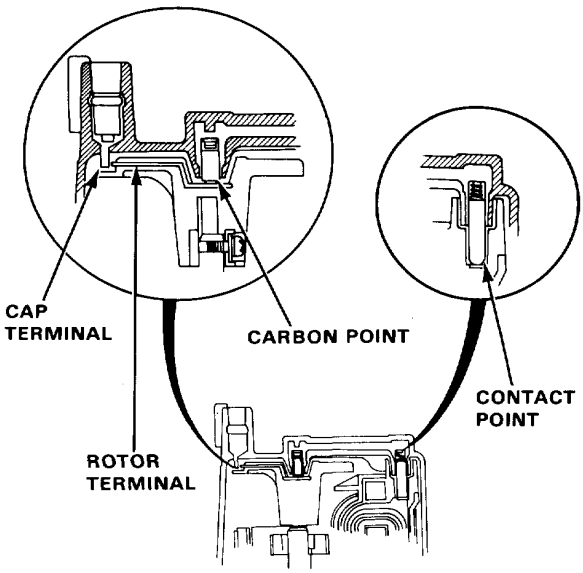
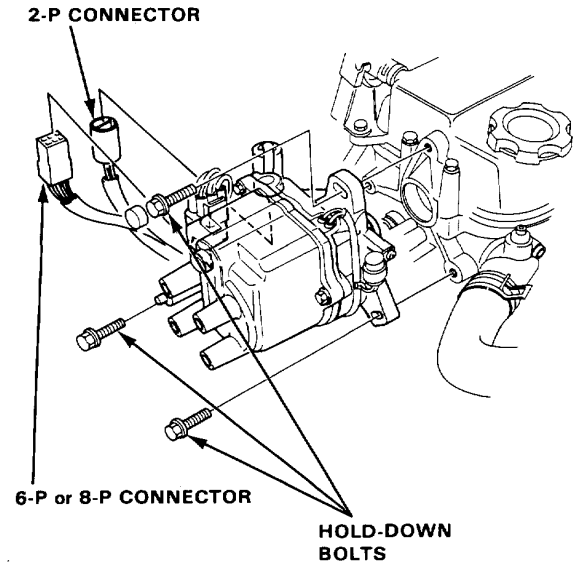
Distributor Top End Inspection

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



Distributor Removal

1. Disconnect the 2-P and 6-P or 8-P connectors from the distributor.
2. Disconnect the spark pulg wires from the distributor cap.

