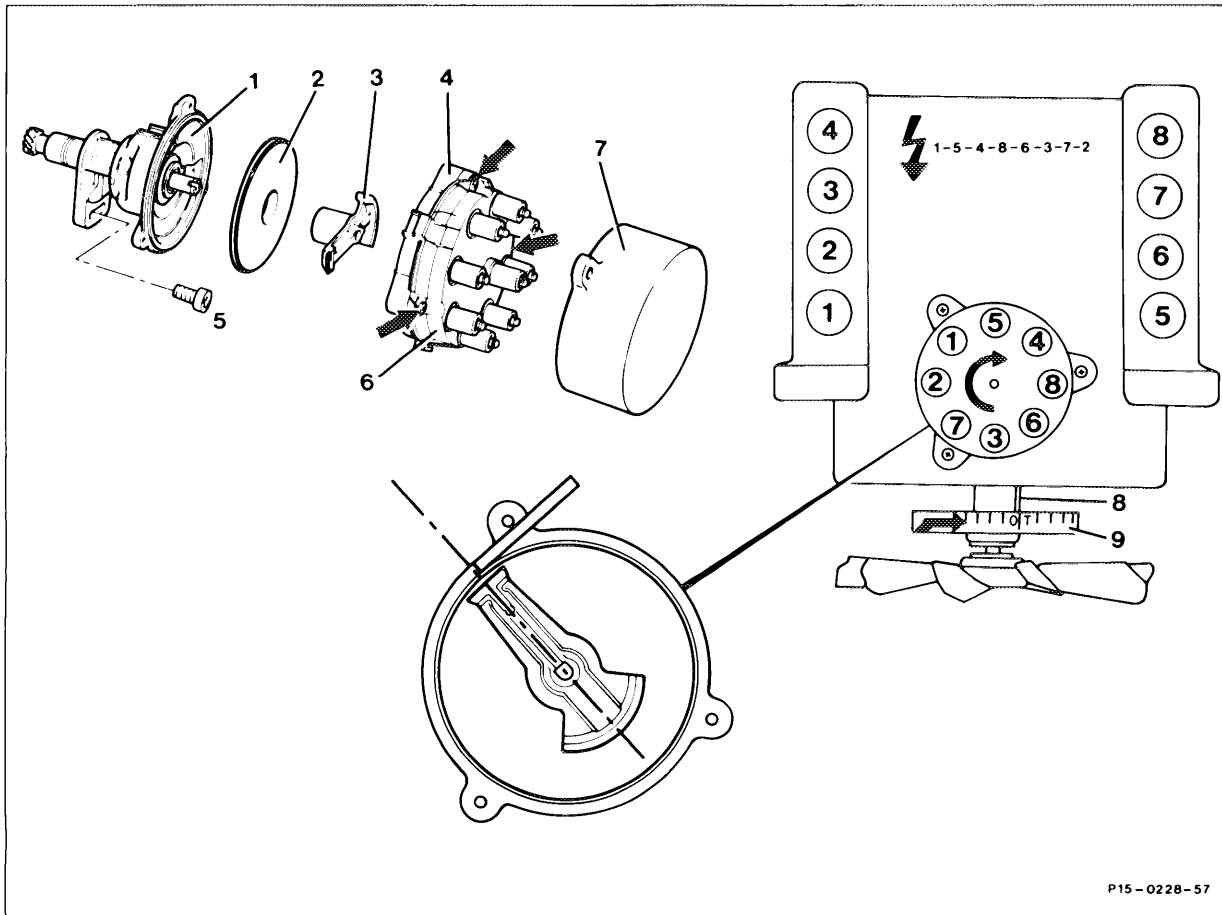


15-535 Removing and installing high voltage distributor



- | | |
|--|--|
| Cover (7) on high voltage distributor | after opening clips, remove from distributor cap, fit on. |
| Distributor cap (4) | unscrew, screw on (arrows). Remove together with protective cap for remote interference suppression (6), fit on. |
| Position engine to ignition TDC of No.1 cylinder | this is done by aligning markings on distributor rotor (3) and distributor housing (1). In addition, pointer (8) on timing case cover must be positioned above TDC mark of vibration damper (9). |
| Sealing disc (2) and distributor rotor (3) | remove from distributor. |
| Screw (5) | slacken. Remove distributor. |

Installation	position engine to ignition TDC. This is done by aligning pointer (8) on timing case cover exactly on TDC mark of vibration damper.
Sealing disc (2) and distributor rotor (3)	fit onto distributor. Align distributor rotor to marking on distributor housing. Insert distributor.
Align distributor	fit on 90° angle to notch in distributor housing edge. Align the markings on distributor rotor and distributor housing very exactly to each other.
Screw (5)	tighten



When aligning, press distributor rotor slightly in direction of rotation to eliminate any backlash.

Commercial tool

90° angle

Note

It is not possible to set the ignition timing by turning the high voltage distributor. The ignition timing is determined by the EZL/AKR control unit.

The centrifugal force-dependent rotor advance in the high voltage distributor does, however, require precisely matching the distributor rotor to the marking on the distributor housing in order to eliminate spark discharges into the wrong cylinder.

If the engine was rotated when the distributor was removed, check ignition TDC of No. 1 cylinder as follows:
In ignition TDC the rocker arms at No. 1 cylinder are relieved (remove oil filler cap).