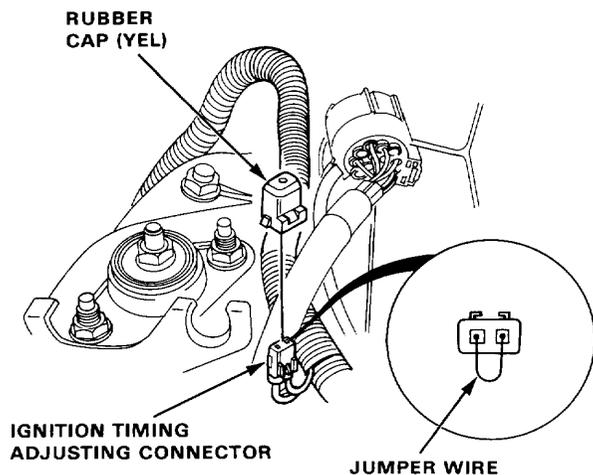


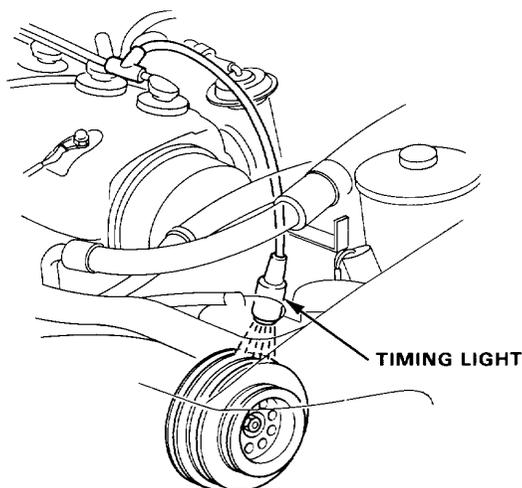


Ignition Timing Inspection and Setting

1. Start the engine and allow it to warm up (cooling fan comes on).
2. Remove the rubber cap (YEL) from the ignition timing adjusting connector located left rear engine compartment and connect the BRN and GRN/WHT terminals with a jumper wire.



3. Connect a timing light to the engine; while the engine idles, point the light toward the pointer on the timing belt cover.



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

Ignition Timing

1.6 l SOHC (With CATA):

$18^{\circ} \pm 2^{\circ}$ BTDC (RED) at 750 ± 50 min⁻¹ (rpm) in neutral

1.6 l SOHC (Without CATA):

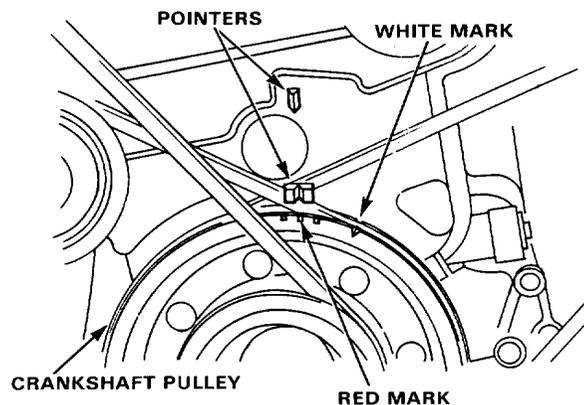
$18^{\circ} \pm 2^{\circ}$ BTDC (RED) at 780 ± 50 min⁻¹ (rpm) in neutral

1.6 l DOHC (EX. KQ model):

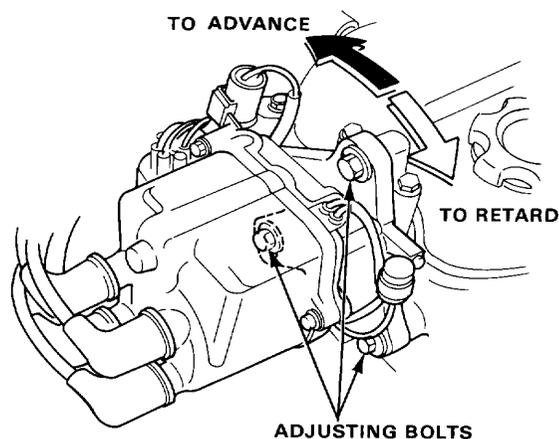
$16^{\circ} \pm 2^{\circ}$ BTDC (RED) at 800 ± 50 min⁻¹ (rpm) in neutral

1.6 l DOHC (KQ model):

$16^{\circ} \pm 2^{\circ}$ BTDC (RED) at 750 ± 50 min⁻¹ (rpm) in neutral



5. Adjust as necessary by loosening the distributor adjusting bolts, and turn the distributor housing counter-clockwise 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 ignition timing adjusting connector.