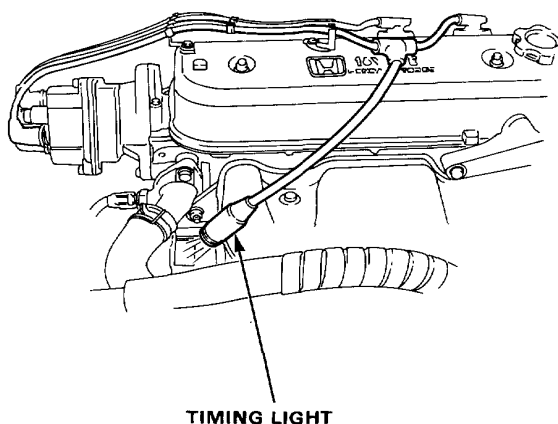


Ignition System

Ignition Timing Inspection and Setting (Fuel-Injected Engine, cont'd)

<Except KG, KS, KX and KQ models>

1. Start the engine and allow it to warm up (cooling fan comes on).
2. Connect a timing light to the engine; while the engine idles, point the light toward the pointer on the flywheel (for M/T), or on the drive plate (for A/T).

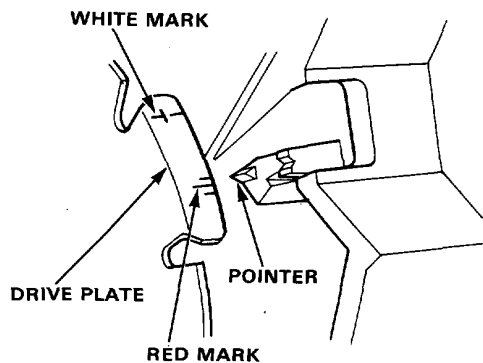


3. Inspection ignition timing at idle.

Ignition Timing:

$15 \pm 2^\circ$ BTDC (RED) at $800 \pm 50 \text{ min}^{-1}$ (rpm) in neutral

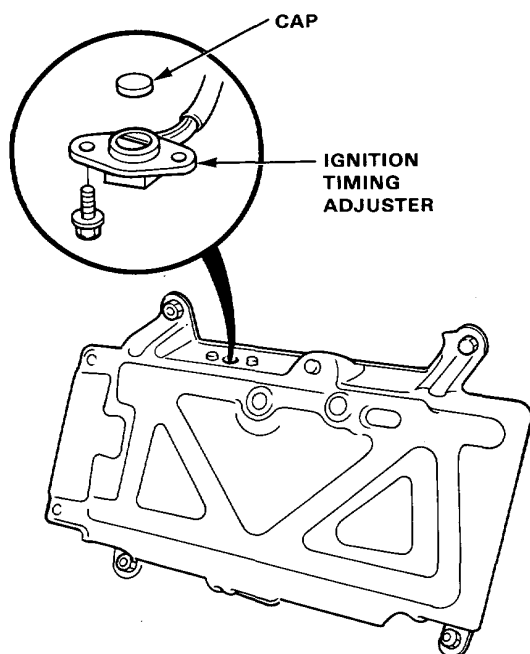
NOTE: The illustration shows A/T.



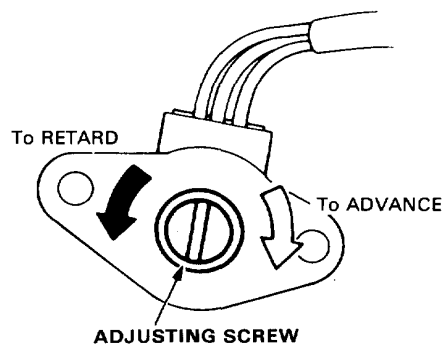
4. Adjust ignition timing, if necessary, by turning the adjusting screw on the ignition timing adjuster in the control box.



5. Remove the cap from the ignition timing adjuster.



6. Adjust as necessary by turning the adjusting screw on the adjuster; turn the adjusting screw counterclockwise to retard the timing, or clockwise to advance the timing.



