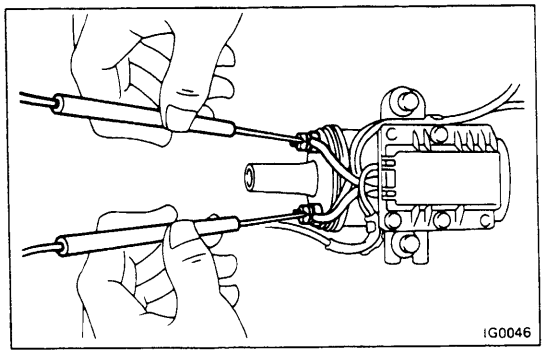
[FOR 22R-E]
INSPECTION OF IGNITION COIL

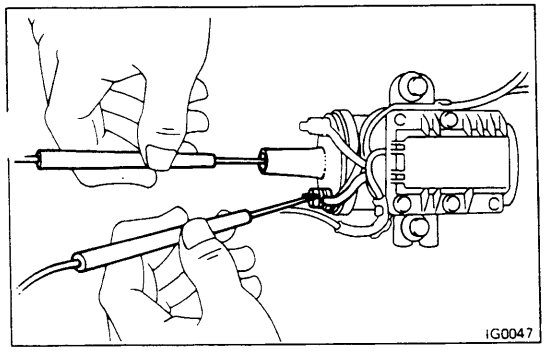
1. DISCONNECT HIGH TENSION WIRE



2. MEASURE PRIMARY COIL RESISTANCE

Using an ohmmeter, measure the resistance between the positive (+) and negative (—) terminals.

Primary coil resistance (cold): 0.5 — 0.7 Ω



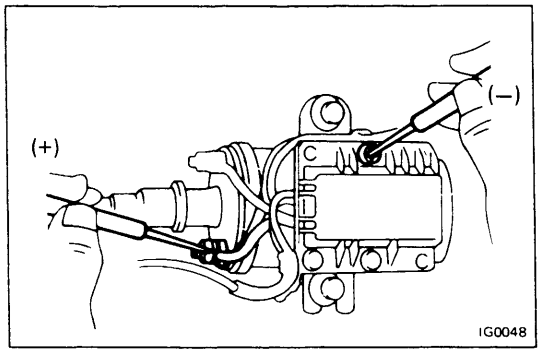
3. MEASURE SECONDARY COIL RESISTANCE

Using an ohmmeter, measure the resistance between the positive (+) terminal and high-tension terminal.

Secondary coil resistance (cold): 11.4 — 15.6 kΩ

INSPECTION OF IGNITER

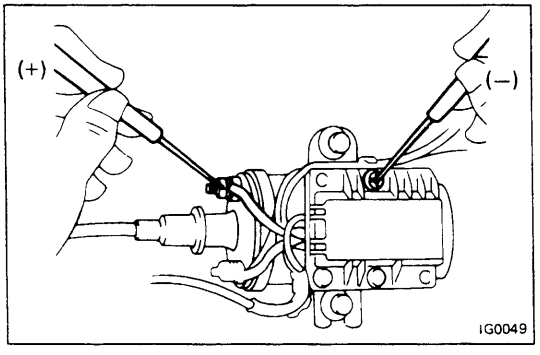
1. **TURN IGNITION SWITCH ON**



2. **CHECK POWER SOURCE LINE VOLTAGE**

Using a voltmeter, connect the positive (+) probe to the ignition coil positive (+) terminal and the negative (−) probe to body ground.

Voltage: Approx. 12V

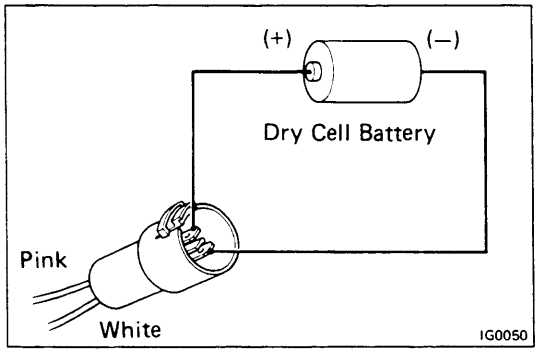


3. **CHECK POWER TRANSISTOR IN IGNITER**

(a) Using a voltmeter, connect the positive (+) probe to the ignition coil negative (−) terminal and the negative (−) probe to body ground.

