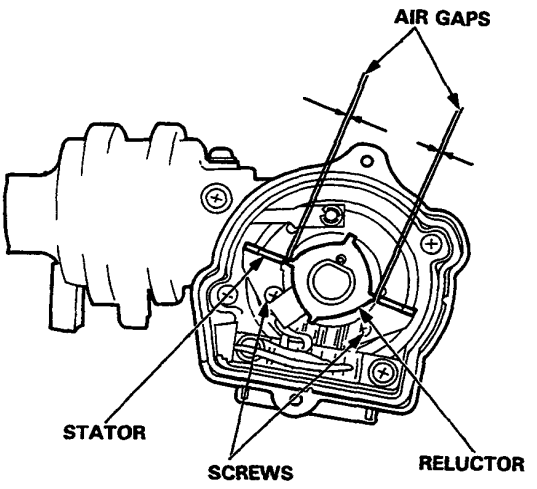


3. When vacuum (more than 500 mm Hg, 20 in. Hg) is applied to the diaphragm, the stator should turn counterclockwise and stay. If the stator does not turn or stay, replace the diaphragm.

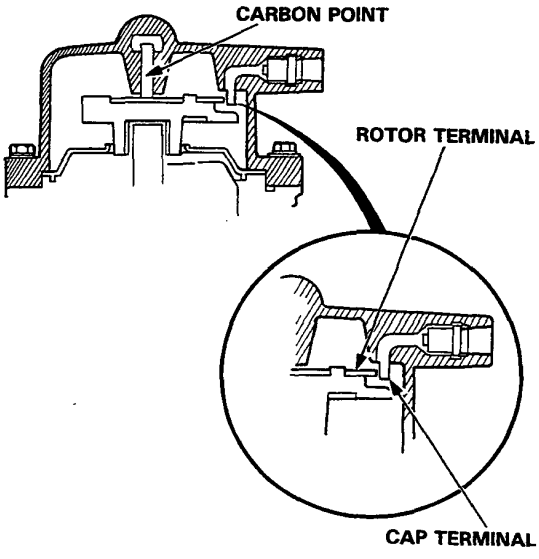
   When vacuum is released, the stator should return. If the stator does not return, repair or replace as necessary.
4. Repeat the step 2—3 for the advance diaphragm B (outside port).

Distributor Top End Inspection

1. Check to be sure that the air gaps are equal.
2. If necessary, back off the screws and move the stator as required to adjust.

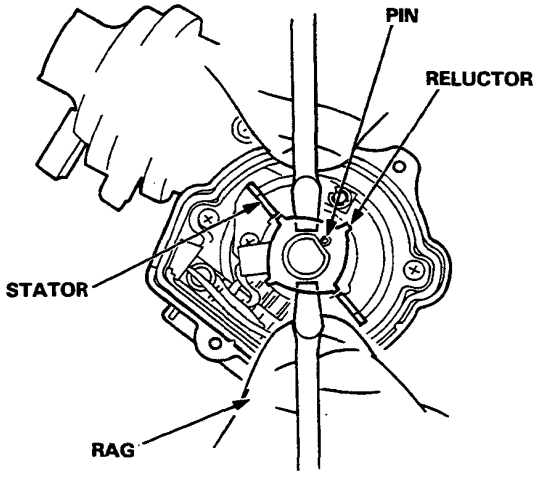


3. Check for rough or pitted rotor and cap terminals.
4. Scrape or file off the carbon deposits. Smooth the rotor terminal with an oil stone or #600 sandpaper if rough.
5. Check the distributor cap for cracks, wear and damages. If necessary, clean or replace it.



Reluctor Replacement

1. Carefully pry up the reluctor by using two screwdrivers as shown. Do not damage the reluctor and stator.

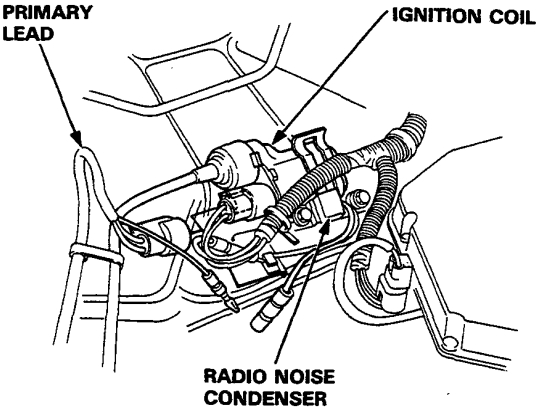


2. When installing the reluctor, be sure to drive in the pin with its gap away from the shaft.

   NOTE: The number or letter manufacturing code on the reluctor must always face up.