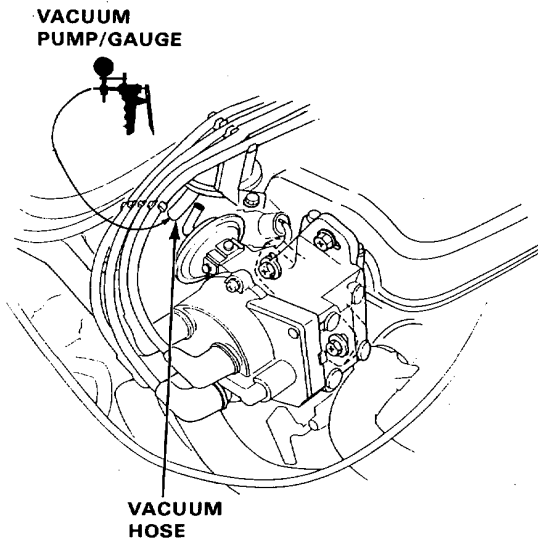
7. After adjusting, reinstall the cap to the ignition timing adjuster.

Ignition System

Ignition Timing Inspection and Setting (Carbureted Engine)

<KP, KT, KU and KY (A/T) models>

1. Disconnect the vacuum hose from the vacuum advance diaphragm, then connect the vacuum pump/gauge to the vacuum hose.



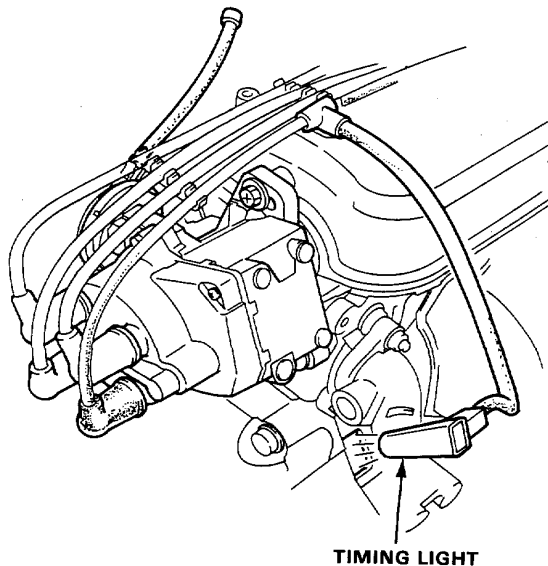
2. Start the engine.

KP and KT models: Let it idle.

KY (A/T) model: Hold the engine at $4,000 \text{ min}^{-1}$ (rpm).

3. Check the vacuum hose for vacuum.
The vacuum hose should have vacuum.
 - If the vacuum hose has no vacuum, check the vacuum hose of proper connection, cracks, blockage or disconnected hose.
4. Connect the vacuum hose to the vacuum advance diaphragm and allow the engine to warm up (cooling fan comes on).
5. Disconnect the vacuum hose from the vacuum advance diaphragm and plug them.

6. Connect a timing light to the engine; while the engine idles, point the light toward the pointer on the flywheel (for M/T), or on the drive plate (for A/T).

