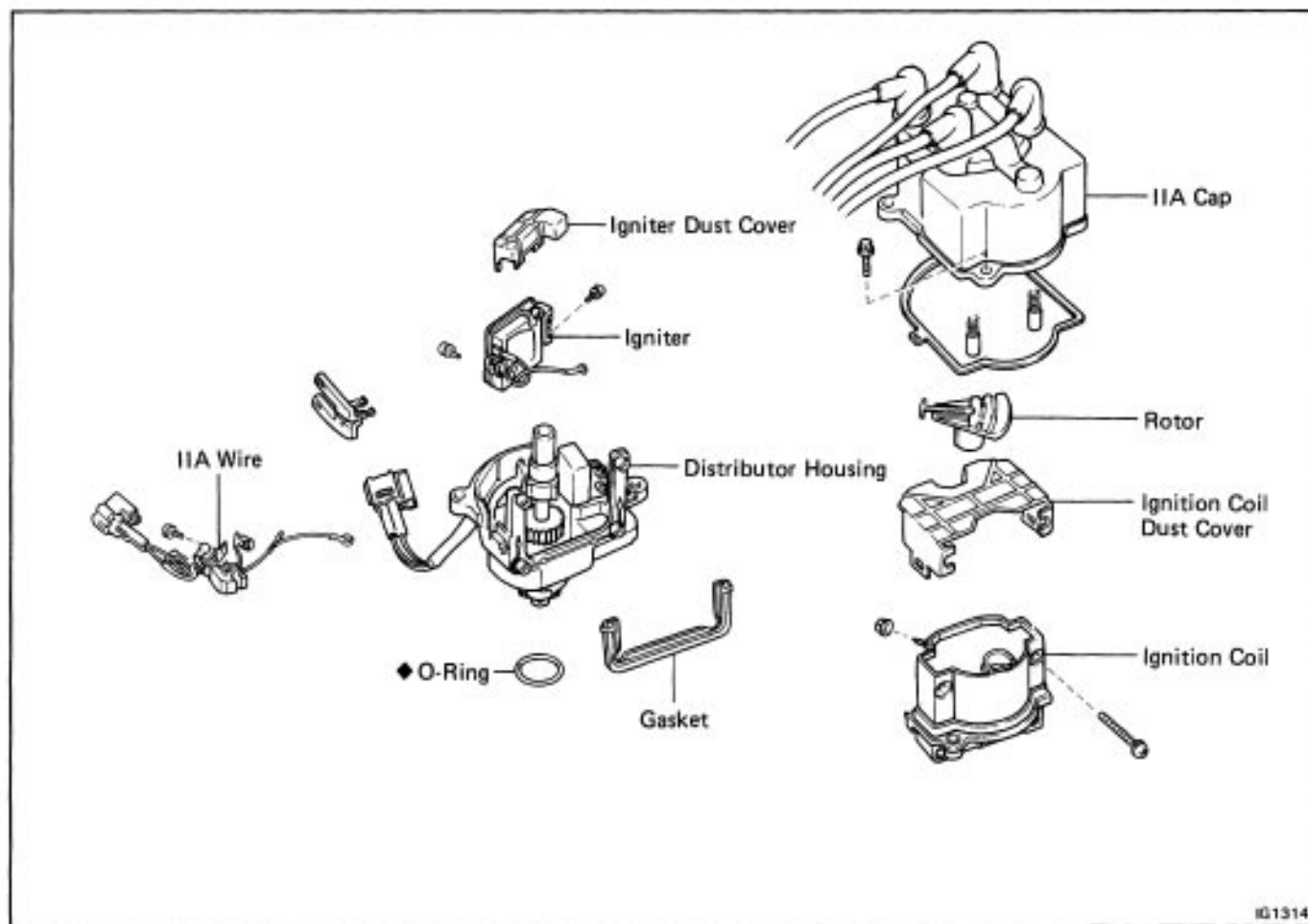


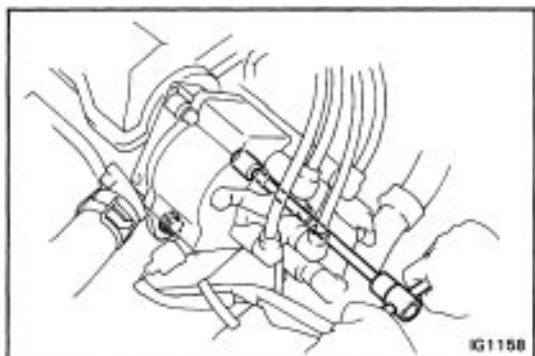
INTEGRATED IGNITION ASSEMBLY (IIA) (4A-FE) COMPONENTS



REMOVAL OF IIA

1. DISCONNECT CABLE FROM NEGATIVE TERMINAL OF BATTERY
2. DISCONNECT IIA CONNECTOR
3. DISCONNECT HIGH-TENSION CORDS FROM SPARK PLUGS
 - (a) Disconnect the cord clamp from the engine hanger.
 - (b) Disconnect the four high-tension cords from the spark plugs.
4. REMOVE IIA

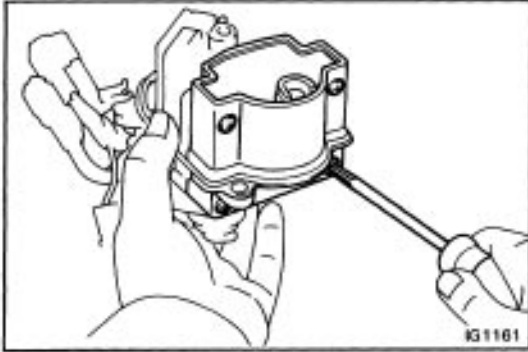
Remove the two hold-down bolts and pull out the IIA.
5. REMOVE O-RING



DISASSEMBLY OF IIA

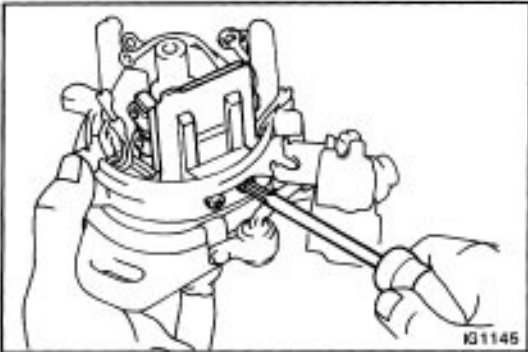
