

## Adjusting Ignition Timing

22 LI

### Note

Before beginning the adjustment, adjust the breaker point gap as outlined in section 20 LI. The timing mark must be marked on the V-belt pulley  $5^{\circ}$  or 6.3 mm (.248 in.) before TDC for 1600 and 1600 S engines.

### Adjustment

1. Mark timing point  $5^{\circ}$  before TDC.

2. Remove distributor cap.

3. Align the timing mark ( $5^{\circ}$  BTDC) with the line on the crankcase so that the distributor rotor is in line with the cylinder 1 mark on the distributor housing.

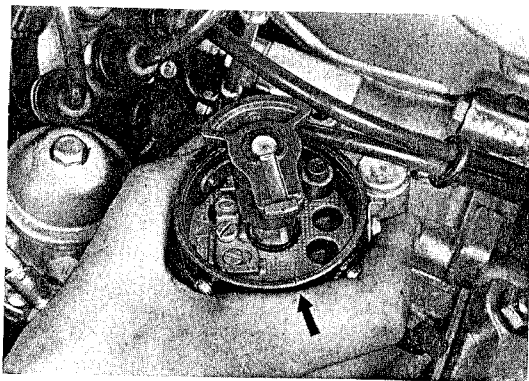


Fig. 44

4. Loosen distributor clamping screw.

5. Connect a 6 volt test lamp to terminal 1 on the distributor and ground.

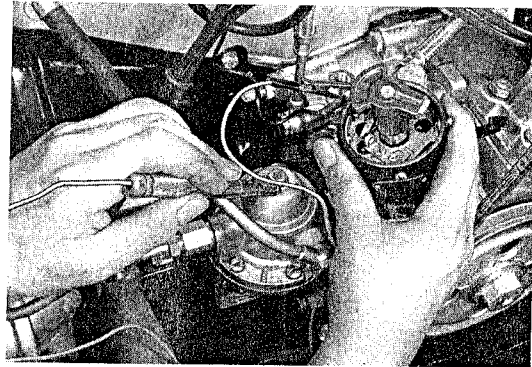


Fig. 45

6. Switch on ignition and rotate the distributor clockwise until the breaker points close. Then rotate the distributor counter-clockwise very slowly until the test lamp lights.

7. Carefully tighten distributor clamp without moving the distributor.

8. Re-check adjustment and install distributor cap.

The ignition timing of all four cylinders is correct if, when the crankshaft is turned in the normal direction of rotation, the test lamp lights each time when the timing mark comes in alignment with the mark on the crankcase and when it is straight downward.