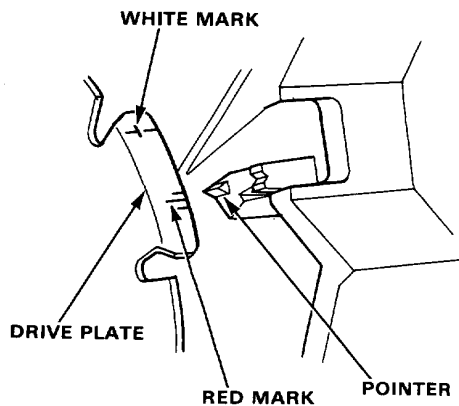


7. Read initial timing when timing mark (white) is aligned to the pointer.

Initial Timing: 0° TDC

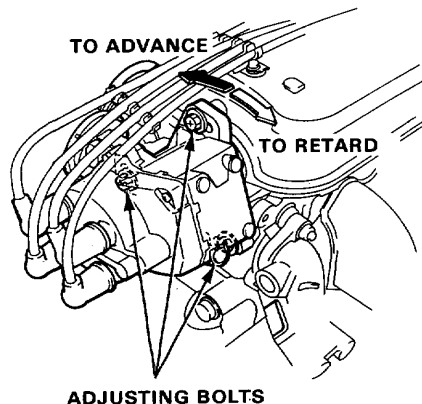
- **Manual Transmission [at $800 \pm 50 \text{ min}^{-1}$ (rpm) in neutral]**
- **Automatic Transmission [at $750 \pm 50 \text{ min}^{-1}$ (rpm) in gear]**

NOTE: The illustration shows A/T.





8. Adjust as necessary by loosening the distributor adjusting bolts, and turn the distributor housing clockwise to retard the timing, or counterclockwise to advance the timing.



9. Tighten the distributor adjusting bolts, then recheck the timing.

10. Connect the vacuum hose to the vacuum advance diaphragm and inspect ignition timing at idle.

Ignition Timing

M/T: $15^{\circ} \pm 2^{\circ}$ BTDC (Red)

A/T: $10^{\circ} \pm 2^{\circ}$ BTDC (Red)

- **Manual Transmission** [at $800 \pm 50 \text{ min}^{-1}$ (rpm) in neutral]
- **Automatic Transmission** [at $750 \pm 50 \text{ min}^{-1}$ (rpm) in gear]

If advance is not as specified, check the vacuum advance diaphragm and distributor advance mechanism.

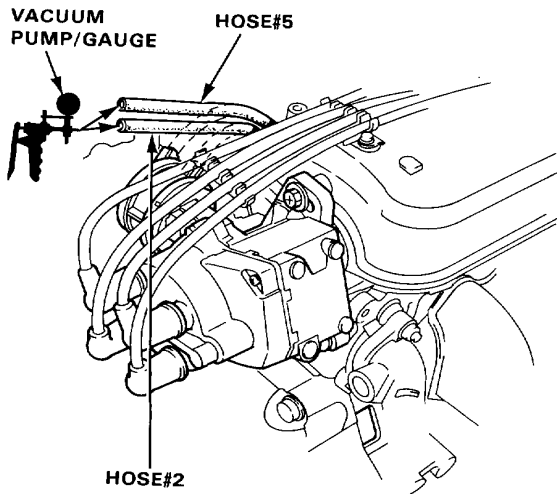
(cont'd)

Ignition System

Ignition Timing Inspection and Setting (Carbureted Engine)

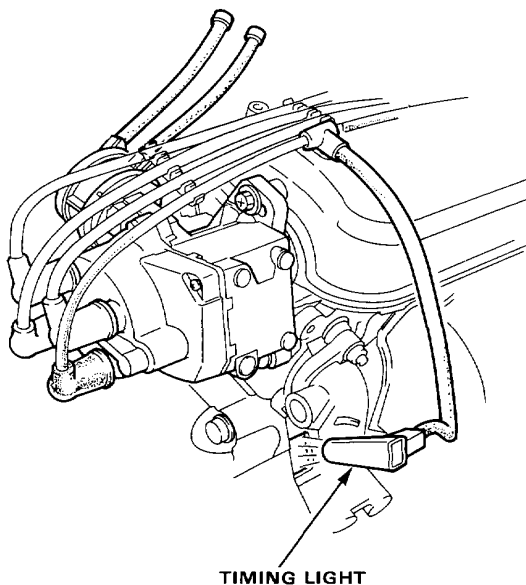
<Except KP, KT and KY (A/T) models>

1. Disconnect the vacuum hoses from the vacuum advance diaphragm, then connect the vacuum pump/gauge to the vacuum hoses.



