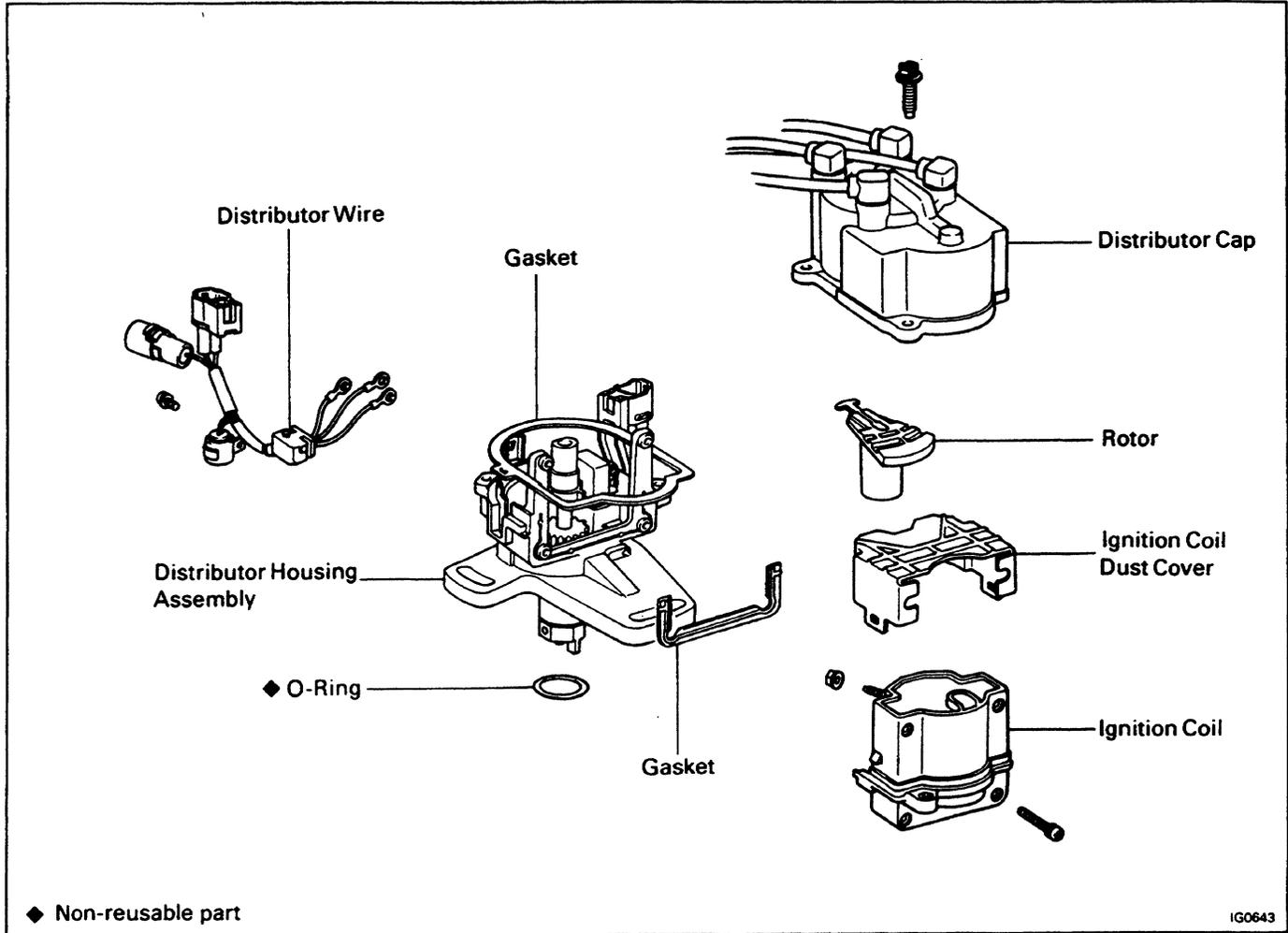


## DISTRIBUTOR (3S-FE) COMPONENTS

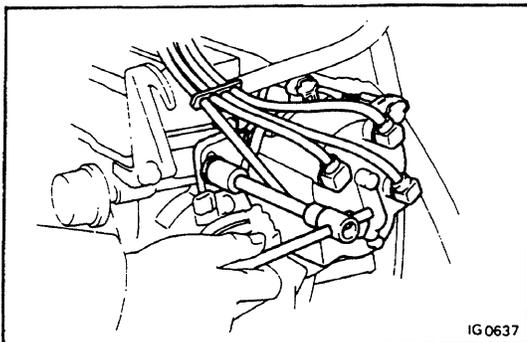


### REMOVAL OF DISTRIBUTOR

1. DISCONNECT CABLE FROM NEGATIVE TERMINAL OF BATTERY
2. REMOVE AIR CLEANER HOSE
3. DISCONNECT DISTRIBUTOR CONNECTORS
4. DISCONNECT HIGH-TENSION CORDS FROM SPARK PLUGS