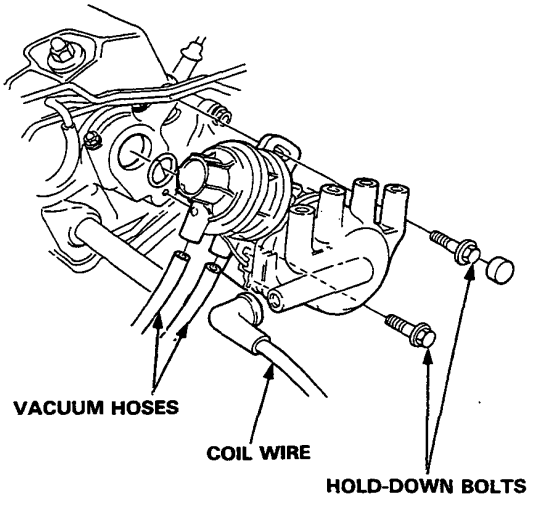
Distributor Removal

1. Disconnect the primary lead from the ignition coil and radio noise condenser.



2. Disconnect the spark plug wires and coil wire from the distributor cap.

3. Disconnect the vacuum hoses from the advance diaphragm.

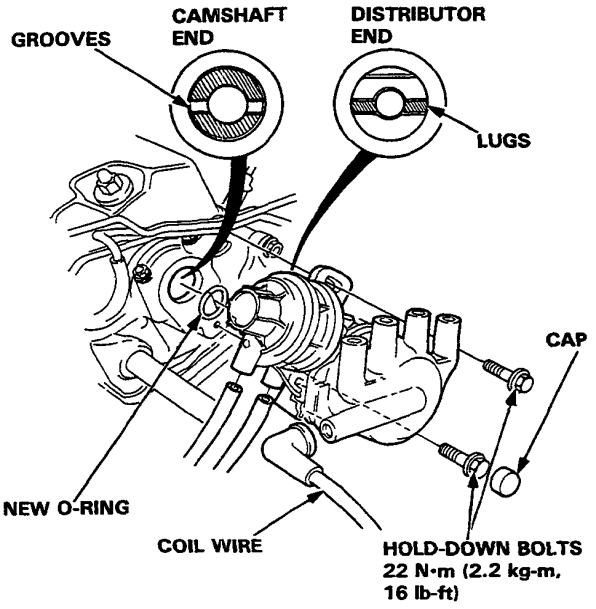


4. Remove the distributor hold-down bolt, then remove the distributor from the cylinder head.

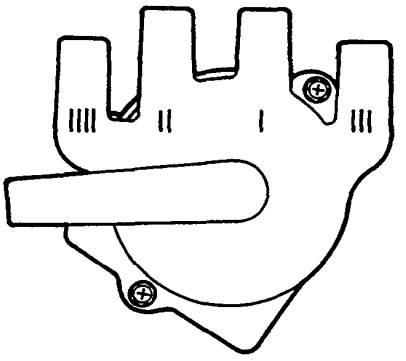
Distributor Installation

1. Coat a new O-ring with engine oil then install it.
2. Slip the distributor into position.

   NOTE: The lugs on the end of the distributor and its mating grooves in the camshaft end are both offset to eliminate the possibility of installing the distributor 180° out of time.