2. Start the engine and let it idle.
3. When the engine is cool, coolant temperature is below 55°C (131°F). Check each hose for vacuum. The #2 and #5 hoses should have vacuum.
 - If the #2 hose has no vacuum, check the #2 hose of proper connection, cracks, blockage or disconnected hose.
 - If the #5 hose has no vacuum, check the #5 and connected hoses for proper connections, cracks, blockage or disconnected hoses, and the check valve is not clogged. If the #5 and connected hoses, and the check valve have no problem, recheck the #5 hose for vacuum.

4. Connect the vacuum hoses to the vacuum advance diaphragm and allow the engine to warm up. (cooling fan comes on).
5. Disconnect the #5 hose from the vacuum advance diaphragm and connect the vacuum pump/gauge to the #5 hose.
6. Check the #5 hose for vacuum. The #5 hose should have no vacuum.
7. Disconnect the vacuum hoses from the vacuum advance diaphragm and plug them.
8. Connect a timing light to the engine; while the engine idles, point the light toward the pointer on the flywheel (for M/T), or on the drive plate (for A/T).





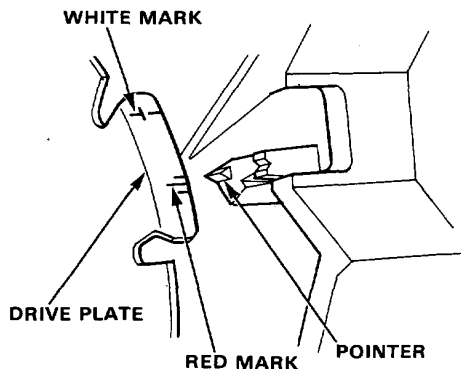
9. Read initial timing when timing mark (white) is aligned to the pointer.

Initial Timing

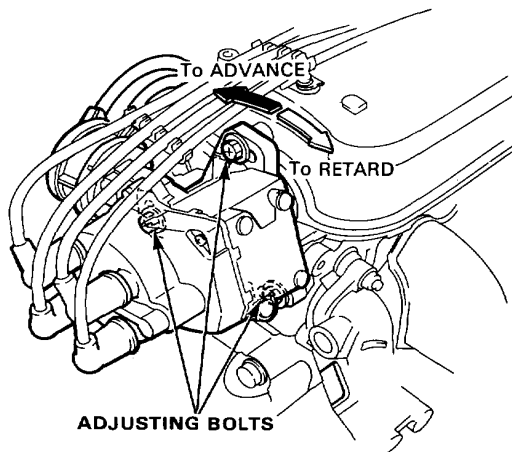
All models: 0° BTDC

- Manual Transmission [at $800 \pm 50 \text{ min}^{-1}$ (rpm) in neutral]
- Automatic Transmission [at $750 \pm 50 \text{ min}^{-1}$ (rpm) in gear]

NOTE: The illustration shows A/T.



10. Adjust as necessary by loosening the distributor adjusting bolts, and turn the distributor housing clockwise to retard the timing, or counterclockwise to advance the timing.



11. Tighten the distributor adjusting bolts, then recheck the timing.

Connect the vacuum hose to the vacuum advance diaphragm and inspect ignition timing at idle.

Ignition Timing

M/T: $15^\circ \pm 2^\circ$ BTDC

A/T: $10^\circ \pm 2^\circ$ BTDC (Except KQ, KX, KS and KG models)
 $15^\circ \pm 2^\circ$ BTDC (KQ, KX, KS and KG models)

