

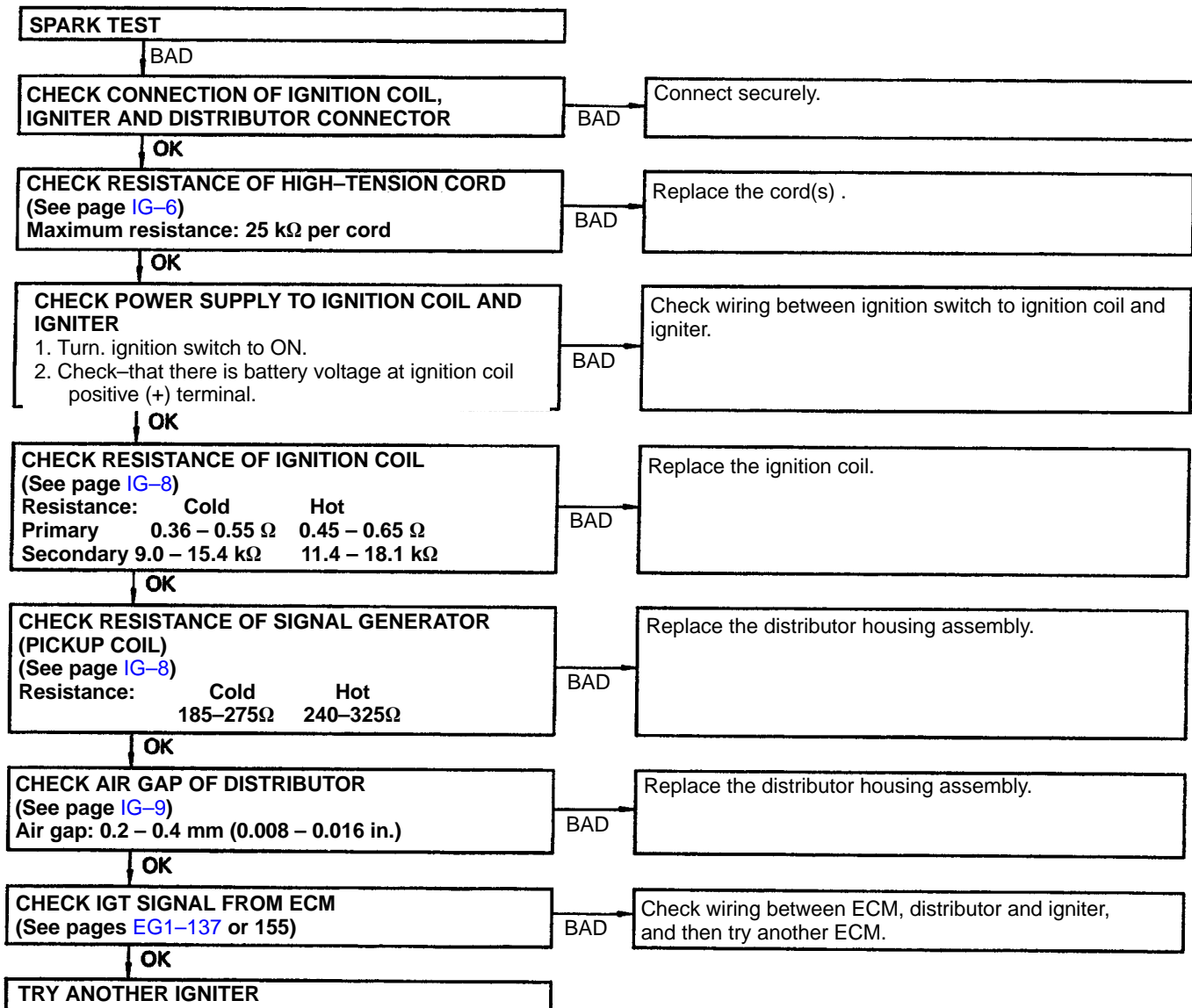
ON-VEHICLE INSPECTION

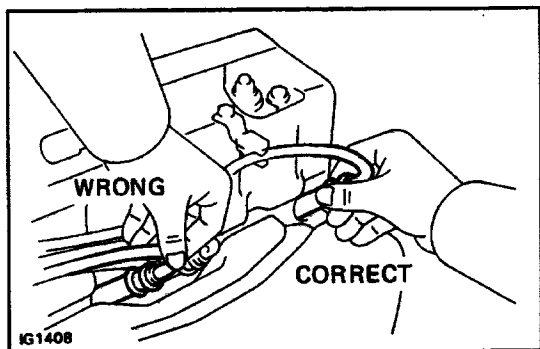
SPARK TEST

CHECK THAT SPARK OCCURS

- (a) Disconnect high-tension cord from the distributor.
 - (b) Hold the end approx. 12.5 mm (0.50 in.) from engine ground of vehicle.
 - (c) See if spark occurs while engine is being cranked.
- HINT: To prevent gasoline from being injected from injectors during this test, crank the engine for no more than 1 – 2 seconds at a time.

If the spark does not occur, test as follows:





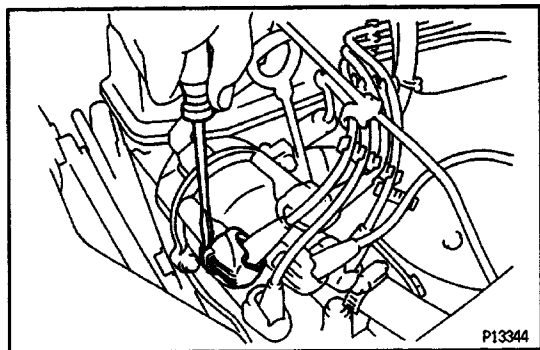
HIGH-TENSION CORDS INSPECTION

1. DISCONNECT HIGH-TENSION CORDS FROM SPARK PLUGS

Disconnect the high – tension cords at the rubber boot.

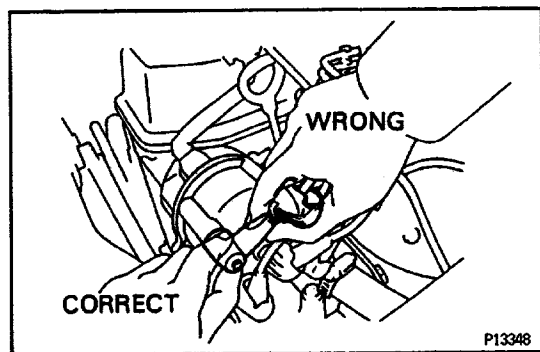