(See page IG-12)

1. REMOVE IIA CAP WITHOUT DISCONNECTING HIGH-TENSION CORDS
2. REMOVE ROTOR
3. REMOVE IGNITION COIL DUST COVER
4. REMOVE IGNITER DUST COVER



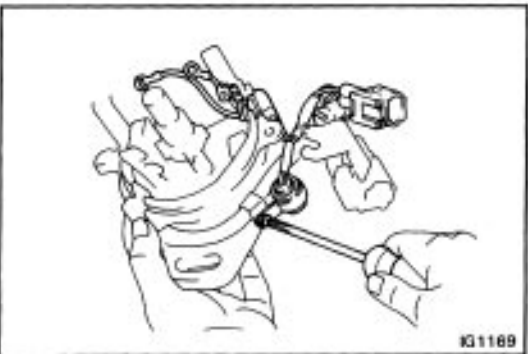
5. REMOVE IGNITION COIL

- (a) Remove the two nuts, and disconnect the three wires from the ignition coil terminals.
- (b) Remove the four screws, ignition coil and gasket.



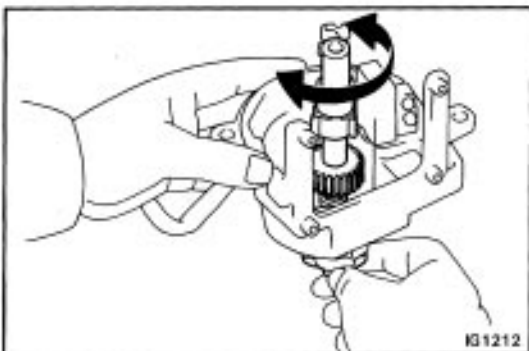
6. REMOVE IGNITER

- (a) Remove the two nuts, and disconnect the three wires from the igniter terminals.
- (b) Remove the two screws and igniter.



