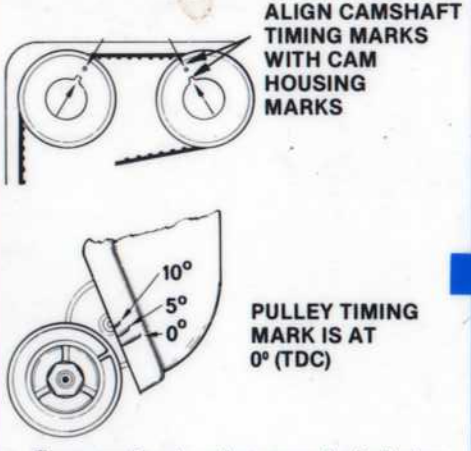
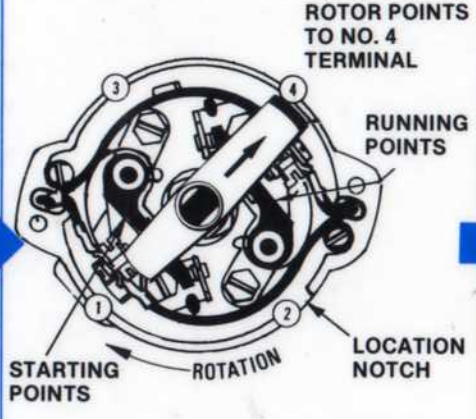
FIAT IGNITION HELPER (1975-1978) 124 131

CHECK CAM TIMING



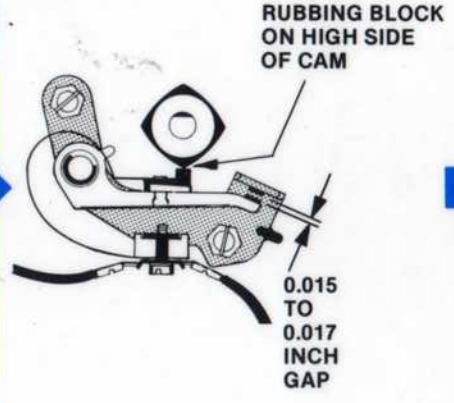
- Turn engine to align camshaft timing marks with pointer on cam housing.
- Check that crank pulley notch aligns with 0° mark on cover. If not, adjust cam timing (install new timing belt). Engine is now set to fire on No. 4 cylinder.

DISTRIBUTOR AND ROTOR POSITION



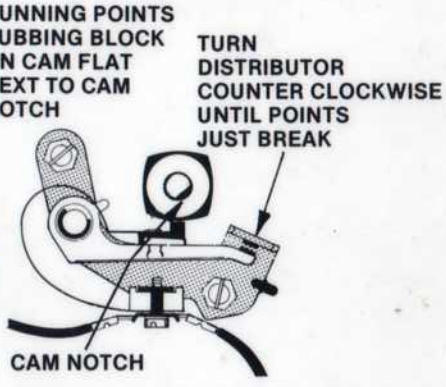
- If distributor is removed, mark distributor and rotor positions. Check points condition. Renew if required.

SETTING POINT GAP



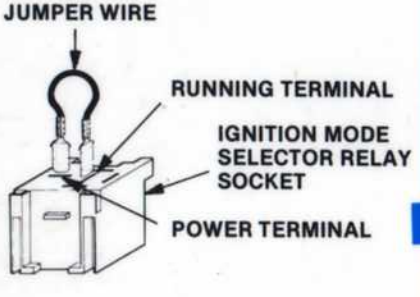
- Adjust both new sets for .015 to .017 inch gap.

SETTING TIMING



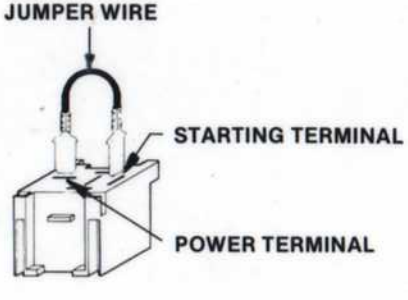
- If removed, install distributor. Be sure of position.
- Set rubbing block for running points as shown.
- Slowly turn distributor counterclockwise until running points just break open. Use test light.
- Finger tighten distributor holddown nut.