DO NOT pull on the cords.

NOTICE: Pulling on or bending the cords may damage the conductor inside.



2. DISCONNECT HIGH-TENSION CORDS FROM DISTRIBUTOR CAP AND IGNITION COIL

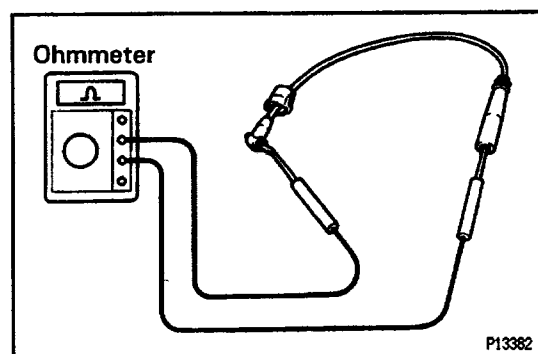
- (a) Using a screwdriver, lift up the lock claw and disconnect the holder from the distributor cap (ignition coil).



- (b) Disconnect the high–tension cord at the grommet.
DO NOT pull on the cord.

NOTICE:

- Pulling on or bending the cords may damage the conductor inside.
- Do not wipe any of the oil from the grommet after the high–tension cord is disconnected.



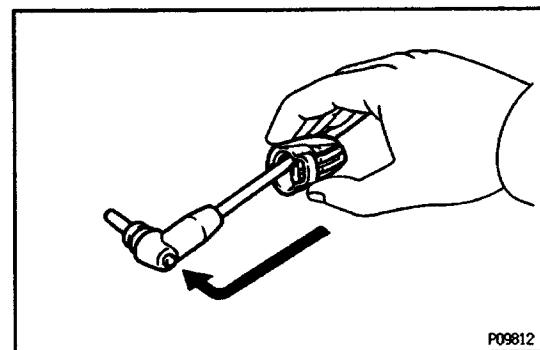
3. INSPECT HIGH-TENSION CORD RESISTANCE

Using an ohmmeter, measure the resistance.

Maximum resistance:

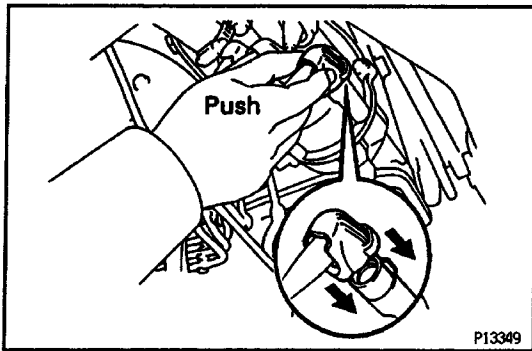
25 kΩ per cord

If the resistance is greater than maximum, check the terminals. If necessary, replace the high – tension cord.

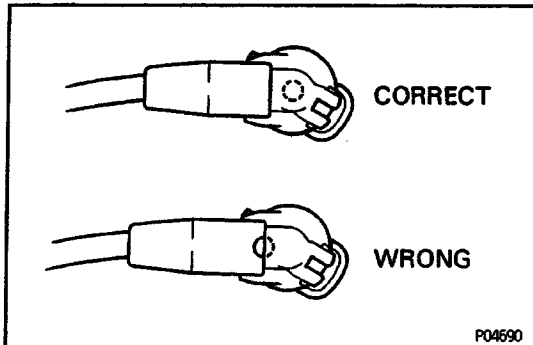


4. RECONNECT HIGH-TENSION CORDS TO DISTRIBUTOR CAP AND IGNITION COIL

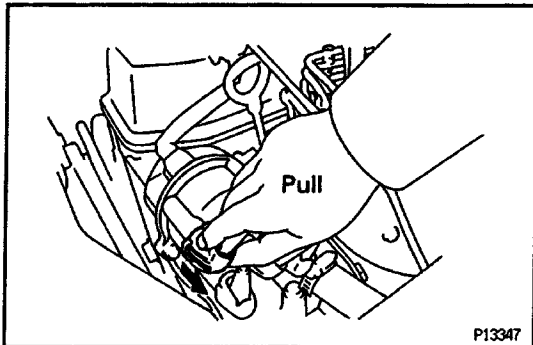
- (a) Assemble the holder and grommet.



- (b) Align the spline of the distributor (ignition coil) with the spline of the holder, and push in the cord.



NOTICE: Check that the holder is correctly installed to the grommet and distributor cap as shown in the illustration.



- (c) Check that the lock claw of the holder is engaged by lightly pulling the holder.

5. RECONNECT HIGH-TENSION CORDS TO SPARK PLUGS

SPARK PLUGS INSPECTION

1. REMOVE SPARK PLUGS
2. CLEAN AND INSPECT SPARK PLUGS

- (a) Clean the spark plugs with a spark plug cleaner or wire brush.
- (b) Inspect the spark plugs for electrode wear, thread damage and insulator damage.

If a problem is found, replace the plugs.

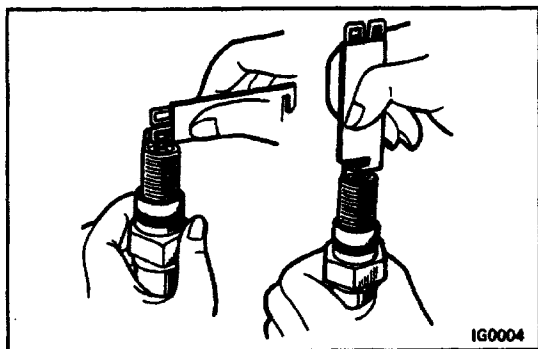
Spark plug:

ND

W16EXR-U

NGK

BPRSEY



3. ADJUST ELECTRODE GAP

Carefully bend the outer electrode to obtain the correct electrode gap.

Correct electrode gap:

0.8 mm (0.031 in.)