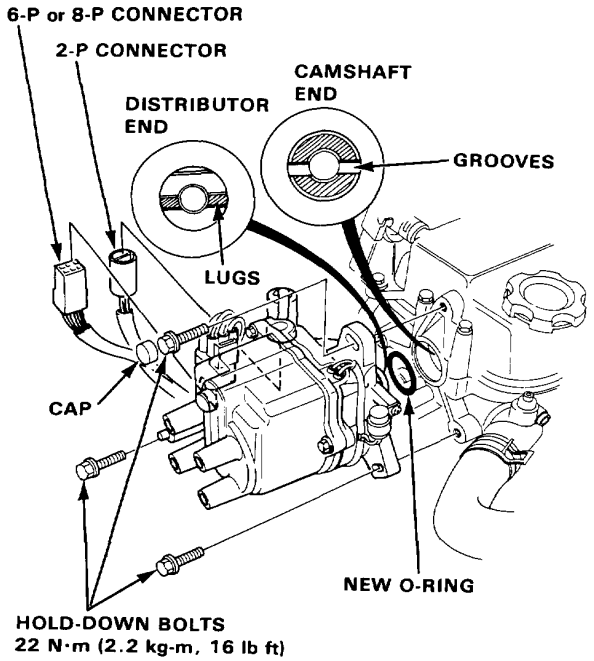


3. Remove the distributor hold-down bolts, then remove the distributor from the cylinder head.

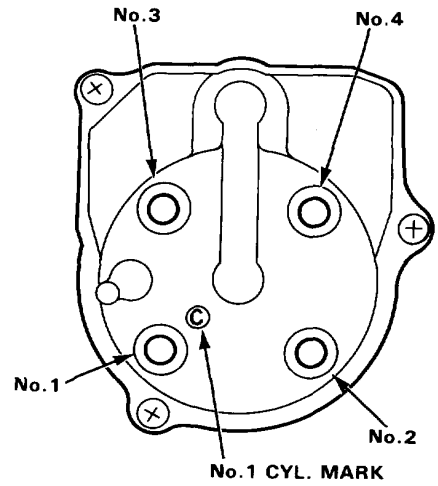
Distributor Installation

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.