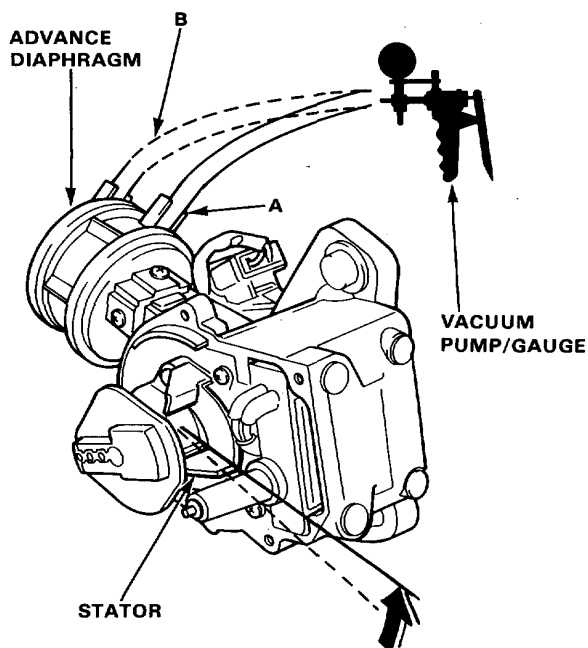
- Manual Transmission [at $800 \pm 50 \text{ min}^{-1}$ (rpm) in neutral]
- Automatic Transmission [at $750 \pm 50 \text{ min}^{-1}$ (rpm) in gear]

If advance is not as specified, check the vacuum advance diaphragm and distributor advance mechanism.

Ignition System

Advance Diaphragm Inspection

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



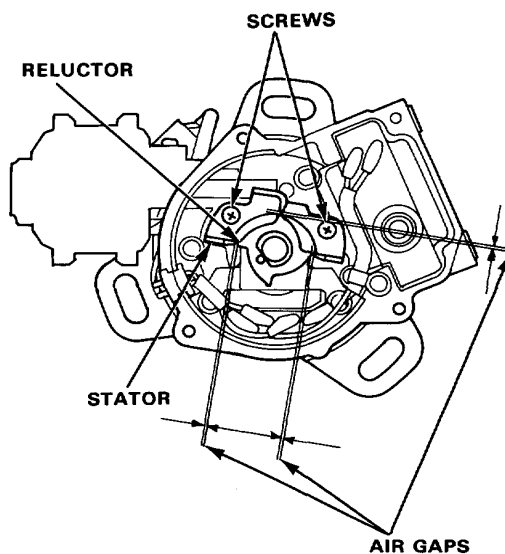
3. When vacuum (more than 500 mm Hg, 20 in. Hg) is applied to the diaphragm, the stator should turn counterclockwise and stay. If the stator does not turn or stay, replace the diaphragm.

When vacuum is released, the stator should return. If the stator does not return, repair or replace as necessary.

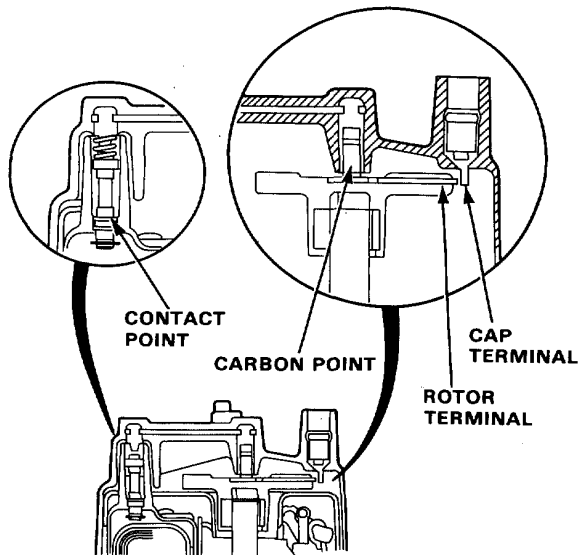
4. Repeat the step 2—3 for the advance diaphragm B (outside port).

