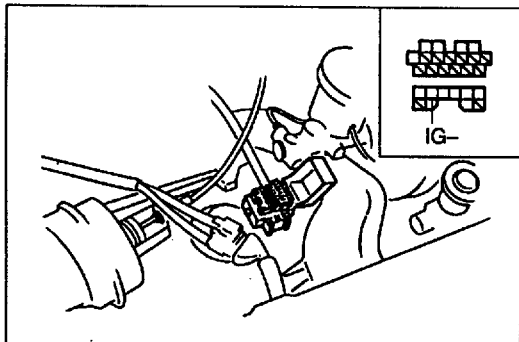
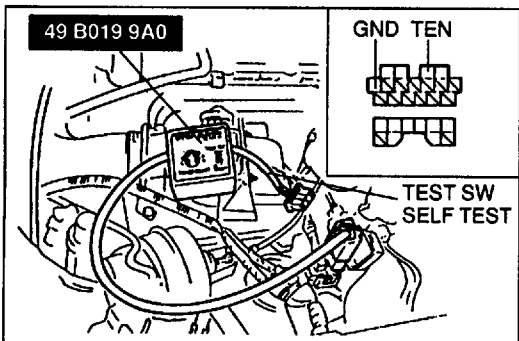


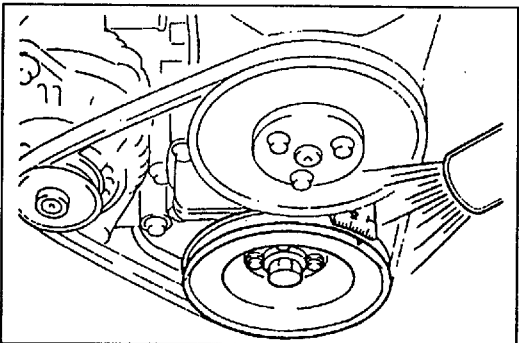
05U0GX-038



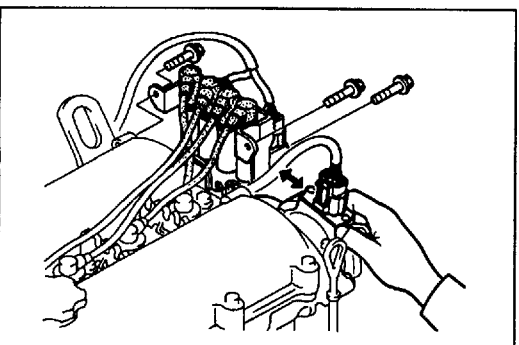
45U0GX-024



45U0GX-025



45U0GX-026



45U0GX-027

**IGNITION TIMING**

1. Check the condition of the engine (spark plugs, leaks in hoses, etc.).
2. Verify that all accessories are OFF.
3. Warm up the engine to the normal operating temperature.

**Note**

- When using an externally powered timing light and/or tachometer connect it to the power connector (Blue: 1-pin).

**Warning**

- **Do not ground the power connector terminal (Blue: 1-pin); some fuses will be burned.**

4. Connect a timing light and tachometer to the data link connector terminal (IG-).

5. Connect the **SST** and set TEST SW to "SELF TEST" or connect data link connector terminals TEN and GND with a jumper wire.
6. Check the idle speed, and set it to specification if necessary (Refer to section F.)

**Idle speed (rpm):** 800—900 (MT)  
750—850 (AT)

7. Verify that the timing mark (white) on the crankshaft pulley is aligned with the indicator pin.

**Ignition timing:** 9°—11° BTDC (at Idle)

8. If the marks are not aligned, remove the ignition coil bracket and push the ignition coil aside for easy access and then loosen the crankshaft position sensor lock bolts, and turn the crankshaft position sensor to make the adjustment.
9. Tighten the crankshaft position sensor lock bolts to the specified torque.

**Tightening torque:**

19—25 N·m {1.9—2.6 kgf·m, 14—19 ft·lbf}

10. After adjusting the ignition timing, disconnect the jumper wire or **SST** from the data link connector.
11. Increase the engine speed and verify that the ignition timing advances.