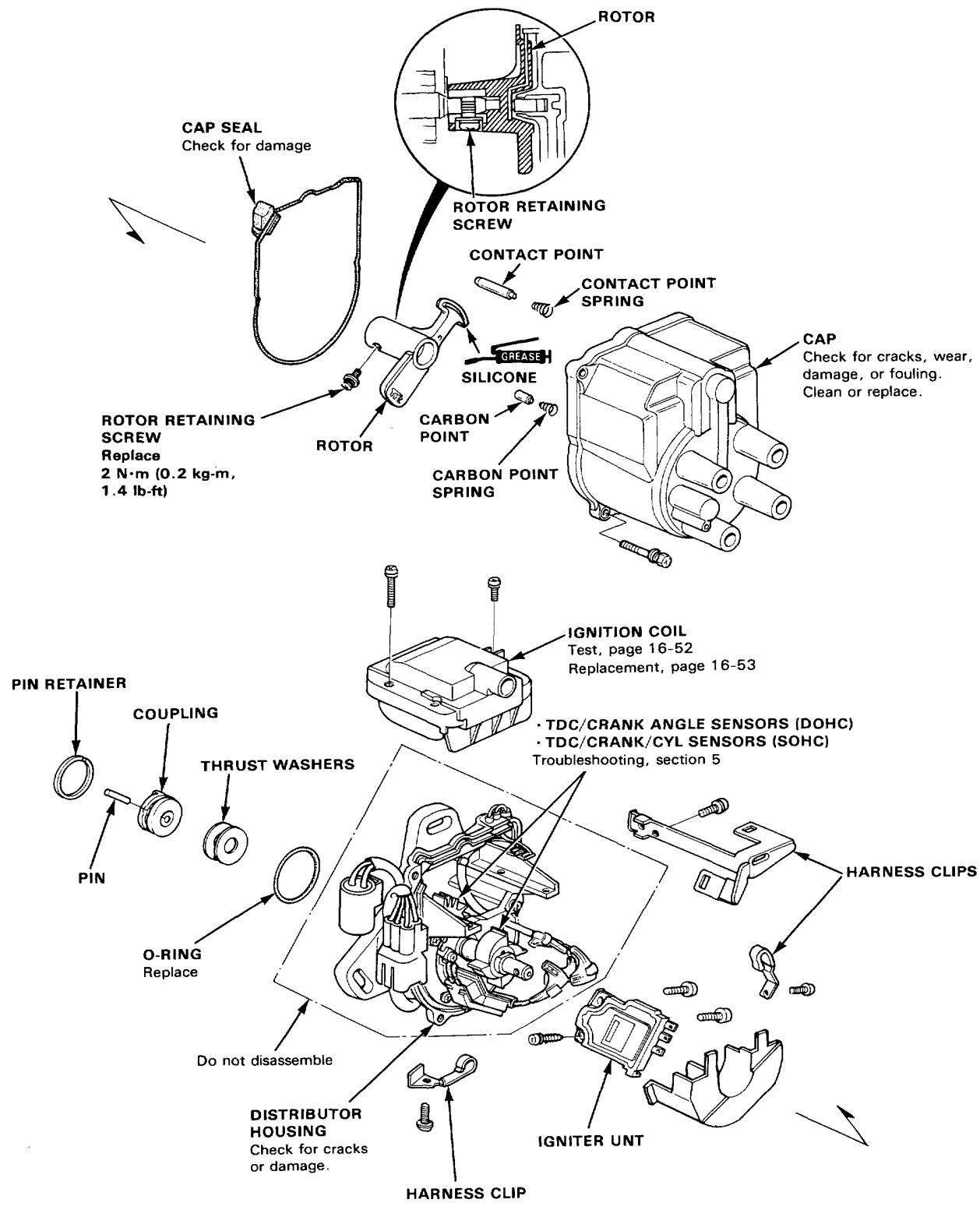


3. Install the hold-down bolts and tighten temporarily.
4. Connect the 2-P and 6-P or 8-P connectors to the distributor.
5. Connect the spark plug wires as shown.



6. Set the timing with a timing light as shown on page 16-47.
7. After adjusting, tighten the hold- down bolts, then install the cap on the bolt.

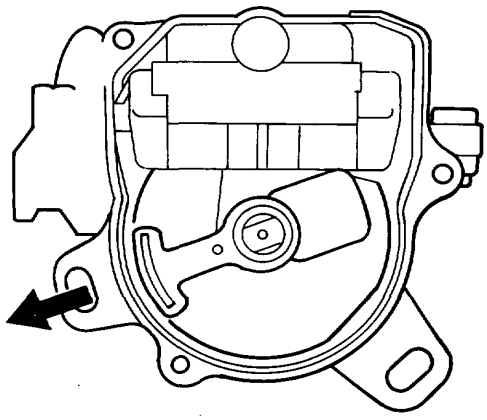
Distributor Overhaul



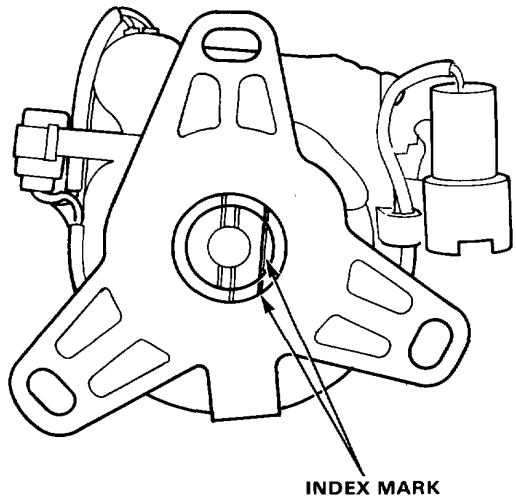
Distributor Reassembly

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).



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.

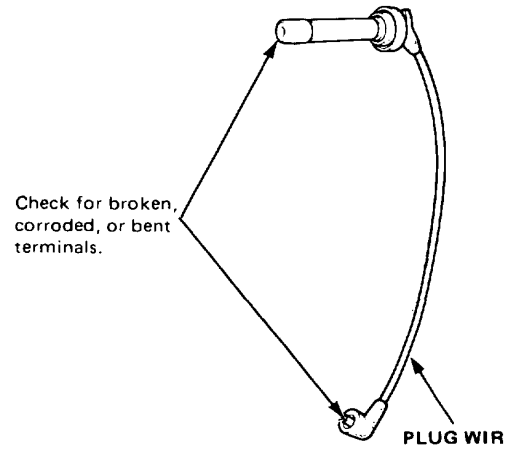


4. Drive in the pin and secure it with the pin retainer.

Ignition Wire Inspection and Test

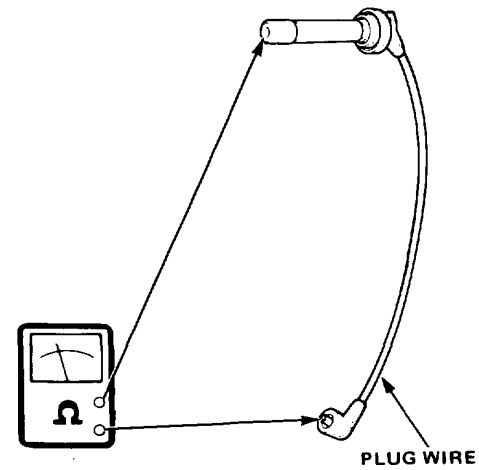
CAUTION: Carefully remove the ignition wires by pulling on the rubber boots. Do not bend the wire or the conductor may be broken.