#### 5. REMOVE DISTRIBUTOR

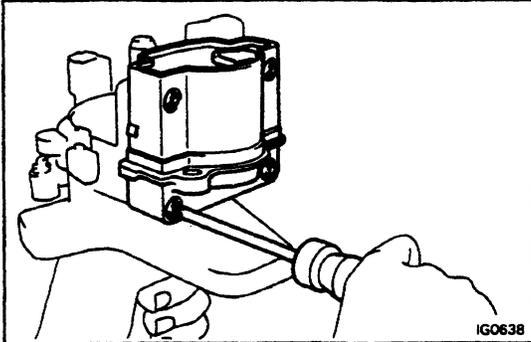
Remove the two hold-down bolts and pull out the distributor. Remove the O-ring.



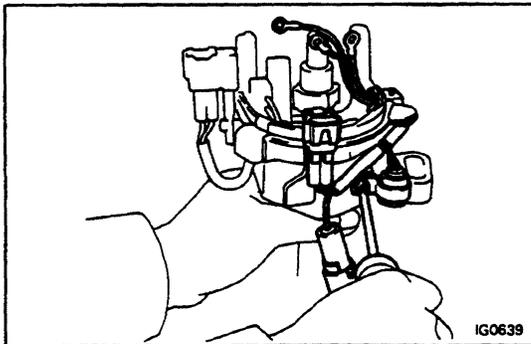
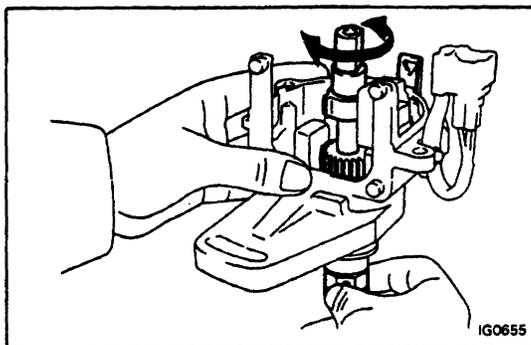
**DISASSEMBLY OF DISTRIBUTOR**

(See page [IG-13](#))

1. REMOVE DISTRIBUTOR CAP WITHOUT DISCONNECTING HIGH-TENSION CORDS
2. REMOVE ROTOR
3. REMOVE IGNITION COIL DUST COVER

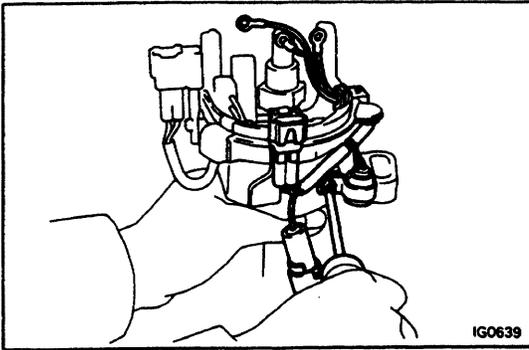
**4. REMOVE IGNITION COIL**

- (a) Remove the two nuts and disconnect the three wires from the terminals of the ignition coil.
- (b) Remove the four screws, ignition coil and gasket.

**5. REMOVE DISTRIBUTOR WIRE****INSPECTION OF DISTRIBUTOR****INSPECT GOVERNOR SHAFT**

Turn the governor shaft and check that it is not rough or worn.

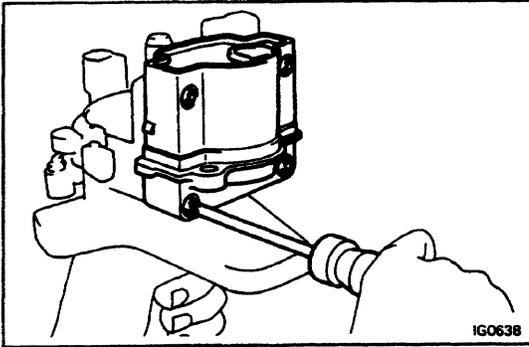
If it feels rough or worn, replace the distributor housing assembly.