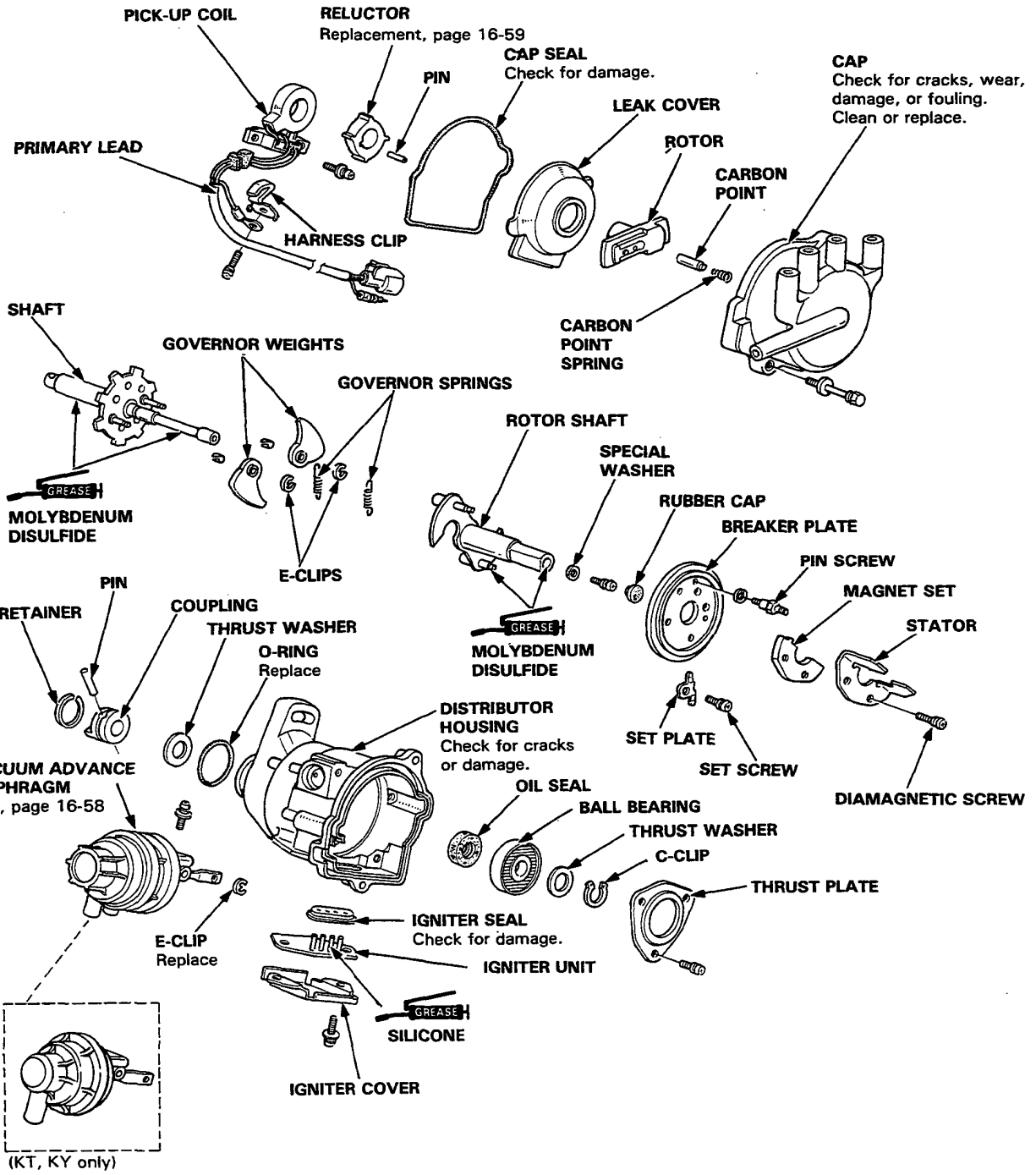
3. Install the hold-down bolt and tighten temporarily.
4. Connect the coil wire to the distributor cap and the vacuum hoses to the advance diaphragm.
5. Connect the primary lead to the ignition coil and radio noise condenser.
6. Connect the spark plug wire as shown.



7. Set the timing with a timing light as shown on page 16-56.
8. After adjusting, tighten the hold-down bolt, then install the cap on the bolt.

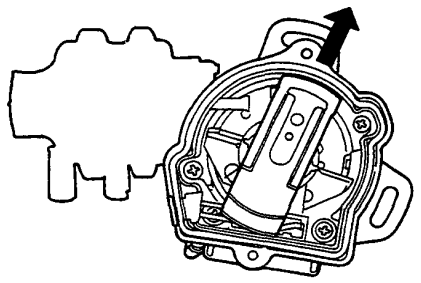
Distributor Overhaul

NOTE: After installing the reluctor, adjust the air gaps between the stator and reluctor (see page 16-56).