7. REMOVE IIA WIRE

- (a) Disconnect the connector from the cord clamp.
- (b) Remove the screw and condenser.
- (c) Remove the grommet of the wire from the housing.

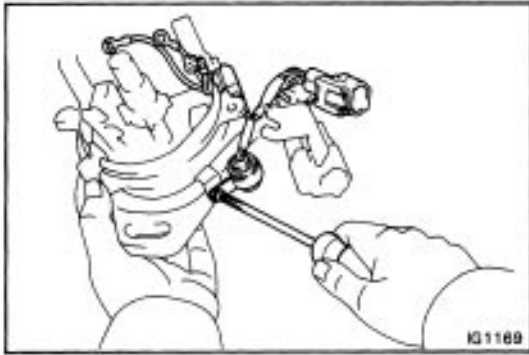


INSPECTION OF IIA

INSPECT GOVERNOR SHAFT

Turn the governor shaft and check that it is not rough or worn.

If it feels rough or worn, replace the distributor housing.

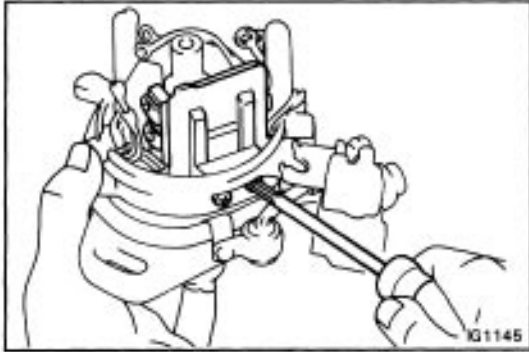


ASSEMBLY OF IIA

(See page IG-12)

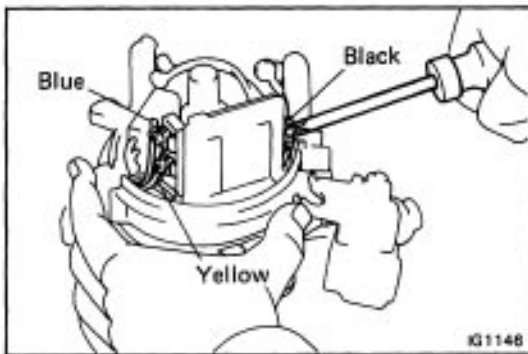
1. INSTALL IIA WIRE

- Fit the wire grommet to the housing.
- Install the IIA wire with the screw.
- Install the connector to the cord clamp.

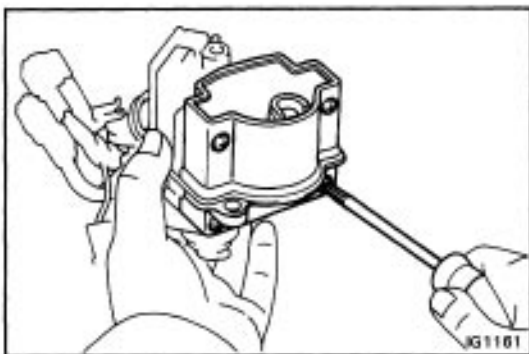


2. INSTALL IGNITER

- Install the igniter with the two screws.

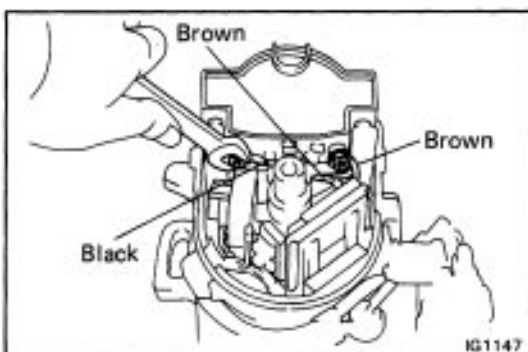


- Connect the three wires to the igniter terminals with the three screws.

