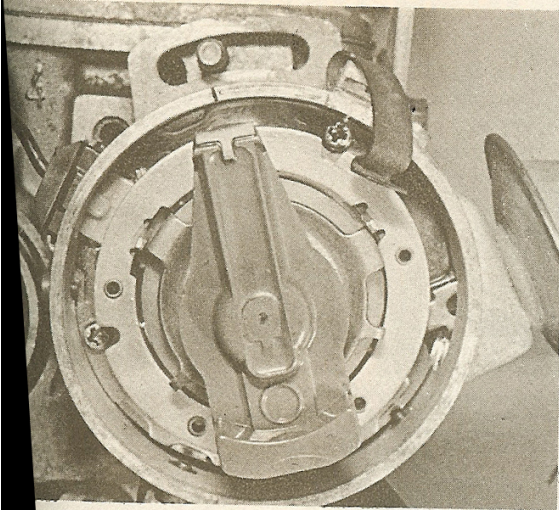




4.26 Rotor tip aligned with No 1 cylinder notch in distributor rim (B 28F) — dust shield removed

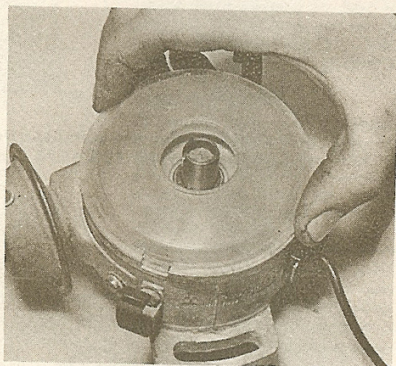
is pushed in (photo). Install the clamp nut and tighten it.
Connect the primary wiring connector.
Install the distributor cap and spark plug wires.
Install the fuel control unit and install the air duct.
Adjust the ignition timing and adjust if necessary (Section 6), then
tighten the clamp nut.

5 Distributor — overhaul

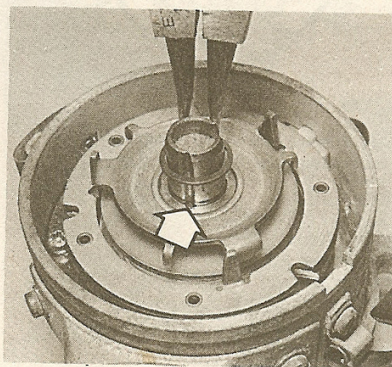
1 Check the availability and cost of replacement parts before deciding to overhaul the distributor.

T5Z-4 system (B28F)

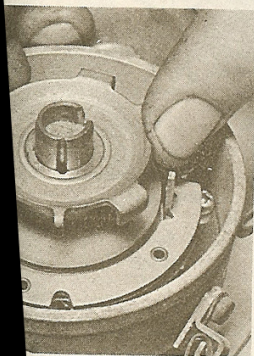
- 2 Pull off the rotor and remove the dust shield (photo).
- 3 Remove the circlip from the shaft. Carefully pull or pry off the rotor wheel. Recover the locating pin (photos).
- 4 Remove the primary wiring connector securing screw. Pull out the connector (photo).
- 5 Remove the two screws which secure the vacuum unit. Unhook the vacuum unit from the baseplate and remove it (photos).
- 6 Loosen the screws which secure the cap clips. There is no need to remove the clips unless they are to be replaced.
- 7 Remove the three screws which secure the baseplate to the distributor body. Remove the remaining circlip from the shaft. Lift out the baseplate complete with coil and magnet (photo).
- 8 The centrifugal advance weights and springs are now accessible (photo).
- 9 To remove the distributor shaft itself, drive out the roll pin which secures the gear to the shaft. Remove the gear and lift out the shaft.
- 10 Examine all parts and replace as necessary. Measure the resistance of the impulse sender coil (see Specifications for the correct value). Apply vacuum to the vacuum unit to verify that the arm moves and that the diaphragm is intact. Replace the rotor and distributor cap unless they are known to be in perfect condition.
- 11 Reassemble by reversing the disassembly procedure. Lubricate the shaft bearing and the centrifugal mechanism with a little light oil. Tap the rotor wheel pin in with a punch or similar tool (photos).
- 12 After installing the rotor wheel, check that the gaps between the rotor and stator teeth are as specified. Bend the stator teeth carefully if necessary.



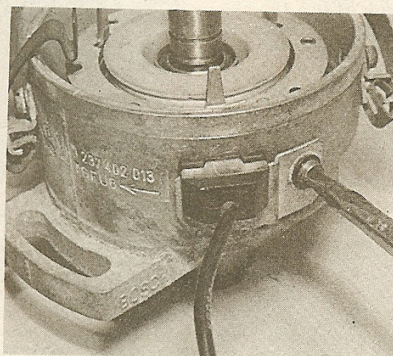
5.2 Removing the dust shield



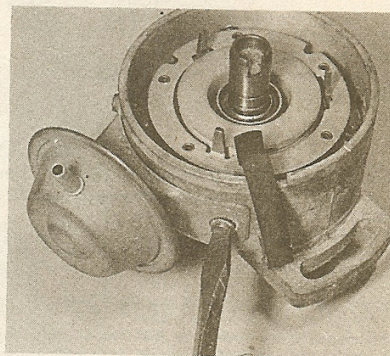
5.3A Removing the upper circlip. Note locating pin (arrowed) in groove