1. Check the condition of the wire terminals. If any terminal is corroded, clean it, and if it is broken or distorted, replace the wire.



2. Connect ohmmeter probes and measure resistance.

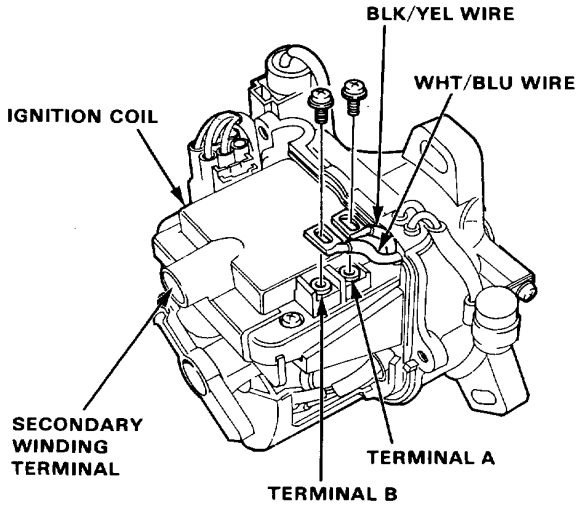
Ignition Wire Resistance:
25,000 ohms max. at 20°C (70°F)



3. If resistance exceeds 25,000 ohms, replace the ignition wire.

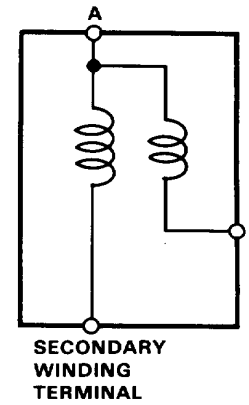
Ignition Coil Test

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.



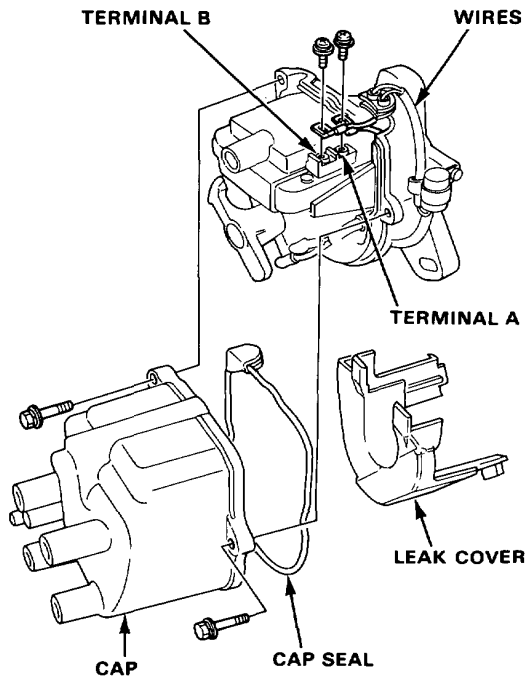
3. Using an ohmmeter, measure resistance between the terminals. Replace the coil if the resistance is not within specifications.
NOTE: Resistance will vary with the coil temperature; specifications are at 20°C (70°F)

Primary Winding Resistance (between the A and B terminals): 0.3—0.5 ohms
Secondary Winding Resistance (between the A and secondary winding terminanls): 9,440—14,160 ohms



Ignition Coil Replacement

1. With ignition switch OFF, remove the distributor cap 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 4 screws and slide the ignition coil out of the distributor housing.