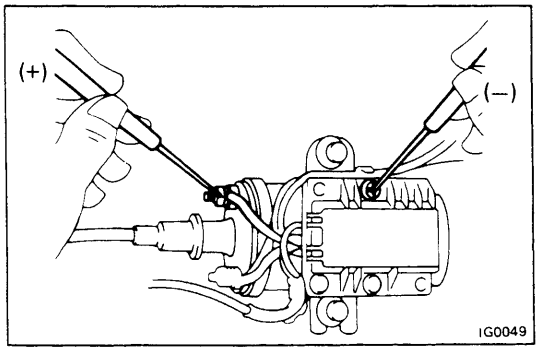
Voltage: Approx. 12V

(b) Unplug the wiring connector from the distributor.



(c) Using a dry cell battery (1.5V), connect the positive (+) pole of the battery to the pink wire terminal and the negative (−) pole to the white wire terminal.

CAUTION: Do not apply voltage more than 5 seconds to avoid destroying the power transistor in the igniter.



(d) Using a voltmeter, connect the positive (+) probe to the ignition coil negative (−) terminal and the negative (−) probe to the body ground.

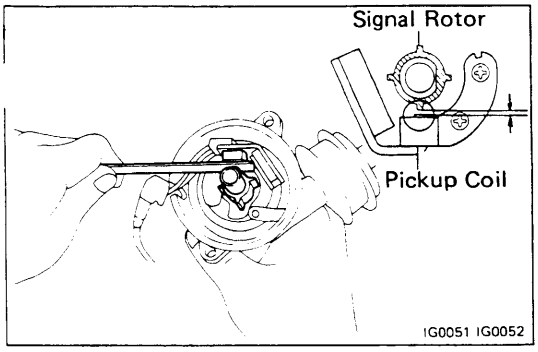
(e) Check the voltage reading.

Voltage: 5 — 8V

If a problem is found, replace the igniter.

4. **TURN IGNITION SWITCH OFF**

5. **REMOVE TEST EQUIPMENT AND RECONNECT WIRING**



ON-VEHICLE INSPECTION OF DISTRIBUTOR

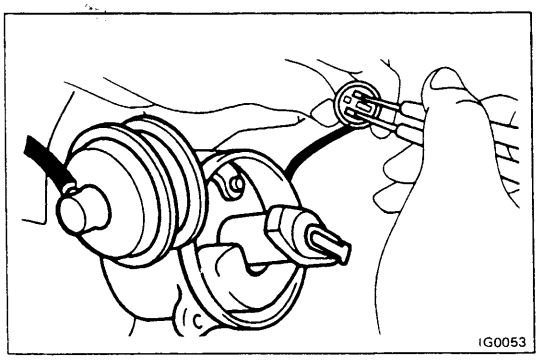
1. CHECK AIR GAP

(a) Using a feeler gauge, measure the gap between the signal rotor and the pickup coil projection.

Air gap: 0.2 — 0.4 mm (0.008 — 0.016 in.)

(b) Adjust the gap if necessary.

- Loosen the two screws and move the signal generator until the gap is correct. Tighten the screws and recheck the gap.

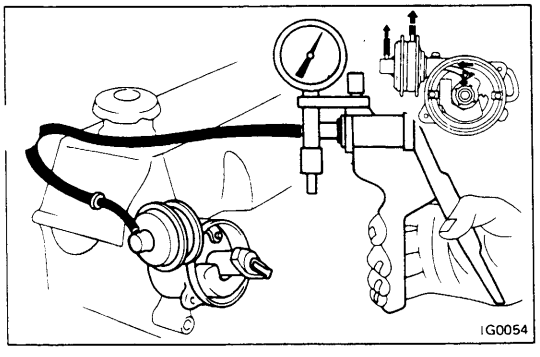


2. CHECK SIGNAL GENERATOR

Using an ohmmeter, check the resistance of the signal generator.

Generator resistance: 140 — 180Ω

If the resistance is not correct, replace the signal generator.

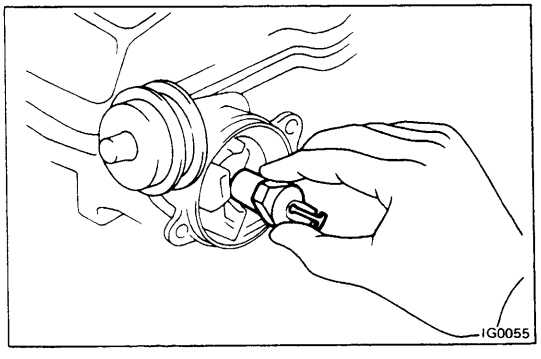


3. CHECK VACUUM ADVANCE (FOR 22R)

(a) Disconnect the vacuum hose and connect a vacuum pump to the diaphragms.

(b) Apply vacuum and check that the vacuum advance moves.

If the vacuum advance does not work, repair or replace as necessary.