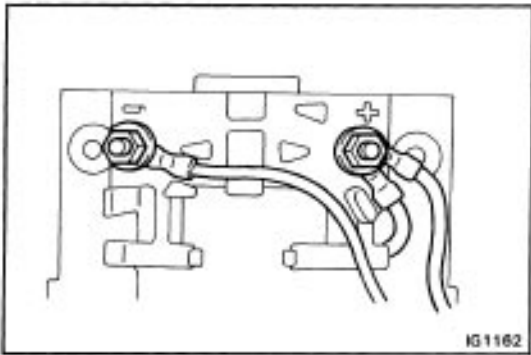


3. INSTALL IGNITION COIL

- Install the gasket and ignition coil with the four screws.



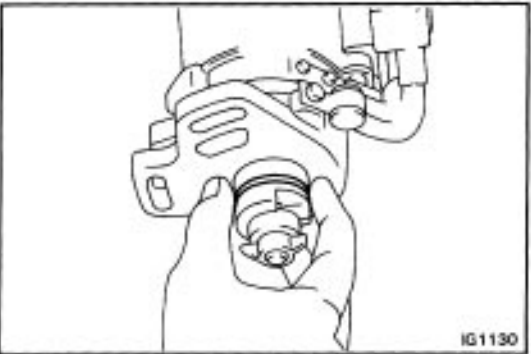
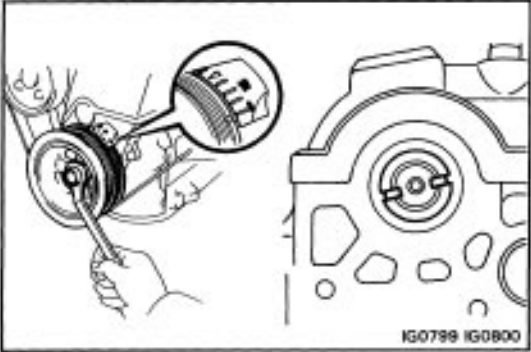
- Connect the three wires to the ignition coil terminals with the two nuts.


NOTICE:

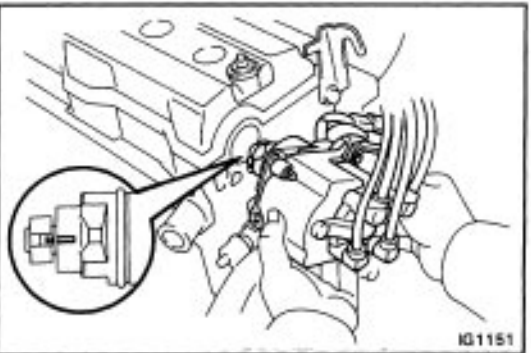
- When connecting the wires to the ignition coil, insert both properly into their grooves found on the side of the ignition coil.
- Be sure that the wires do not contact with signal rotor or housing.

3. INSTALL IGNITION COIL DUST COVER
4. INSTALL ROTOR
5. INSTALL IIA CAP AND HIGH-TENSION CORDS
INSTALLATION OF IIA
1. SET NO.1 CYLINDER TO TDCI COMPRESSION

Turn the crankshaft clockwise, and position the slit of the intake camshaft as shown in the figure.


2. INSTALL IIA

- Install a new O-ring to the housing.
- Apply a light coat of engine oil on the O-ring.