Top End Inspection

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



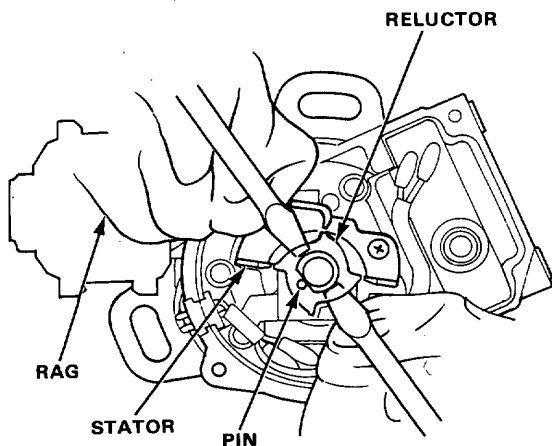
3. Check for rough or pitted rotor and cap terminals.
4. Scrape or file off the carbon deposits. Smooth the rotor terminal with an oil stone or #600 sandpaper if rough.
5. Check the distributor cap for cracks, wear and damages. If necessary, clean or replace it.





Reluctor Replacement (Carbureted Engine)

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

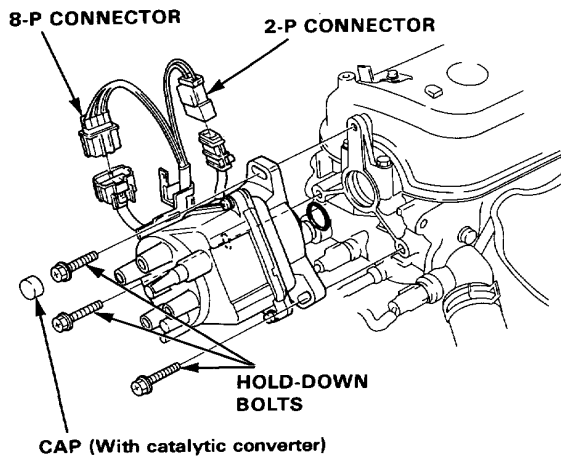


2. When installing the reluctor, be sure to drive in the pin with its gap away from the shaft.

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

Distributor Removal (Fuel-Injected Engine)

1. Disconnect the 2-P and 8-P connectors from the distributor.
2. Disconnect the spark plug wires from the distributor cap.



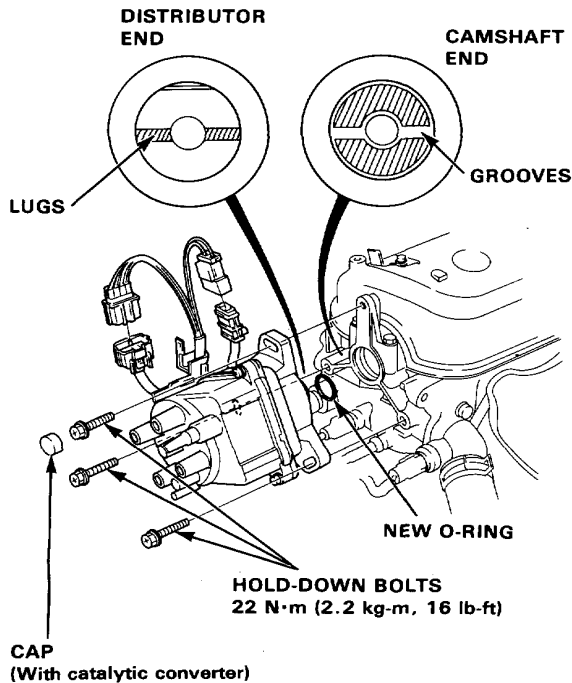
3. Remove the distributor hold-down bolts, then remove the distributor from the cylinder head.

Ignition System

Distributor Installation (Fuel-Injected Engine)

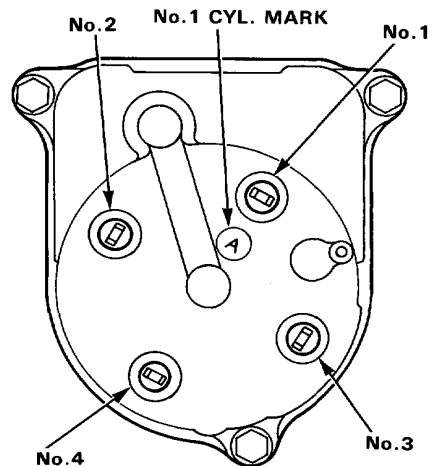
1. Coat a new O-ring with engine oil then install it.
2. Slip the distributor into position.