## ASSEMBLY OF DISTRIBUTOR

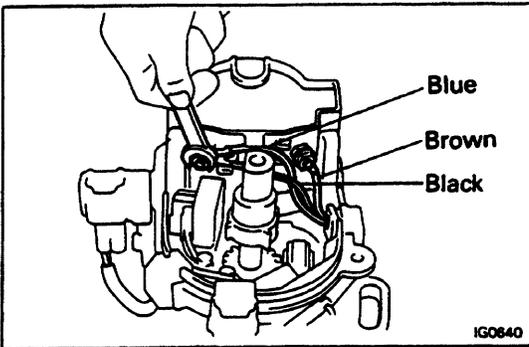
(See page IG-13)

### 1. INSTALL DISTRIBUTOR WIRE

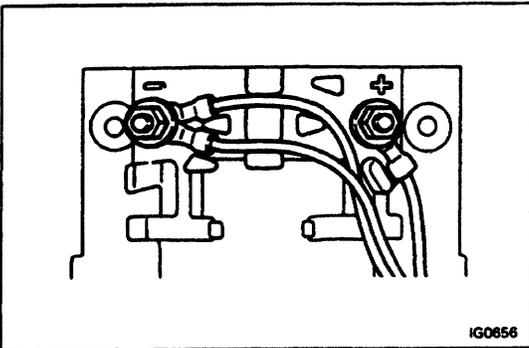


### 2. INSTALL IGNITION COIL

(a) Install the gasket and ignition coil with the four screws.



(b) Connect the three wires to the terminals of the ignition coil with the two nuts as shown.



#### NOTICE:

- When connecting the wires to the ignition coil, insert both wires properly into their grooves found on the side of the ignition coil.
- Be sure that the wires do not contact with signal rotor or distributor housing.

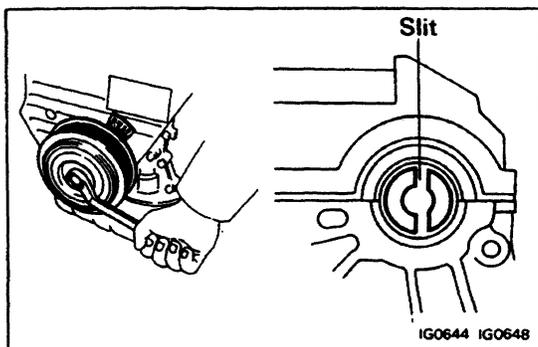
### 3. INSTALL IGNITION COIL DUST COVER

### 4. INSTALL ROTOR

### 5. INSTALL DISTRIBUTOR CAP AND HIGH-TENSION CORDS

(a) Place the gasket in position on the distributor housing.

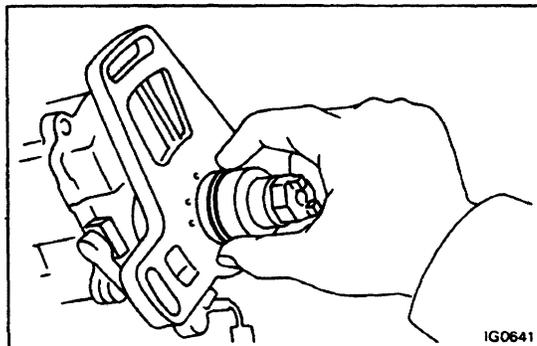
(b) Install the distributor cap with the three bolts.



## INSTALLATION OF DISTRIBUTOR

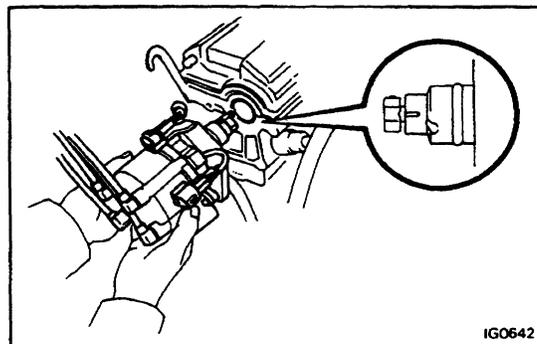
### 1. SET NO.1 CYLINDER TO TOC/COMPRESSION

Turn the crankshaft clockwise, and position the slit of the intake camshaft as shown.



### 2. INSTALL DISTRIBUTOR

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



- (c) Align the cutout of the coupling with the line of the housing.
- (d) Insert the distributor, aligning the center of the flange with that of bolt hole on the cylinder head.
- (e) Lightly tighten the two hold-down bolts.