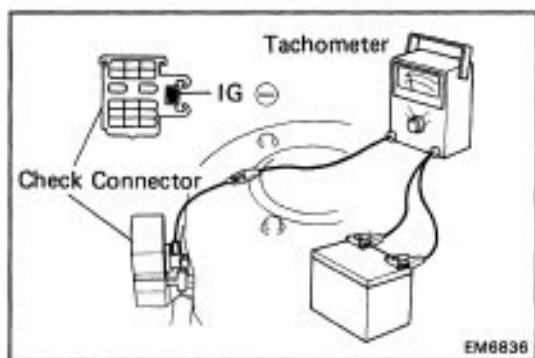
- Align the cutout of the coupling with the line of the housing.
- Insert the IIA, aligning the center of the flange with that of bolt hole on the cylinder head.
- Lightly tighten the two hold-down bolts.

3. CONNECT HIGH-TENSION CORDS TO SPARK PLUGS

Firing order: 1 – 3 – 4 – 2

4. CONNECT IIA CONNECTOR
5. CONNECT CABLE TO NEGATIVE TERMINAL OF BATTERY
6. WARM UP ENGINE

Allow the engine to reach normal operating temperature.



7. CONNECT TACHOMETER AND TIMING LIGHT TO ENGINE

Connect the tachometer (+) terminal to the terminal IGS of the check connector.

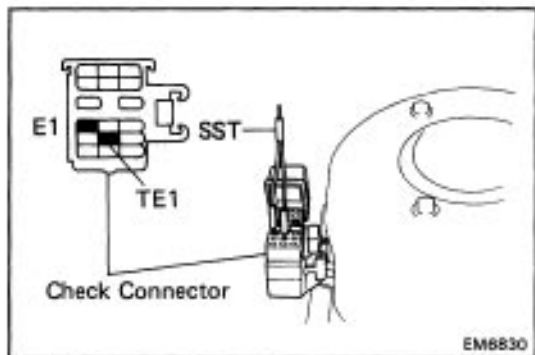
NOTICE:

- **NEVER** allow the tachometer terminal to touch ground as it could result in damage to the igniter and/or ignition coil.
- As some tachometers are not compatible with this ignition system, we recommend that you confirm the compatibility of your unit before using.

8. ADJUST IGNITION TIMING

- (a) Using SST, connect terminals TE 1 and E 1 of the check connector.

SST 09843-18020



- (b) Using a timing light, check the ignition timing.

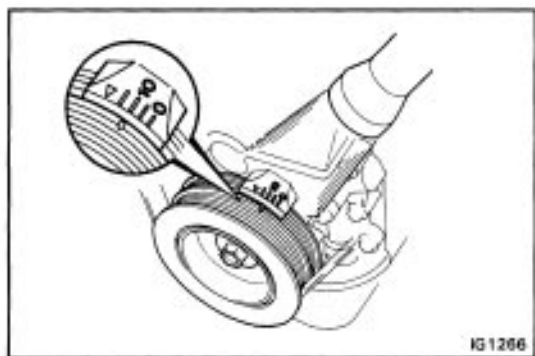
Ignition timing: 100 BTDC @ idle

(Transmission in N range)

- (c) Loosen the two hold-down bolts, and adjust by turning the IIA.

- (d) Tighten the hold-down bolts, and recheck the ignition timing.

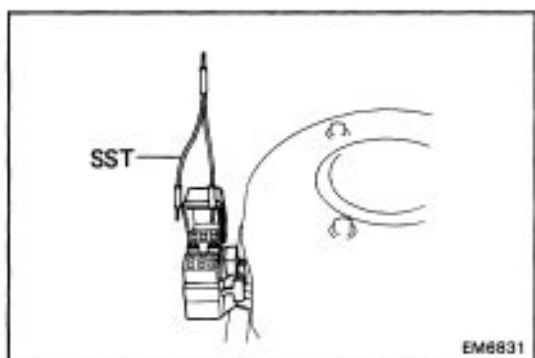
Torque: 200 kg-cm (14 ft-lb, 20 N-m)



9. FURTHER CHECK IGNITION TIMING

- (a) Remove SST from the check connector.

SST 09843-18020



- (b) Check the ignition timing.

Ignition timing: 5 – 150 BTDC @ idle

(Transmission in N range)

HINT: The timing mark moves in a range between 5° and 15°.

- (c) Disconnect the tachometer and timing light.

