

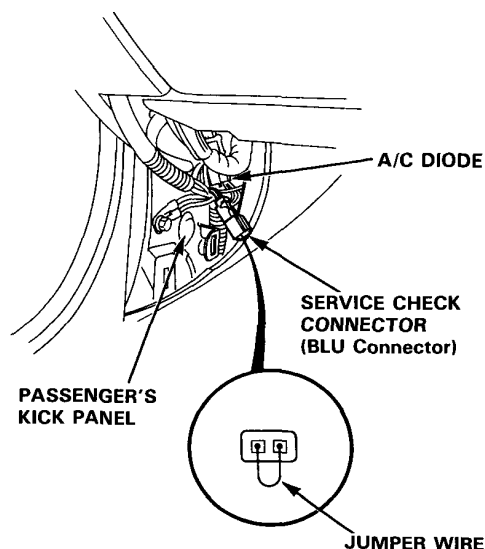
Ignition System

Ignition Timing Inspection and Setting (Fuel-Injected Engine)

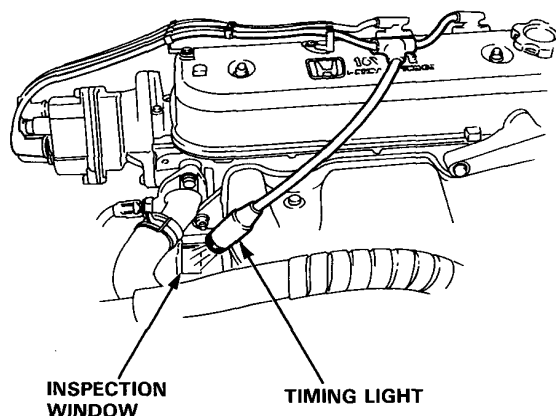
NOTE: To be made at idle with the service check connector shorted, the blue service check connector is located in the front passenger corner under the dashboard.

1. Start the engine and allow it to warm up (radiator fan comes on).
2. Connect the ORN/RED and GRN/WHT terminals of the service check connector (BLU) with jumper wire.

NOTE: The illustration shows RHD.



3. Connect a timing light to the No. 1 ignition wire. Remove the rubber cap from the inspection window in the flywheel/drive plate housing. While the engine idles, point the light toward the pointer on the flywheel (for M/T), or on the drive plate (for A/T).

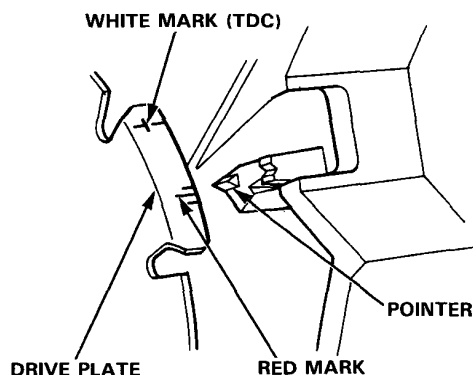


4. Adjust ignition timing, if necessary, to the following specifications:

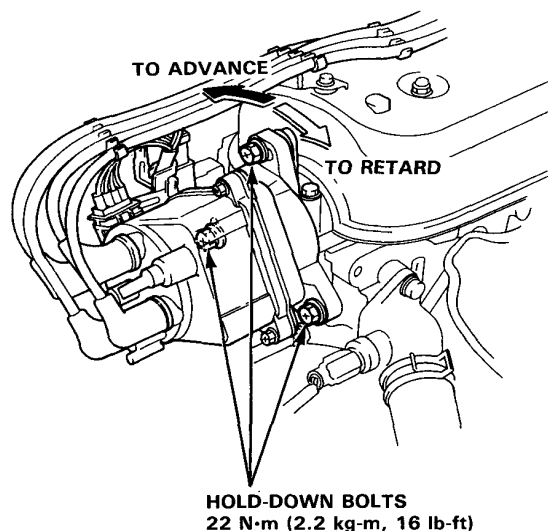
Ignition Timing

- All models: $15 \pm 2^\circ$ BTDC (RED)
at $770 \pm 50 \text{ min}^{-1}$ (rpm) in neutral

NOTE: The illustration shows A/T.