SETTING DWELL — RUNNING POINTS



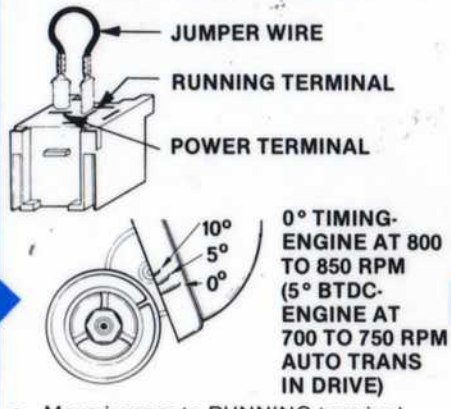
- Remove ignition mode selector relay.
- Connect a jumper wire from POWER terminal to RUNNING terminal.
- Connect tach/dwell meter to running points.
- Crank engine, check for 52° to 58° dwell.
- If required, adjust running point gap and timing.

SETTING DWELL — STARTING POINTS



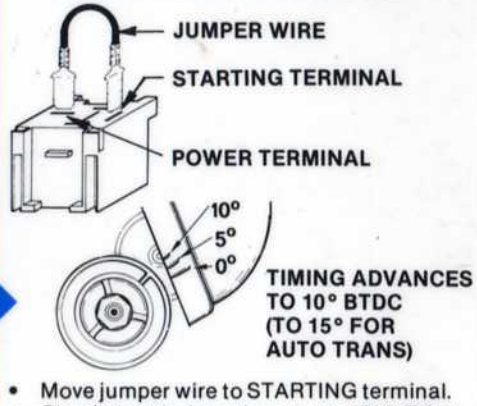
- Move Jumper wire to STARTING terminal.
- Connect tach/dwell meter to starting points.
- Crank engine. Check for 52° to 58° dwell.
- If required, adjust starting point gap.

SETTING TIMING



- Move jumper to RUNNING terminal.
- Install rotor and distributor cap. Check that spark plug wires are connected correctly.
- With engine at operating temperature, check for 0° (TDC) timing at 800 to 850 RPM (5° BTDC at 700 to 750 RPM for automatic transmission in drive). Adjust if required.

CHECKING ADVANCE



- Move jumper wire to STARTING terminal.
- Check that timing advances to 10° (15° for automatic transmission). If less, increase starting point gap, if more, decrease starting point gap.
- Remove jumper wire and install ignition mode selector relay.
- Remove test equipment.
- Fully tighten distributor holddown nut. Adjust carburetor settings.

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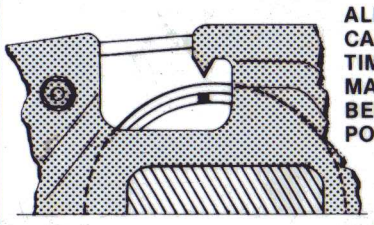
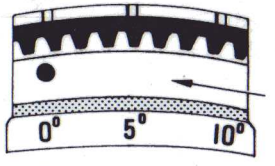
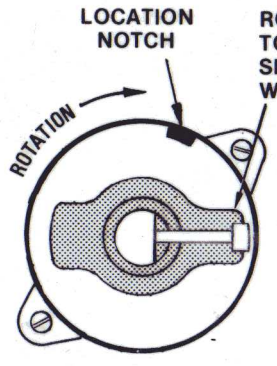
CHECK CAM TIMING





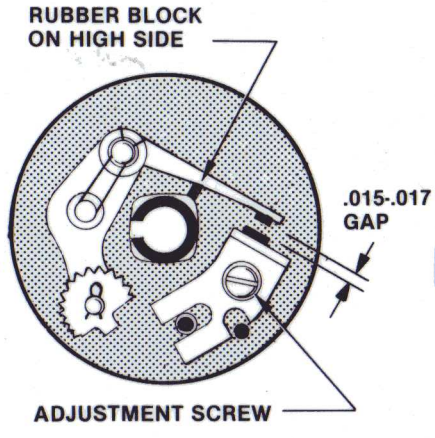
- Turn engine to align camshaft timing mark with pointer on belt cover backing plate.
- Check that flywheel timing mark aligns with 0° mark on bell housing. If not, adjust cam timing (install new timing belt). Engine is now set to fire on No. 4 cylinder.

DISTRIBUTOR AND ROTOR POSITION



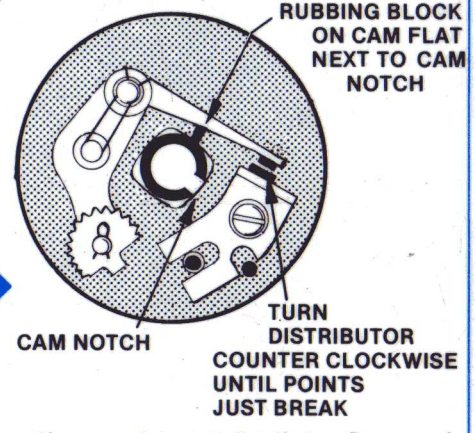
- If distributor is removed, mark distributor and rotor positions. