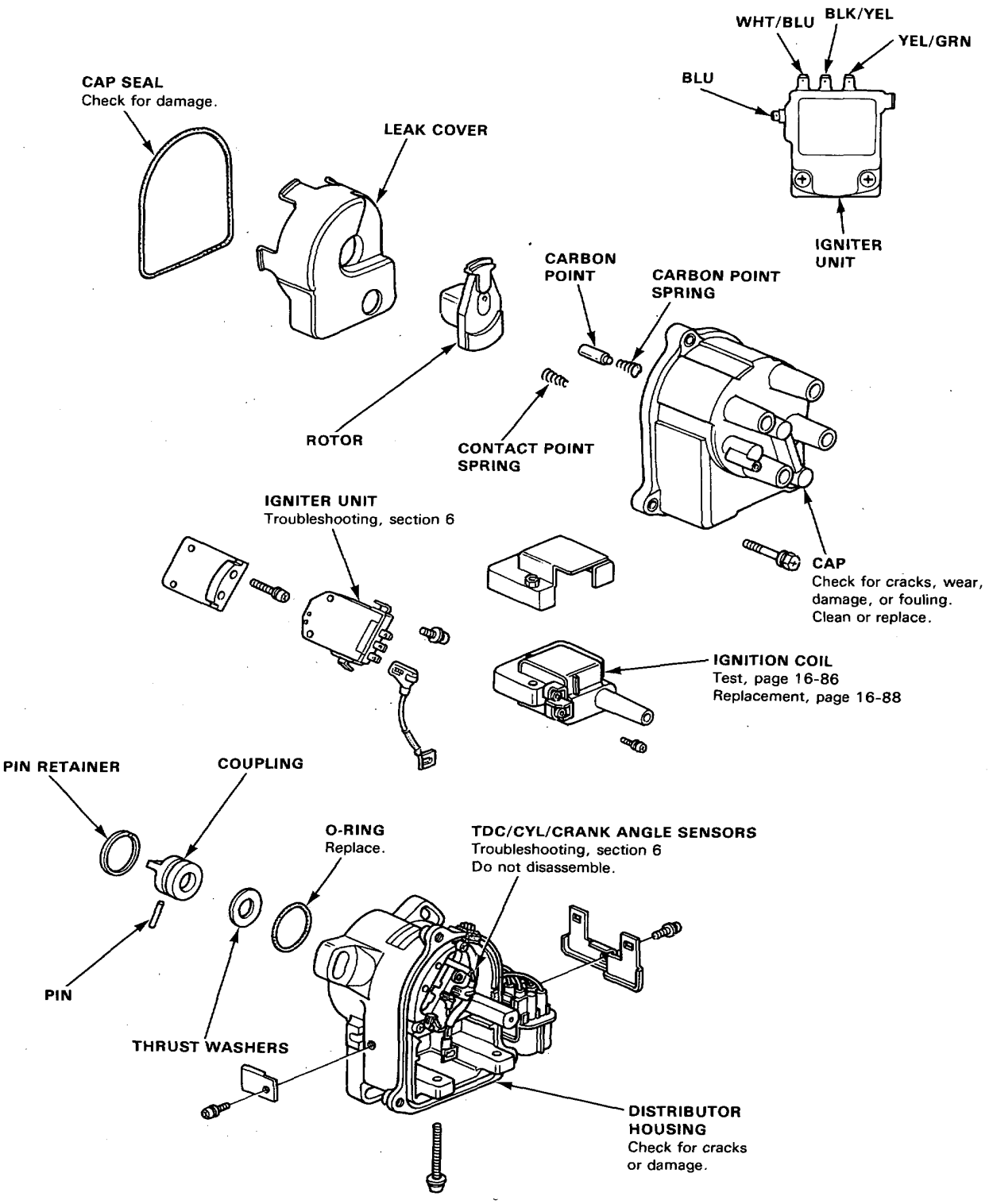
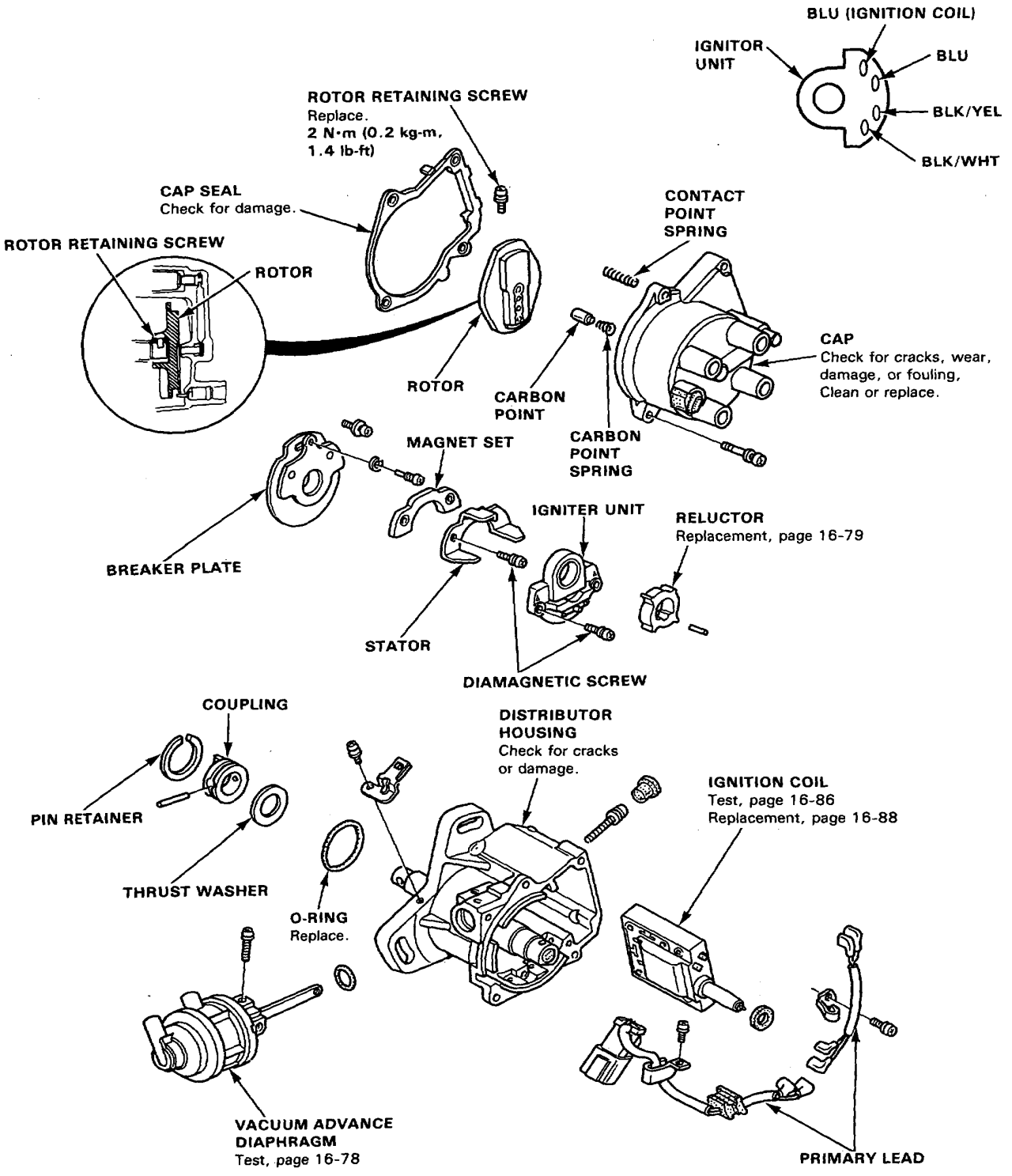
Distributor Overhaul (Fuel-Injected Engine)



NOTE: After installing the reluctor, adjust the air gaps between the stator and reluctor (see page 16-79).

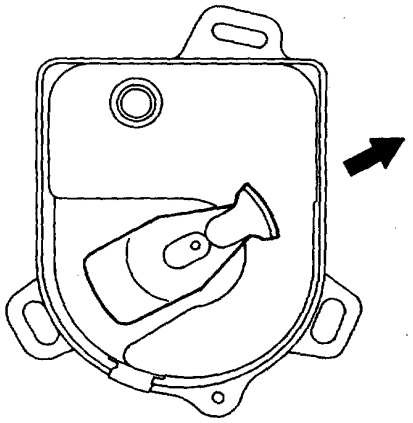


Distributor Reassembly

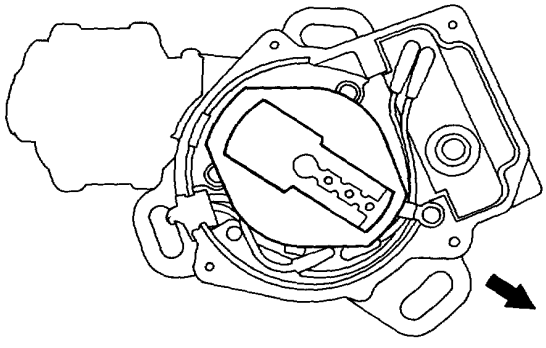
Reassemble the distributor in the reverse order of disassembly.

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

Fuel-injected engine:

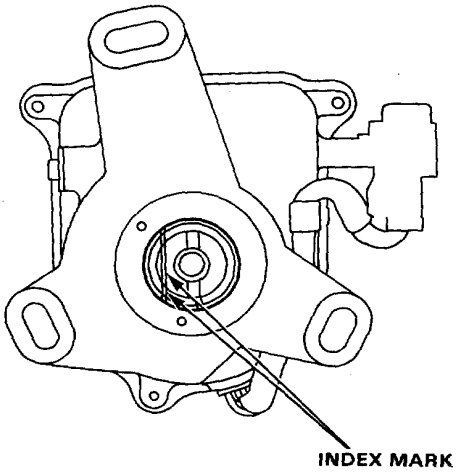


Carbureted engine:

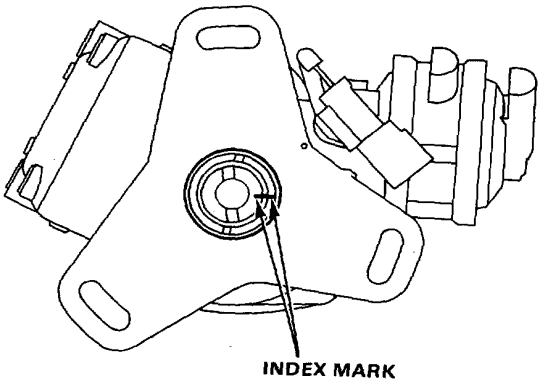


2. Set the thrust washer and coupling on the shaft.
3. Check that the rotor is still pointing toward the No.1 cylinder, then align the index mark on the housing with the index mark on the coupling.

Fuel-injected engine:



Carbureted engine:



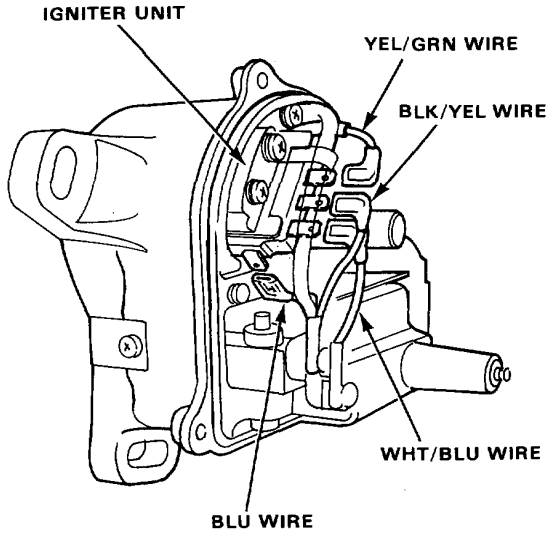
Igniter Unit Input Test

Fuel-injected engine:

NOTE:

- See section 6 when the self-diagnostic indicator blinks.
- Perform an input test for the igniter unit after finishing the fundamental tests for the ignition system and fuel emission system.
- The tachometer should operate normally.

1. Remove the distributor cap, the rotor and the leak cover.
2. Disconnect the BLK/YEL, WHT/BLU, YEL/GRN and BLU wires from the igniter unit.

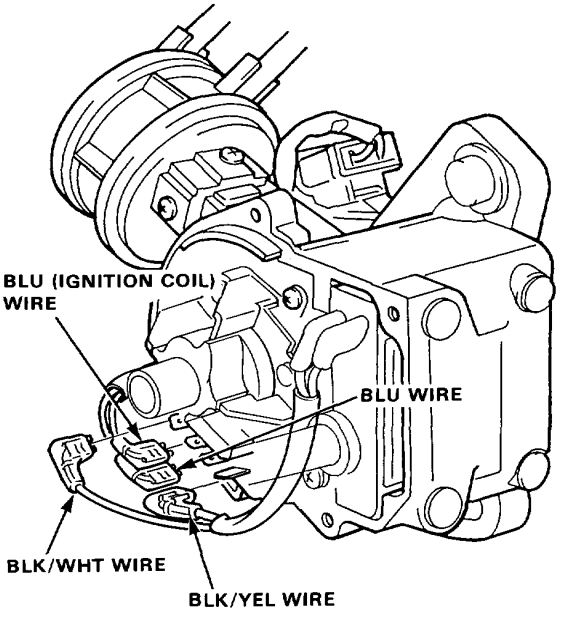


3. Turn the ignition switch ON. Check the voltage between the BLK/YEL wire and the body ground. There should be battery voltage.
   - If there is no battery voltage, check the BLK/YEL wire across the ignition switch and the igniter unit.
   - If there is battery voltage, go to step 4.
4. Turn the ignition switch ON. Check the voltage between the WHT/BLU wire and the body ground. There should be battery voltage.
   - If there is no battery voltage, check the following.
     - Ignition coil.
     - WHT/BLU wire between the ignition coil and the igniter unit.
   - If there is battery voltage, go to step 5.
5. Check the YEL/WHT wire between the PGM-FI ECU and the igniter unit.
6. Check the BLU wire between the tachometer and the igniter unit.
7. If all tests are normal, replace the igniter unit.

Carbureted engine:

NOTE: The tachometer should operate normally.

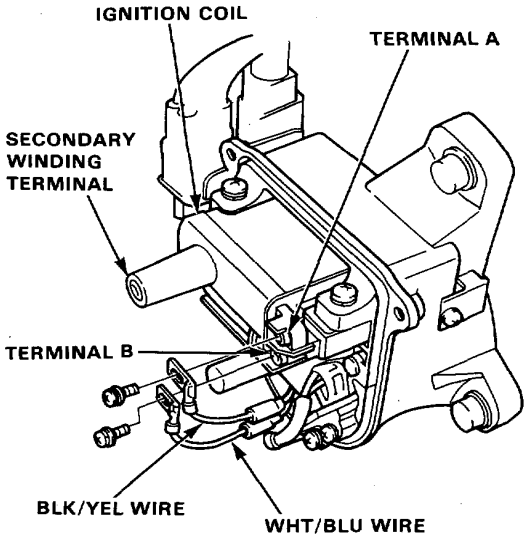
1. Remove the distributor cap and the rotor.
2. Disconnect the BLK/YEL, BLK/WHT, BLU and BLU (ignition coil) wires from the igniter unit.



3. Turn the ignition switch ON. Check the voltage between the BLK/YEL wire and the body ground. There should be battery voltage.
   - If there is no battery voltage, check the BLK/YEL wire across the ignition switch and the igniter unit.
   - If there is battery voltage, go to step 4.
4. Check the BLK/WHT and the BLU wires between the ignition coil and the igniter unit.
5. Check the BLU wire between the tachometer and the igniter unit.
6. If all tests are normal, replace the igniter unit.

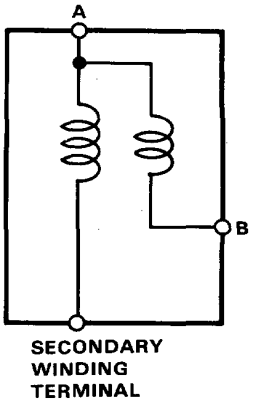
Ignition Coil Test (Fuel-Injected Engine)

1. With the ignition switch OFF, remove the distributor cap.
2. Remove the 2 screws to disconnect the BLK/YEL and WHT/BLU wires from the terminals A and B respectively.

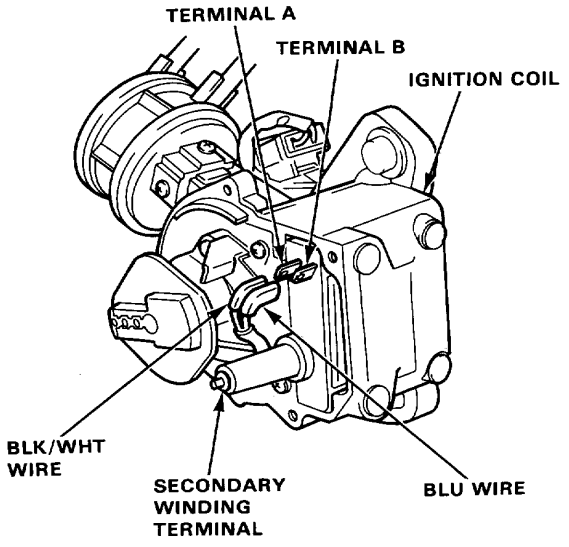


3. Using an ohmmeter, measure resistance between the terminals. Replace the coil if the resistance is not within specifications.
NOTE: Resistance will vary with the coil temperature; specifications are at 20°C (70°F)

Primary Winding Resistance (between the A and B terminals): 0.6—0.8 ohms
Secondary Winding Resistance (between the A and secondary winding terminals): 12,880—19,320 ohms

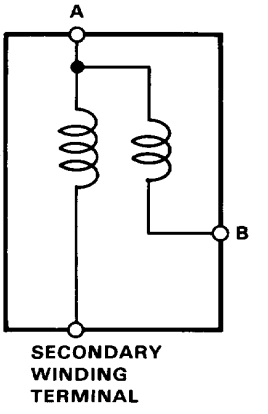


1. With the ignition switch OFF, remove the distributor cap.
2. Disconnect the BLK/WHT and BLU wires from the terminals A and B respectively.



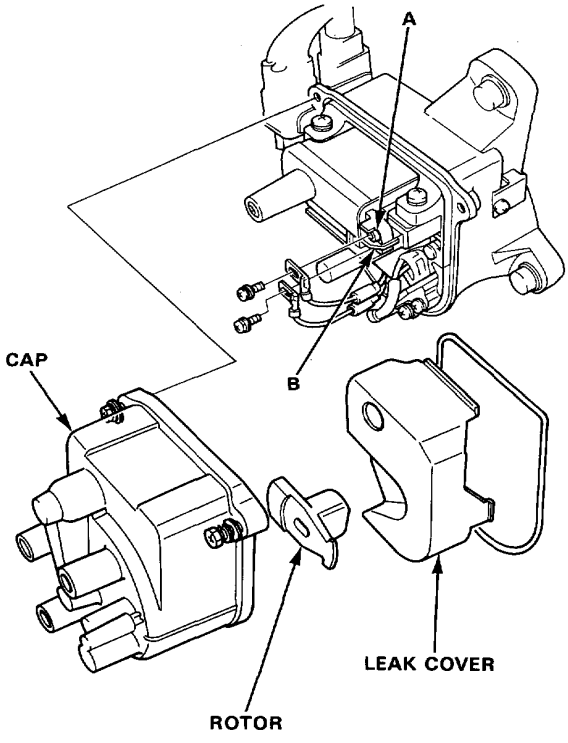
3. Using an ohmmeter, measure resistance between the terminals. Replace the coil if the resistance is not within specifications.
NOTE: Resistance will vary with the coil temperature; specifications are at 20°C (70°F)

Primary Winding Resistance (between the A and B terminals): 0.5—0.7 ohms
Secondary Winding Resistance (between the A and secondary winding terminals): 14,400—21,600 ohms

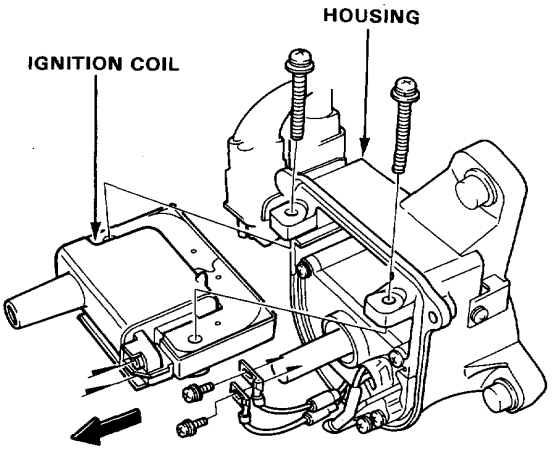


Ignition Coil Replacement (Fuel-Injected Engine)

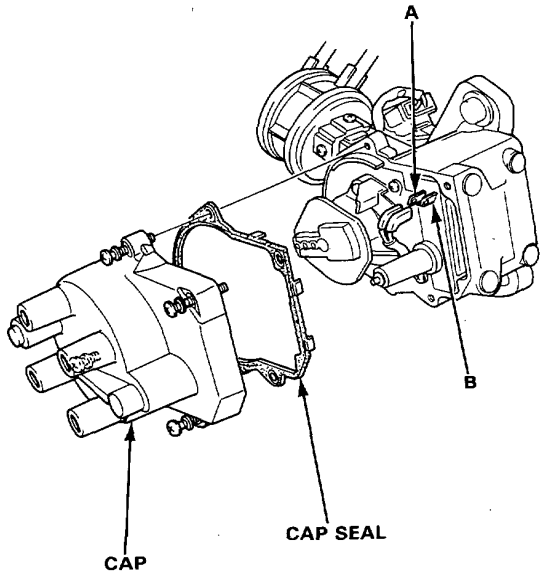
1. With ignition switch OFF, remove the distributor cap, rotor, and cap seal, then remove the leak cover.
2. Remove the 2 screws to disconnect the BLK/YEL and WHT/BLU wires from the terminals A and B respectively.



3. Remove the 2 screws and slide the ignition coil out of the distributor housing.

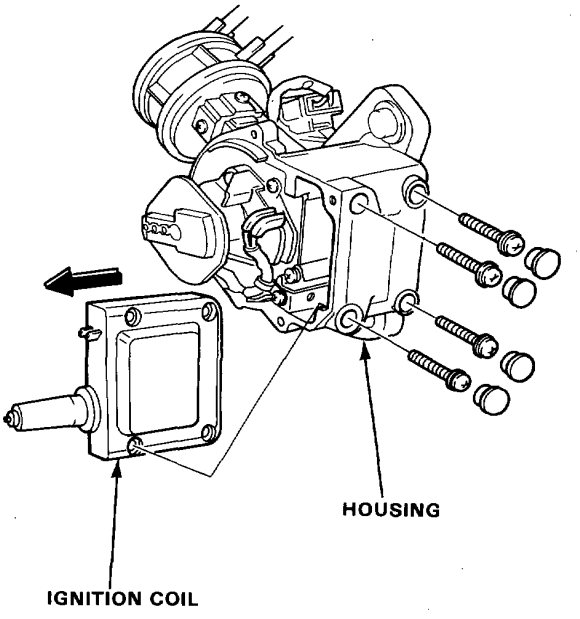


1. With ignition switch OFF, remove the distributor cap and cap seal.
2. Disconnect the BLK/WHT and BLU wires from the terminals A and B respectively.



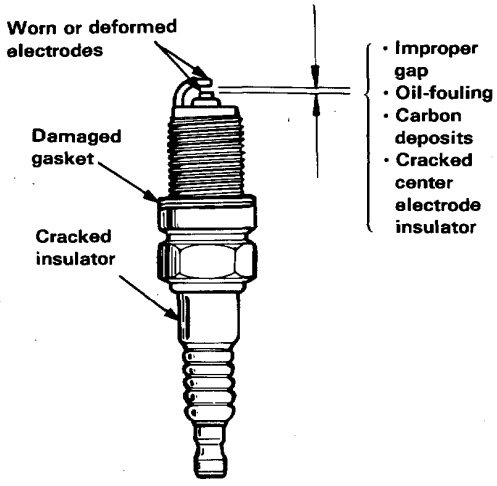
3. Remove the rubber caps from the distributor housing.
4. Remove the 4 screws and slide the ignition coil out of the distributor housing.

NOTE:
- Replace the rubber caps if they are worn out.
- Installing the rubber caps, apply silicon grease to them.
- Make sure that the wires are clamped and apart from a stator, etc.



Spark Plug Inspection

1. Inspect the electrodes and ceramic insulator for:



Burned or worn electrodes may be caused by:
- Advanced ignition timing
- Loose spark plug
- Plug heat range too low
- Insufficient cooling

Fouled plug may be caused by:
- Retarded ignition timing
- Oil in combustion chamber
- Incorrect spark plug gap
- Plug heat range too high
- Excessive idling/low speed running
- Clogged air cleaner element
- Deteriorated ignition coil or ignition wires

2. Replace the plug if the center electrode is rounded as shown below:
NOTE:
- Do not use spark plugs other than those listed below, because those plugs are a new type (ISO standard).
- These marks are sealed on the air cleaner cover.

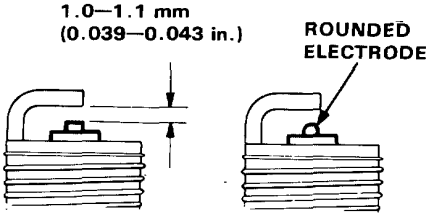
Spark Plug:
Except KP and KT models

	Standard	Optional
NGK	ZFR6F-11	ZFR5F-11* ZFR7F-11
ND	KJ20CR-L11	KJ16CR-L11* KJ22CR-L11

*: Except KF, KG, KS, KW, KE and KX models

KP and KT models

	Standard	Optional
NGK	ZFR5F-11	ZFR6F-11
ND	KJ16CR-L11	KJ20CR-L11



3. Adjust the gap with a suitable gapping tool.

Electrode Gap: 1.0—1.1 mm (0.039—0.043 in.)

4. Screw the plugs into the cylinder head finger tight, then torque them to 18 N·m (1.8 kg-m, 13 lb-ft).

NOTE: Apply a small quantity of anti-seize compound to the plug threads before installing.