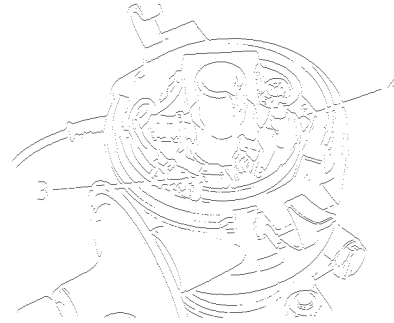


(25) Distributor Check and adjust advance as illustrated.

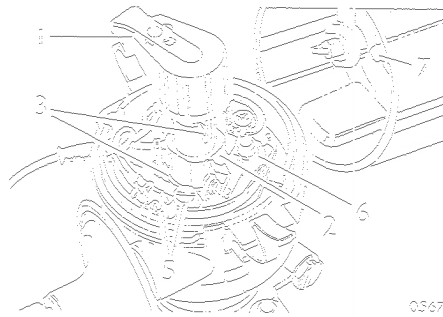
- 1 Remove the distributor cap and rotor. Clean the contact points.
- 2 The contact points clear-fully open (4-cylinder distributor) or distributor cap and rotor feeder gap (6-cylinder models) in the engine, using the contacts. Adjust the gap, until the contacts are fully open.
- 3 The contact gap should be 0.35 to 0.40 mm (0.014 to 0.016 in.) with the distributor cap and rotor secured to the engine.
- 4 Adjust by turning the contact adjuster, until the contacts are fully open. The clear-ance between the contact points should be 0.35 to 0.40 mm (0.014 to 0.016 in.) with the distributor cap and rotor secured to the engine.
- 5 Replace the distributor cap. Retighten the screw which slacken the screw which secures the contact adjuster slot until the contact is correct; re-tighten the screw which secures the distributor cap.



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(26) Distributor Lubricate as follows:

- 1 Remove the distributor cap and rotor.
- 2 Lightly oil the contact points.
- 3 Add a few drops of oil to the distributor cap and rotor shaft.
- 4 Add a few drops of thin machine oil to the cam with clean through the breaker points.
- 5 Remove the distributor cap and rotor. Add a few drops of thin machine oil to the cam bearing and distributor cap.
- 6 Add a few drops of thin machine oil to the side of the contact spring plate, to lubricate the contact points.
- 7 Wipe the contact points with a soft cloth.
- 8 Reinstall the distributor cap and rotor.



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High tension leads

- 1 A careful examination should be carried out on all high tension leads including the coil to distributor lead.
- 2 Look for any signs of corrosion, insulation cracking or deterioration, particularly of the end contacts. Renew any faulty leads.

(27) Ignition timing—Petrol models

- 1 Should the distributor have been disturbed, the ignition timing must be reset as follows:
- 2 Set the contact breaker point gap to 0.35 to 0.40 mm (0.014 to 0.016 in.) with the

2.6 litre Petrol models

- 3 The timing pointer represents 6° B.T.D.C., 3° B.T.D.C. and T.D.C. respectively.

- 4 Rotate the engine until the mark on the crankshaft pulley is in line with the pointer as follows:

Note that three types of timing marks are in use, either a multiple pointer with a single mark on the pulley or single pointer with a scale of marks on the pulley.

The multiple pointers represent 6° B.T.D.C., 3° B.T.D.C., T.D.C. and 6° A.T.D.C. respectively.

The scale on the pulley represents 6° B.T.D.C., 3° B.T.D.C., T.D.C., 3° A.T.D.C. and 6° A.T.D.C.

See page 86—19 for an alternative timing mark and pointer.

8.0 : 1 compression ratio
T.D.C. when using 90 octane fuel.
3° A.T.D.C.* when using 85 octane fuel.
7.0 : 1 compression ratio (optional)
3° B.T.D.C. when using 83 octane fuel.
T.D.C. when using 75 octane fuel.

* Estimate this position on pulley on 2-point pointer.

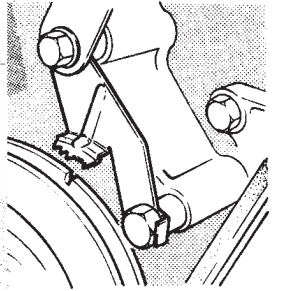
2.6 litre 6-cylinder models

- 5 Rotate the engine until the appropriate mark on the crankshaft pulley is in line with the pointer as follows:

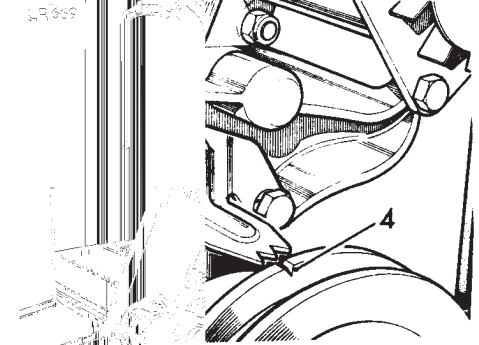
7.8 : 1 compression ratio
2° A.T.D.C. when using 90 octane fuel
7.0 : 1 compression ratio (optional)
2° B.T.D.C. when using 83 octane fuel.
T.D.C. when using 80 octane fuel.
2° A.T.D.C. when using 78 octane fuel.

- 6 The distributor rotor will now correspond with No. 1 cylinder high tension lead terminal.

- 7 Slacken the pinch bolt at the base of the distributor head, rotate the distributor body in the opposite direction to the arrow on the side of the distributor (4-cylinder models) or on the rotor arm (6-cylinder models) until the contact breaker points are just opening with the fibre cam follower on the leading side of the cam; re-tighten the pinch bolt.

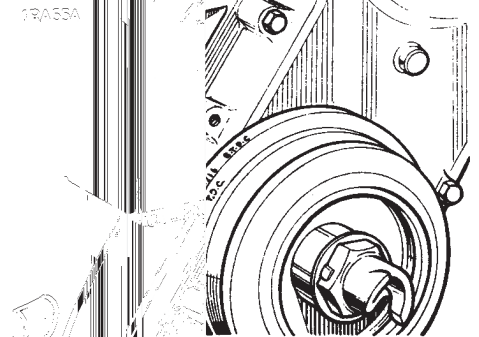


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