

16. DUAL POINT DISTRIBUTOR (2T-C Engine Except for California-Option)

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16. DUAL POINT DISTRIBUTOR (2T-C Engine Except for California-Option)

DESCRIPTION

The dual point distributor advances the ignition timing when the engine is cold for the purpose of increasing the engine torque at cold condition.

OPERATION

[At cold engine (coolant temperature below 95°F)]

- Since the thermo switch is "ON", the ignition control relay will have the main point circuit open.
- Thus, spark will be formed at the spark plug when the sub-point opens.
- The sub-point is advanced about 10 degrees (crank angle) more than the the main point.
- Consequently, at cold engine, the ignition timing will be advanced more than at normal times.

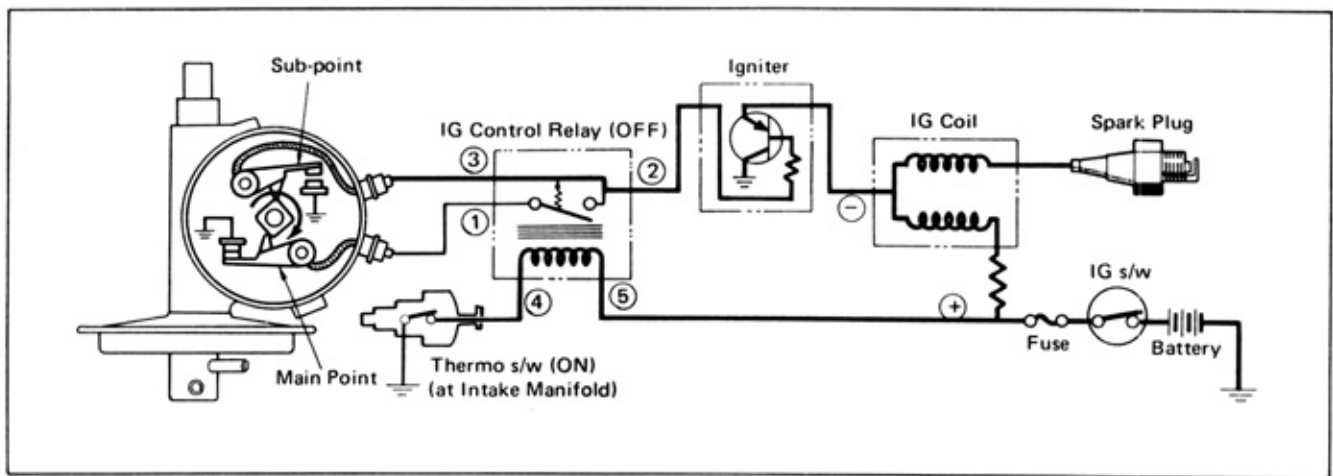


Fig. 16-1 Dual Point Distributor Operation (At Cold Engine)

[After warming up]

- When the coolant temperature rises above 95°F, the thermo switch turns "OFF" and causes the relay to close the main point circuit. The subpoint circuit remains as is.
- In this case, the spark is produced at the spark plug by the later opening main point so that normal ignition timing is restored.

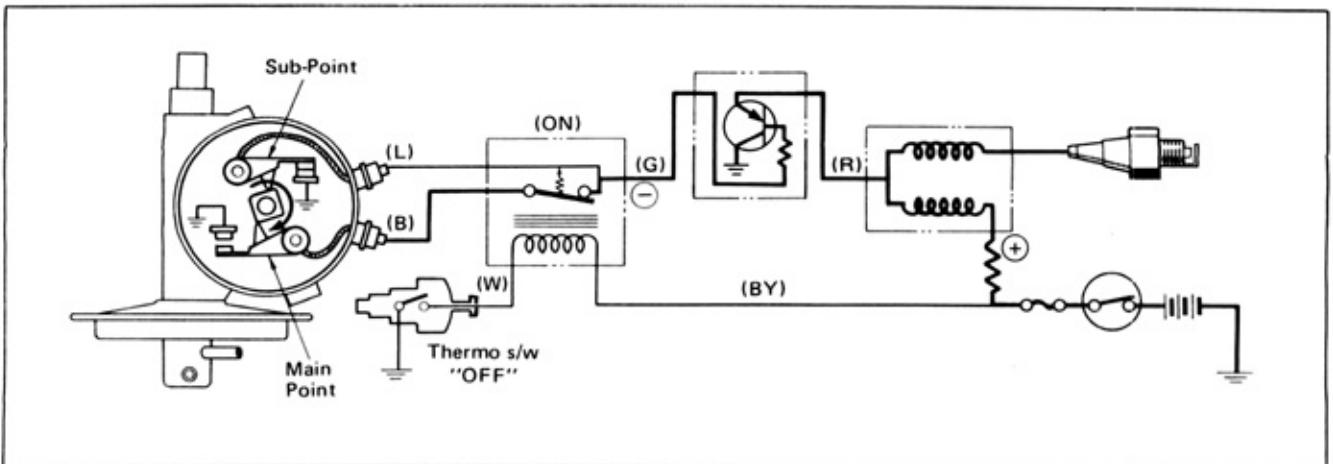
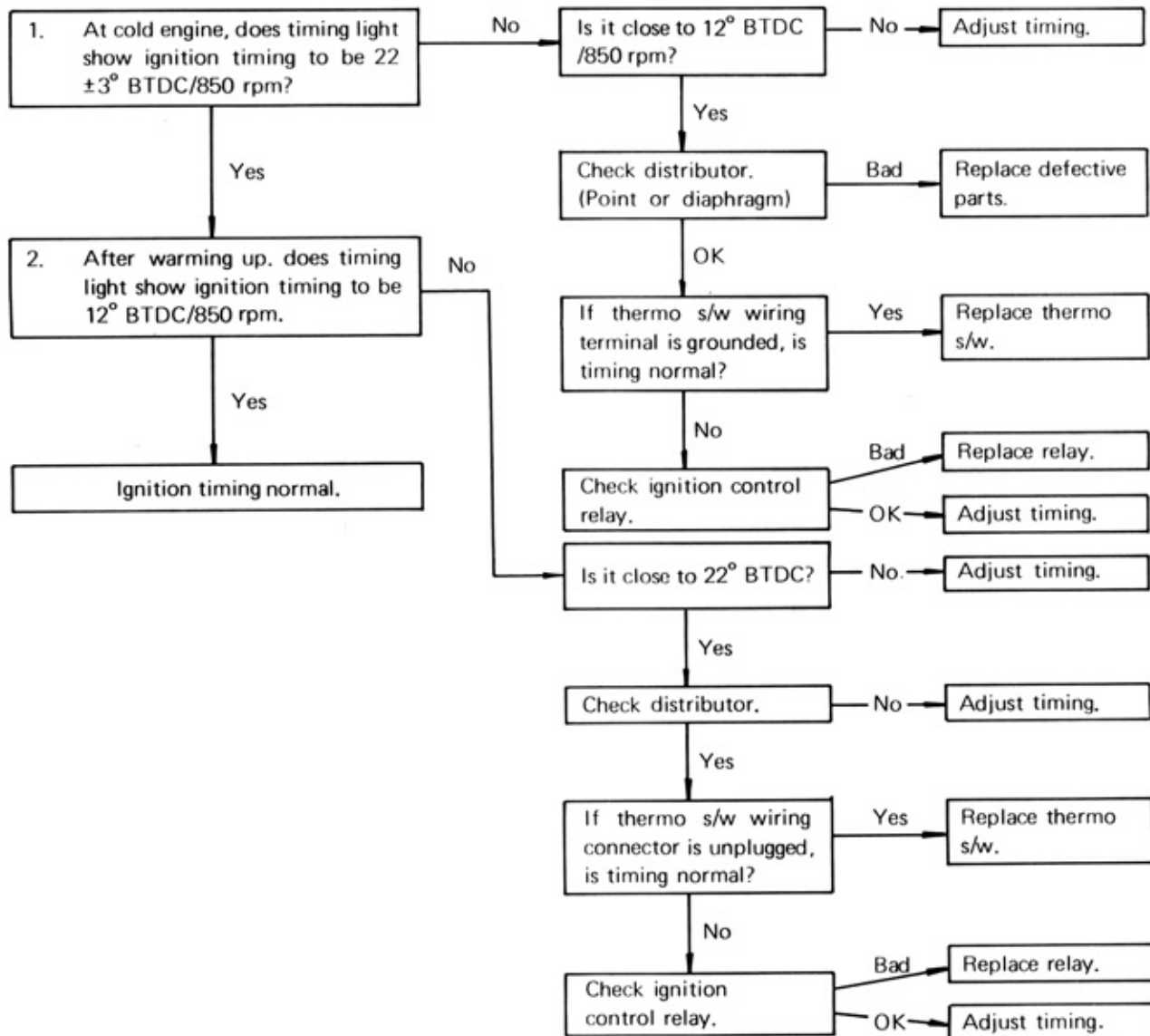