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



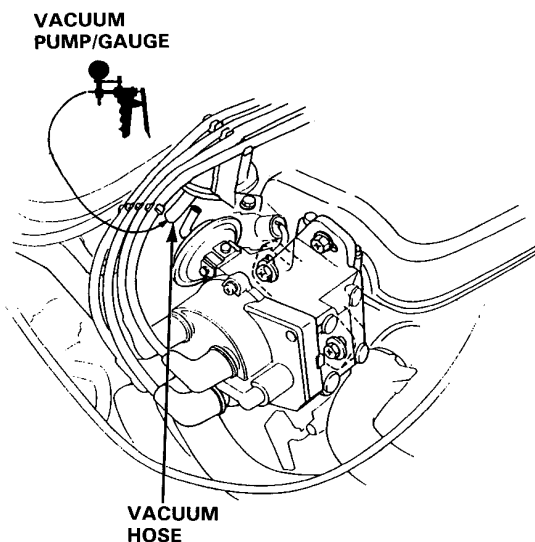
6. Tighten the adjusting bolts and recheck the timing.
7. Remove the jumper wire and install the rubber cap to the inspection window.



Ignition Timing Inspection and Setting (Carbureted Engine)

< KP, KT, KU and KY models >

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



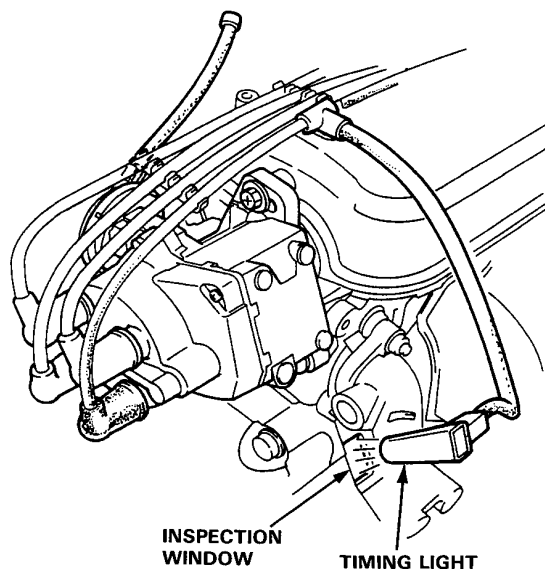
2. Start the engine.

KP, KT, KU and KY (M/T) 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 (radiator fan comes on).
5. Disconnect the vacuum hose from the vacuum advance diaphragm and plug them.

6. Connect a timing light to the No. 1 ignition wire. Remove the rubber cap from the inspection window in the flywheel/drive plate housing. While the engine idles, point the light toward the pointer on the flywheel (for M/T), or on the drive plate (for A/T).

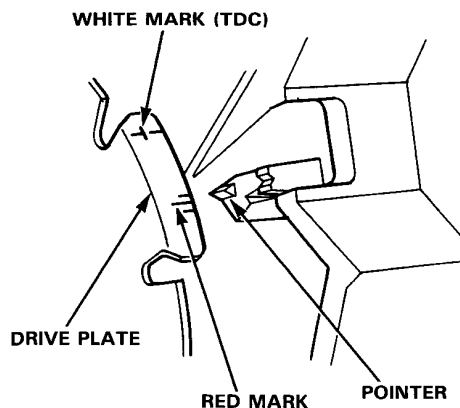


7. Read initial timing when timing mark is aligned to the pointer.

Initial Timing: 0° TDC (Except KY-A/T model)
 15° ATDC (KY-A/T model)

- 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.

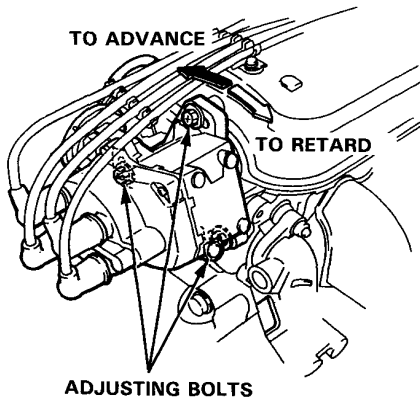


(cont'd)

Ignition System

Ignition Timing Inspection and Setting (Carbureted Engine) (cont'd)

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. Install the rubber cap to the inspection window.

11. 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)

KY-A/T: $0^{\circ} \pm 2^{\circ}$ TDC (WHITE)

- 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.