### 3. CONNECT HIGH-TENSION CORDS TO SPARK PLUGS

Firing order: 7 - 3 - 4 - 2

### 4. CONNECT DISTRIBUTOR CONNECTORS

### 5. INSTALL AIR CLEANER HOSE

### 6. CONNECT CABLE TO NEGATIVE TERMINAL OF BATTERY

### 7. WARM UP ENGINE

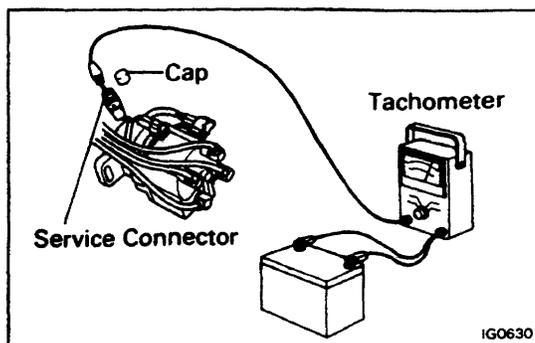
Allow the engine to reach normal operating temperature.

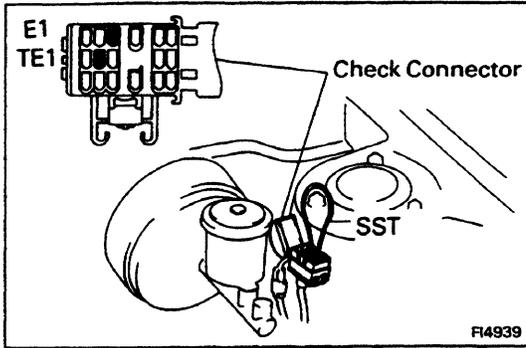
### 8. CONNECT TACHOMETER AND TIMING LIGHT TO ENGINE

Connect the test probe of a tachometer to the service connector of the distributor.

#### 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.



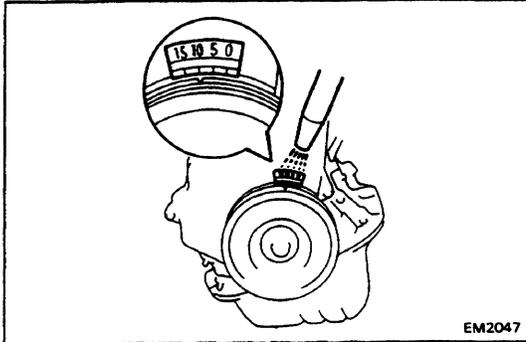


## 9. ADJUST IGNITION TIMING

(a) Using SST, connect terminals TE1 and EI of the check connector.

SST 09843-18020

HINT: After engine rpm are kept at 1,000 – 1,300 rpm for 5 seconds, check that they return to idle speed.



(b) Using a timing light, check the ignition timing.

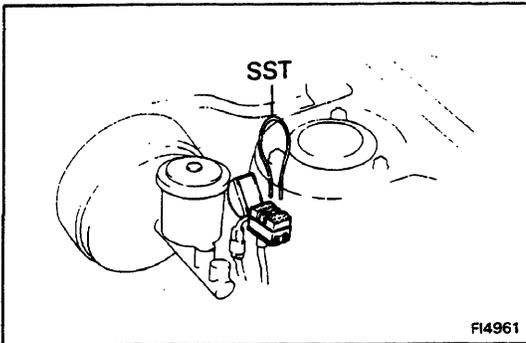
**Ignition timing: 10° BTDC @ idle**

**(Transmission in N range)**

(c) Loosen the two hold-down bolts, and adjust by turning the distributor.

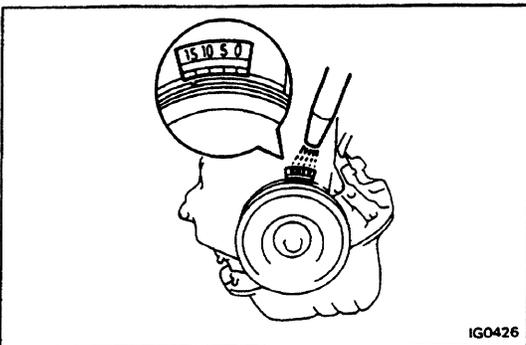
(d) Tighten the hold-down bolts, and recheck the ignition timing.

**Torque: 130 kg-cm (9 ft-lb, 13 N-m)**



(e) Remove SST.

SST 09843-18020



## 10. FURTHER CHECK IGNITION TIMING

**Ignition timing: 13 – 22° BTDC @ idle**

**(Transmission in N range)**

HINT: The timing mark moves in a range between 13° and 22°.

## 11. DISCONNECT TACHOMETER AND TIMING LIGHT FROM ENGINE