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 bolts and tighten temporarily.
4. Connect the 2-P and 8-P connectors to the distributor.

5. Connect the spark plug wires as shown.



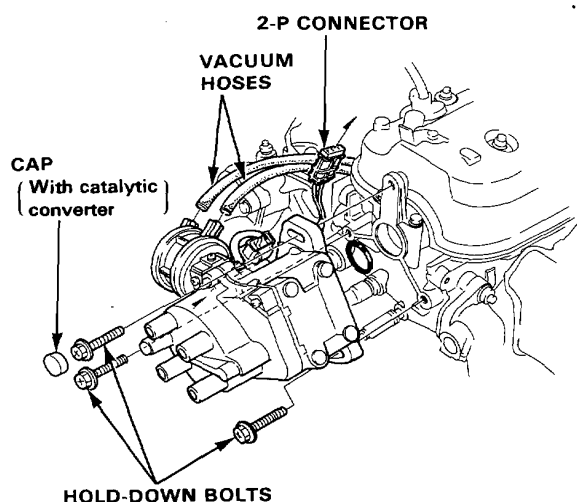
6. Set the timing with a timing light as shown on page 16-71.
7. After adjusting, tighten the hold-down bolts, then install the cap (with catalytic converter) on the bolt.



Distributor Removal/Installation (Carbureted Engine)

Removal:

1. Disconnect the 2-P connector from the distributor.
2. Disconnect the spark plug wires from the distributor cap.
3. Disconnect the vacuum hoses from the advance diaphragm.

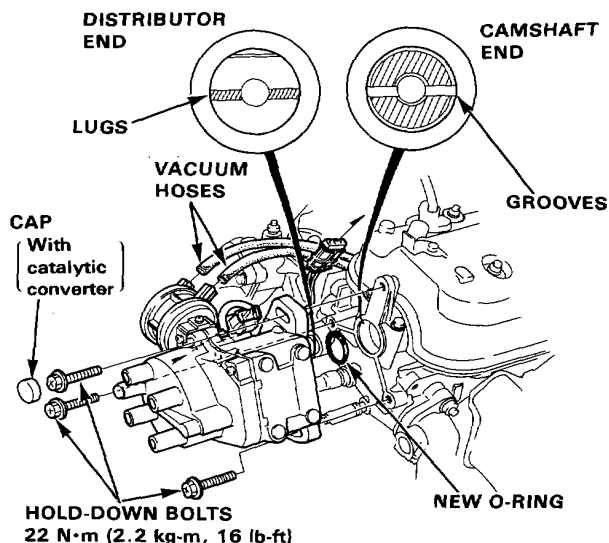


4. Remove the distributor hold-down bolts, then remove the distributor from the cylinder head.

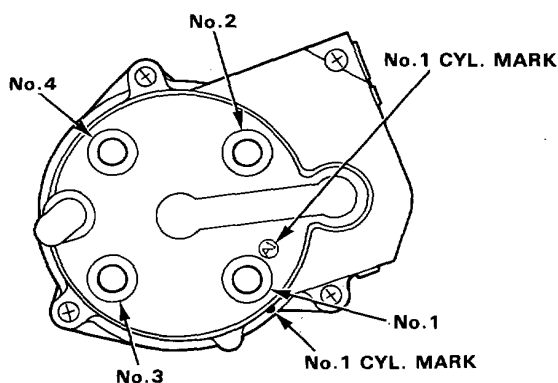
Installation:

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 bolts and tighten temporarily.
4. Connect the 2-P connector to the distributor and the vacuum hoses to the advance diaphragm.
5. Connect the spark plug wires as shown.



6. Set the timing with a timing light as shown on page 16-74.
7. After adjusting, tighten the hold-down bolts, then install the cap (with catalytic converter) on the bolt.