4. INSTALL SPARK PLUGS

Torque: 18 N-m (180 kgf.cm, 13 ft-lbf)

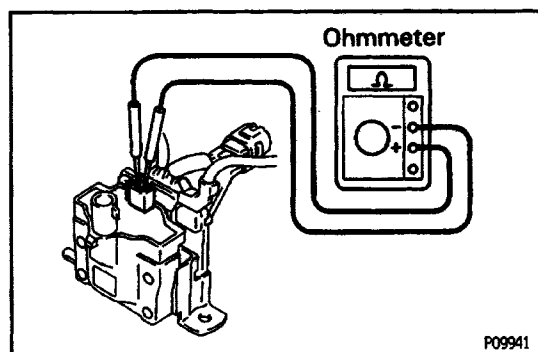
IGNITION COIL INSPECTION

NOTICE: 'Cold' and 'Hot' in the following sentences express the temperature of the coils themselves. 'Cold' is from -10°C (14°F) to 50°C (122°F) and "Hot" is from 50°C (122°F) to 100°C (212°F).

1. DISCONNECT HIGH-TENSION CORD

2. CLEAN COIL AND CHECK FOLLOWING:

- Check for cracks or damage.
- Check the terminals for carbon tracks.
- Check the high-tension cord hole for carbon deposits and corrosion.



3. MEASURE PRIMARY COIL RESISTANCE

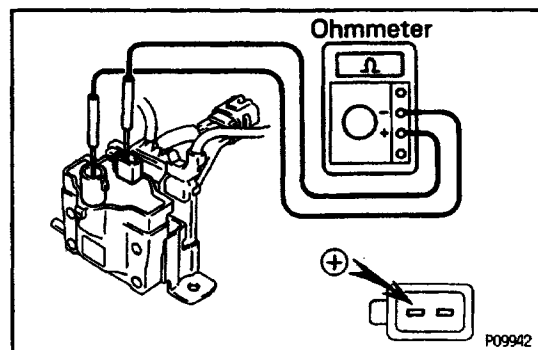
Using an ohmmeter, measure the resistance between the positive (+) and negative (−) terminals.

Primary coil resistance (Cold):

0.36–0.55Ω

Primary coil resistance (Hot) :

0.45–0.65Ω



4. MEASURE SECONDARY COIL RESISTANCE

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

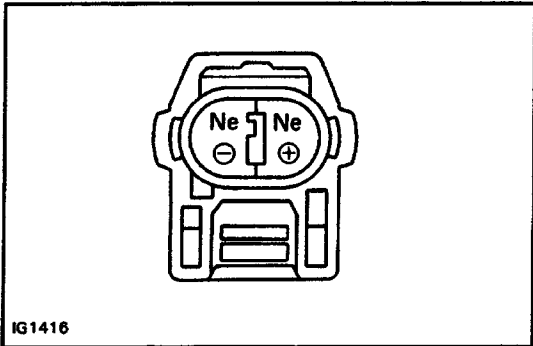
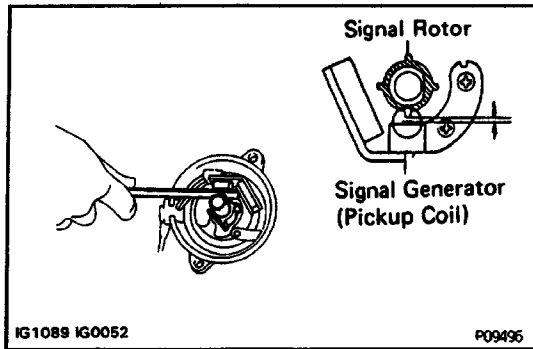
Secondary coil resistance (Cold):

9.0 – 15.4 kΩ

Secondary coil resistance (Hot) :

11.4 – 18.1 kΩ

5. CONNECT HIGH-TENSION CORD



DISTRIBUTOR INSPECTION

NOTICE: "Cold" and 'Hot' in the following sentences express the temperature of the coils themselves. 'Cold' is from -10°C (14°F) to 50°C (122°F) and "Hot" is from 50°C (122°F) to 100°C (212°F).

1. INSPECT AIR GAP

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

Air gap:

0.2–0.4mm(0.008–0.016 in.)

If the air gap is not as specified, replace the housing distributor assembly

2. CHECK SIGNAL GENERATOR (PICKUP COIL)

Using an ohmmeter, check the resistance of the signal generator (pickup coil).

Generator resistance (Cold):

185–2750

Generator resistance (Hot) :

240–3250

If the resistance is not as specified, replace the distributor housing assembly.