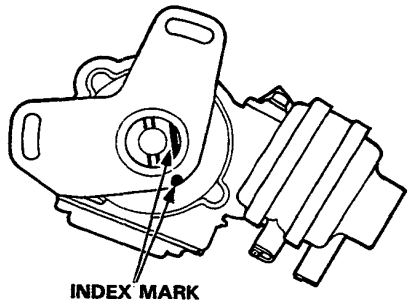
Distributor Reassemlby

1. Install the rotor, then turn it so that it faces in the direction shown (toward the No. 1 cylinder).



2. Set the thrust washer and coupling on the shaft.

   Check that the rotor is still pointing toward the No. 1 cylinder, then align the index mark on the housing with the index mark on the coupling.



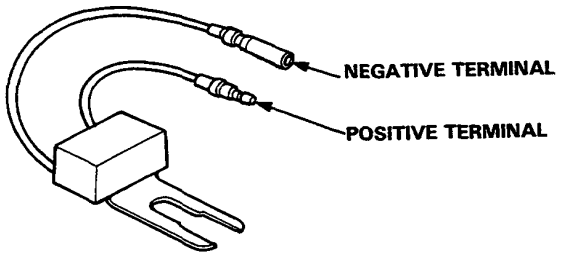
3. Drive in the pin and secure it with the pin retainer.

   After installing the reluctor, adjust the air gaps between the stator and reluctor (see page 16-58).

Radio Condenser Capacity Test

1. Use a commercially available condenser tester. Connect the tester probes and measure the condenser capacity.
   If tester not available, substitute a known good condenser.

   Condenser Capacity: 0.47 ± 0.09 microfarads (μF)



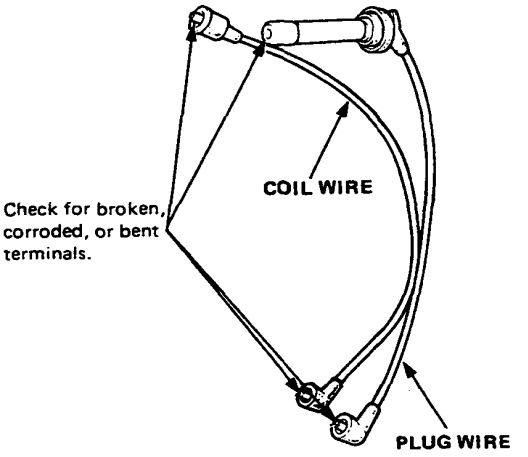
   NOTE: The radio condenser is intended to reduce ignition noise; however, condenser failure may cause the engine to stop running.

2. If not within the specifications, replace the radio condenser.

Ignition Wire Inspection and Test

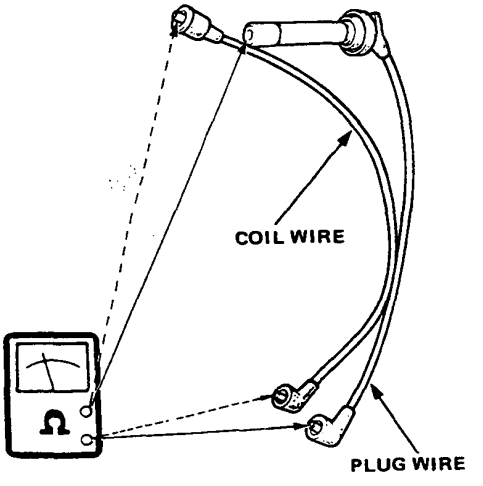
CAUTION: Carefully remove the ignition wires by pulling on the rubber boots. Do not bend the wire or the *conductor* may be broken.

1. Check the condition of the wire terminals. If any terminal is corroded, clean it, and if it is broken or distorted, replace the wire.



2. Connect ohmmeter probes and measure resistance.

   Ignition Wire Resistance:
   25,000 ohms max. at 20°C (70°F)



3. If resistance exceeds 25,000 ohms, replace the ignition wire.

Ignition Coil Test

1. With the ignition switch OFF, disconnect the primary connectors and the coil wire.
2. Using an ohmmeter, measure resistance between the terminals. Replace the coil if the resistance is not within specifications.

   NOTE: Resistance will vary with the coil temperature; specifications are at 20°C (70°F).

   Primary Winding Resistance
   (between the A and D terminals):
   1.215—1.485 ohms
   Secondary Winding Resistance
   (between the A and secondary winding terminals):
   9,040—13,560 ohms
   Resistance between the B and D terminals:
   2,090—2,310 ohms

   NOTE: The C terminal is not used for fuel-injected engine.