4. CHECK GOVERNOR ADVANCE (FOR 22R)

(a) Turn the rotor shaft clockwise, release it and check that the rotor returns slightly counterclockwise.

(b) Check that the rotor shaft is not excessively loose.

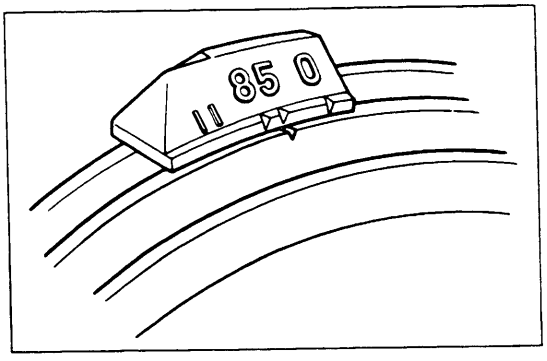
DISTRIBUTOR

REMOVAL OF DISTRIBUTOR

1. DISCONNECT VACUUM HOSES (FOR 22R), HIGH TENSION CORDS AND WIRING CONNECTOR
2. REMOVE TWO SCREWS AND PULL OFF DISTRIBUTOR CAP
3. REMOVE HOLD-DOWN BOLT AND PULL OUT DISTRIBUTOR

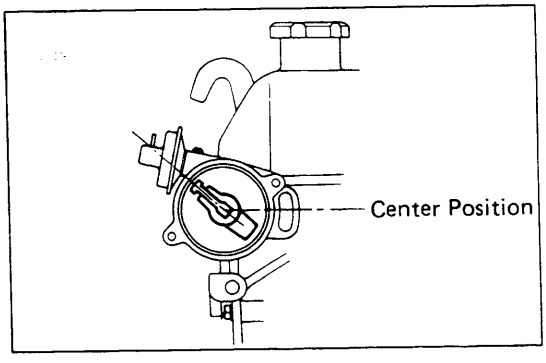
INSTALLATION OF DISTRIBUTOR

1. INSTALL DISTRIBUTOR AND SET TIMING



(a) Turn the crankshaft pulley until the timing mark is aligned with 0° TDC (22R) and 5° BTDC (22R-E) mark.

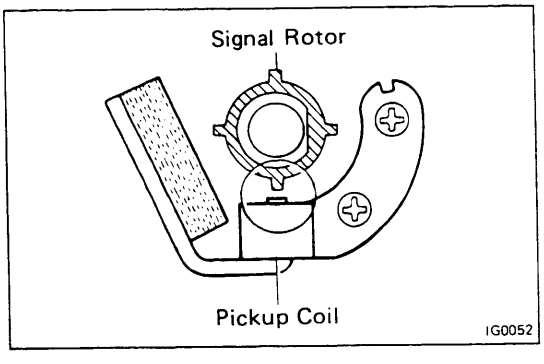
NOTE: Check that the rocker arms on the No.1 cylinder are loose. If not, turn the crankshaft one full turn.



(b) Temporarily install the rotor.

(c) Begin insertion of the distributor with the rotor pointing upward and the distributor mounting hole approximately at center position of the bolt hole.

(d) When fully installed, the rotor will rotate to the position shown.



(e) Align the rotor tooth with the pickup coil projection.

(f) Coat the distributor set bolt with sealer and install the bolt. Torque the bolt.

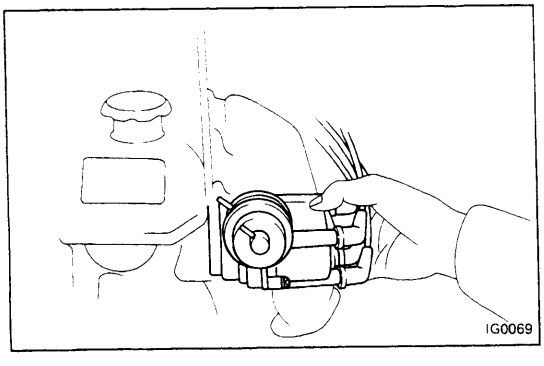
Torque: 220 kg-cm (16 ft-lb, 22 N·m)

(g) Install the rotor and distributor cap with wires.

2. INSTALL FOLLOWING PARTS:

(a) Vacuum hoses (for 22R)

(b) Wiring connector



3. ADJUST IGNITION TIMING

(a) Connect a timing light to the engine.

(b) Start the engine and run it at idle.

(c) Using a timing light, slowly turn the distributor until the timing mark on the crankshaft pulley is aligned with the 12° mark. Tighten the distributor bolt.

(d) Recheck the ignition timing.

Ignition timing: 22R 0° TDC (Max. 950 rpm) (w/vacuum advance cut)
22R-E 5° BTDC at idle (short terminal "T")