Fig. 16-2 Dual Point Distributor Operation (After Warming Up)

IGNITION TIMING INSPECTION PROCEDURE



INSPECTION

1. Ignition Control Relay

- (1) With the connector unplugged from the relay, there should be continuity between terminals ④ and ⑤, and between ①, ②, and ③.
- (2) When terminal ⑤ is connected to battery (+) terminal, and terminal ④ to battery (-) terminal, there should be continuity between terminals ② and ③ and no continuity between ① and ②.

Note

The ignition control relay is installed on the left cowl side trim.

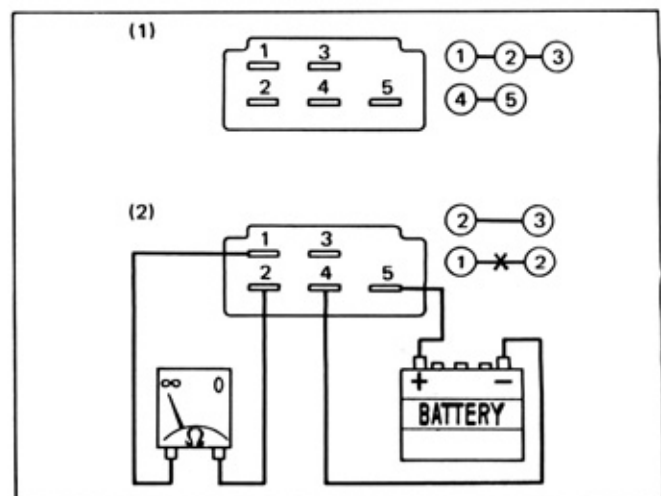


Fig. 16-3 Ignition Control Relay Check

IGNITION TIMING ADJUSTMENT

1. The main points are adjusted in the same manner as before.
2. Sub-point adjustment.
 - (1) Adjust the main points so that the ignition timing will be 12° BTDC/850 rpm.
 - (2) Ground the thermo switch harness side connector terminal.
 - (3) The ignition timing at this time should be 22 ± 3° BTDC.
 - (4) If the timing is off, adjust the sub-point gap until the dwell angle is at 52°.
 - (5) Plug the connector in to the thermo switch.

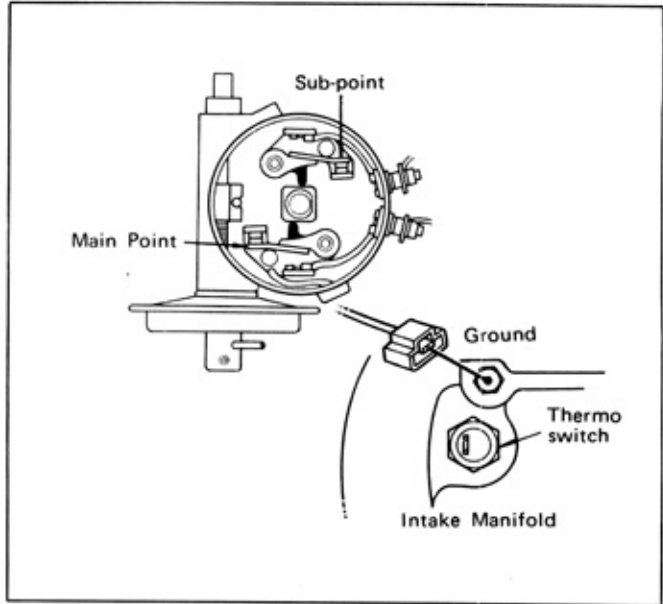


Fig. 16-4 Sub-point Adjustment

Adjustment Standards

	Main Point	Sub-Point
Ignition timing	12° BTDC/850 rpm	22 ± 3° BTDC
Dwell angle	57°	52°
Point gap	0.018"	0.018"

