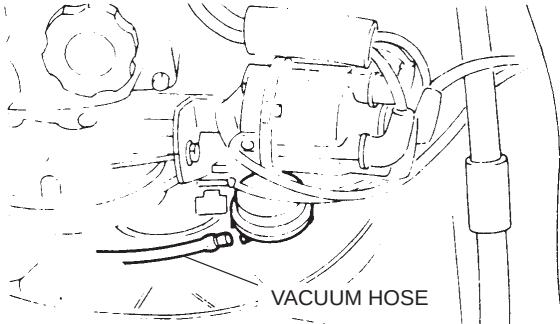


IGNITION SYSTEM

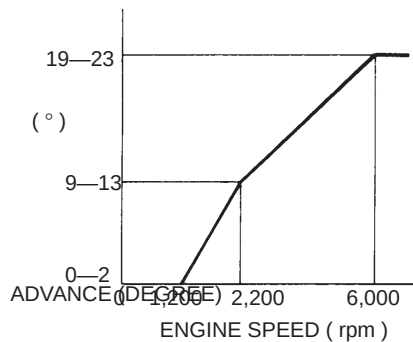
DISTRIBUTOR INSPECTION (F2 CARB)

Centrifugal Spark Advance Control

1. Warm up the engine to the normal operating temperature.
2. Check to be sure that the idle speed and ignition timing are correct. (Refer to Section F4, ENGINE TUNE-UP.)
3. Turn off all electrical loads.
4. Disconnect the vacuum hose to the vacuum control unit, and plug the end of the hose.



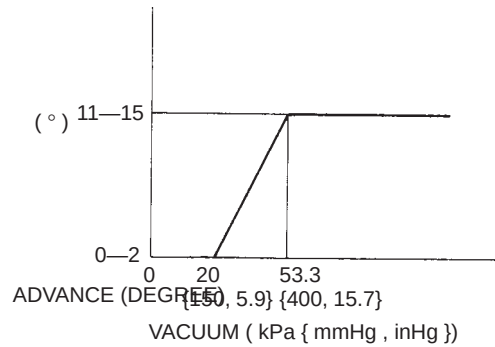
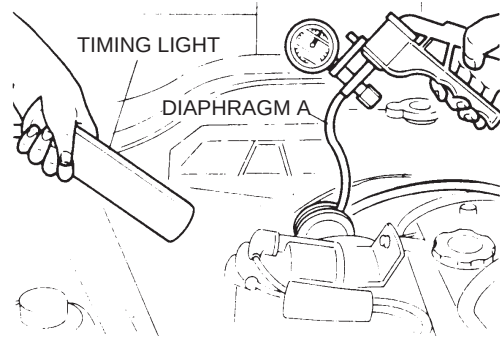
5. While gradually increasing the engine speed, use the timing light to check the advance angle on crankshaft pulley.



- (1) Excess advance . . . weak governor spring (if the governor spring is broken, the advance will rise very high)
 - (2) Insufficient advance . . . governor weight or cam malfunction
6. If necessary, disassemble and inspect the distributor.

Vacuum Spark Advance Control

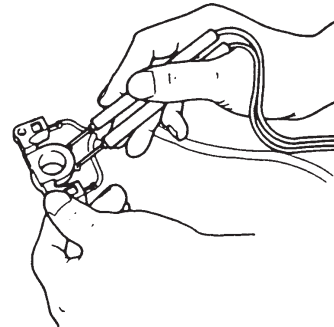
1. Warm up the engine to normal operating temperature.
2. Check to be sure that the idle speed and ignition timing are correct. (Refer to section F4, ENGINE TUNE-UP.)
3. Turn off all electrical loads.
4. Disconnect the vacuum hose to the vacuum control unit, and plug the end of the hose.
5. Attach a vacuum pump to the diaphragm A and check using the timing light while applying vacuum.



6. If necessary, disassemble and inspect the distributor.

Pick-up Coil With Igniter Inspection

1. Connect an ohmmeter to the pick-up coil.



2. Measure the resistance.

Resistance
900—1,200 Ω

3. If it is not within specification, replace it.

HIGH-TENSION LEAD REMOVAL/INSTALLATION

Caution

- The high-tension leads must be reinstalled to their original positions. Incorrect installation can damage the leads and cause power loss, and negatively affect the electronic components.