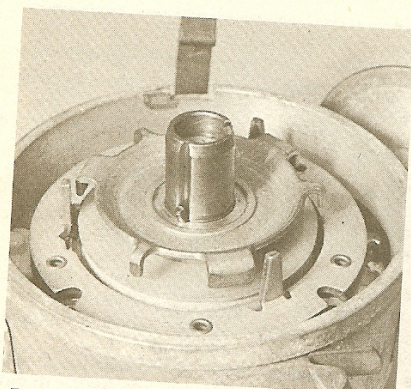
5.3B Pull off the rotor wheel



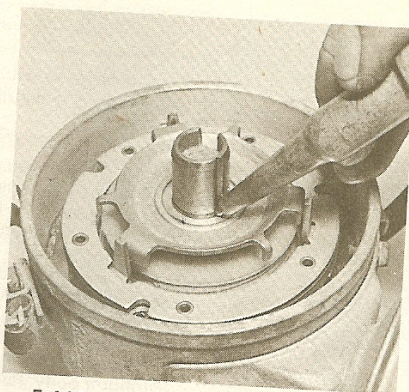
5.4 Loosening the primary harness connector screw



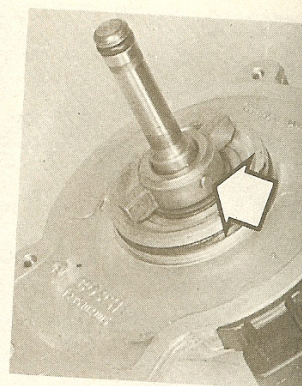
5.5A Remove the vacuum unit screws . . .



5.11A Align the grooves and insert the rotor wheel pin ...



5.11B ... and tap it into position



5.13 Drive out the dog securing (arrowed) to release the shaft components

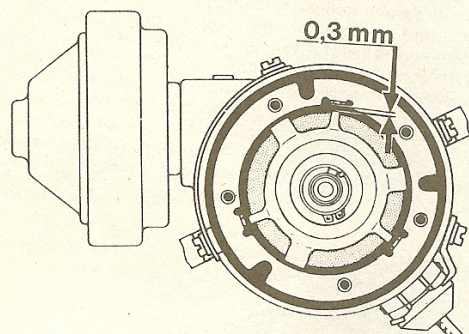


Fig. 4.7 Gap between rotor and stator teeth must be as shown (Sec 5)

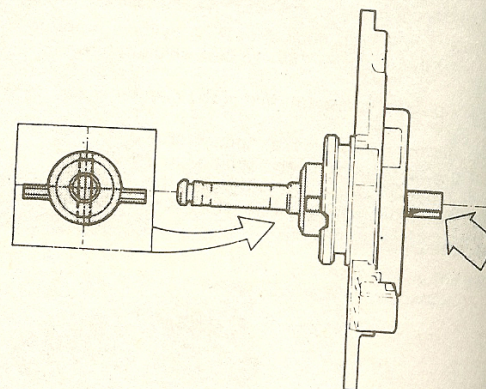


Fig. 4.8 Relationship between dog offset (left) and shaft cutaway (right) on EZ 115-117K distributor (Sec 5)

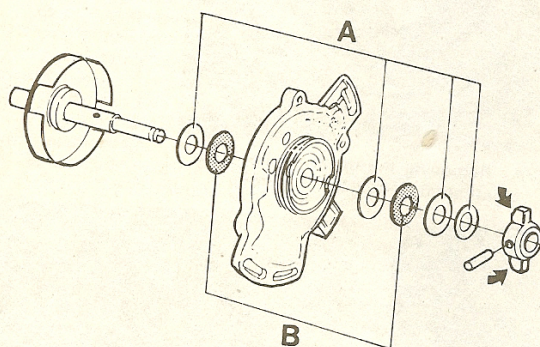


Fig. 4.9 EZ 115-117K distributor shaft components (Sec 5)

A Steel washers

B Fibre washers

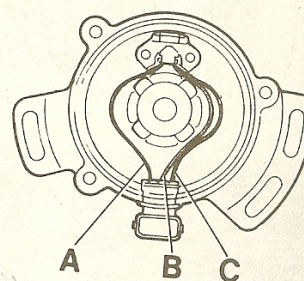


Fig. 4.10 EZ 115-117K distributor — Hall sensor wiring (Sec 5)

A Black
B Green
C Red

EZ115-117K systems (B230F/FT, B280F)

13 If parts are available, the Hall sensor on the distributor baseplate can be replaced. The shaft and associated components must be removed first; they are released by driving out the dog securing pin (photo). Note the relationship of the dog offset to the shaft.

14 Drill out the rivets which secure the old sensor. Remove the sensor and connector; transfer the connector and wiring to the new sensor.
15 Secure the sensor with new rivets. Reassemble the shaft components and secure them with a new pin.