



(Carbureted Engine)

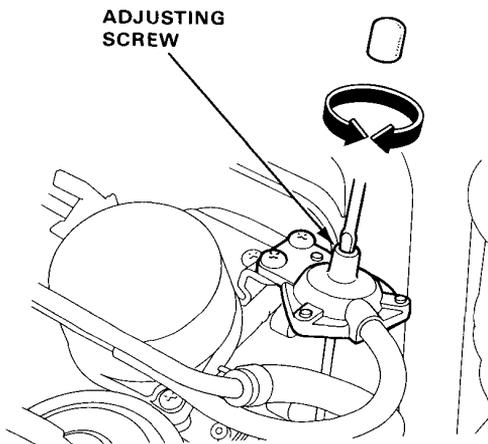
7. Install the hole plug.

If unable to obtain a CO reading of specified % by this procedure, check the engine turn-up condition.

8. If equipped with air conditioner, check the idle speed with the A/C on.

Idle speed should be: $750 \pm 50 \text{ min}^{-1}$ (rpm)

If not, adjust the idle speed by turning the adjusting screw.



Tailpipe Emissions : Inspection

NOTE: It is not possible to use a CO meter to adjust the idle mixture; the effect of the catalytic converter prevents accurate tracking of such small changes in air-fuel ratio.

WARNING Do not smoke during this procedure. Keep any open flame away from your work area.

1. Follow steps the propane enrichment method.
2. Warm up and calibrate the CO meter according to the meter manufacture's instructions.
3. Check idle CO with the headlights, heater blower, rear window defogger, cooling fan, and air conditioner off.

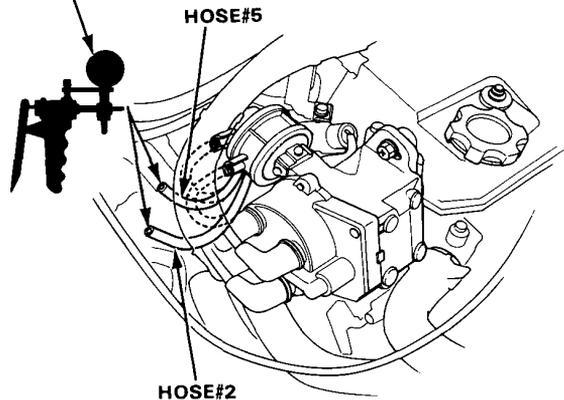
Specified CO%; 1.0%

Ignition Timing Inspection and Setting

Carbureted Engine :

1. Disconnect the vacuum hoses from the vacuum advance diaphragm, then connect the vacuum pump/gauges to the vacuum hoses.

VACUUM PUMP/GAUGE

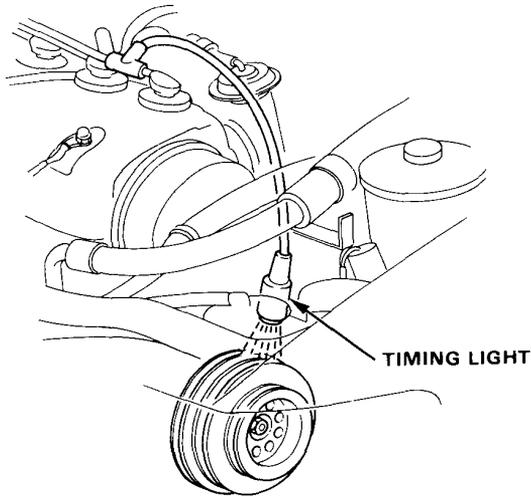


2. Start the engine and let it idle.
3. When the engine is cool.
Coolant temperature is below $[45^{\circ}\text{C}(113^{\circ}\text{F})]$.
Check each hose for vacuum. The #2 and #5 hoses should have vacuum.
 - If the #2 hose has no vacuum, check the #2 hose of proper connection, cracks, blockage or disconnected hose.
 - If the #5 hose has no vacuum, check the #5 and #10 hoses for proper connections, cracks, blockage or disconnected hoses, and the check valve is not clogged.
If the #5 and #10 hoses, and the check valve have no problem, replace the thermovalve and recheck the #5 hose for vacuum.
4. Connect the vacuum hoses to the vacuum advance diaphragm and allow the engine to warm up. (cooling fan comes on).
5. Disconnect the #5 hose from the vacuum advance diaphragm and connect the vacuum pump/gauge to the #5 hose.
6. Check the #5 hose for vacuum.
The #5 hose should have no vacuum.
 - If the #5 hose has vacuum, replace the thermovalve and recheck the #5 hose for vacuum.
7. Disconnect the vacuum hoses from the vacuum advance diaphragm and plug them.
8. Connect a timing light.

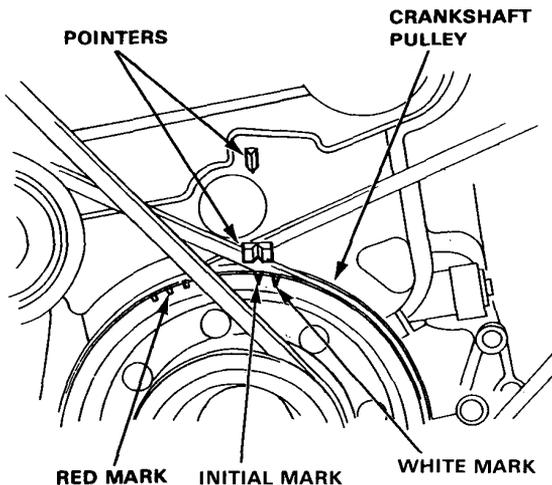
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Engine Tune-up

Ignition Timing Inspection and Setting (cont'd)



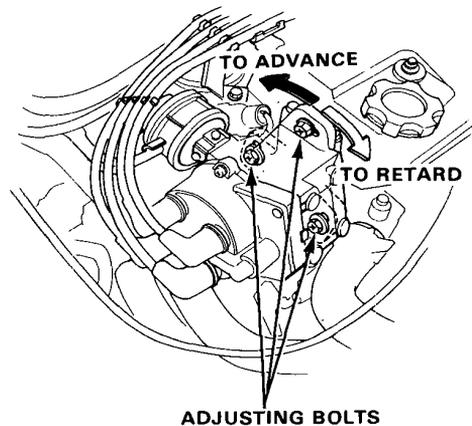
9. While the engine idles, point the light toward the pointer on the timing belt cover.
10. Align the timig initial mark on the crankshaft pulley to the pointer.



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

Initial Timing 2° BTDC

- Manual Transmission [at $750 \pm 50 \text{ min}^{-1}$ (rpm) in neutral]
 - Automatic Transmission [at $700 \pm 50 \text{ min}^{-1}$ in gear]
12. 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.



13. Tighten the distributor adjusting bolts, then recheck the timing.
14. Connect the vacuum hose to the vacuum advance diaphragm and inspect ignition timing at idle.

Ignition Timing 18° ± 2° BTDC (Red)

- Manual Transmission [at $750 \pm 50 \text{ min}^{-1}$ (rpm) in neutral]
- Automatic Transmission [at $700 \pm 50 \text{ min}^{-1}$ in gear]

If advance is not as specified, check the vacuum advance diaphragm and distributor advance mechanism.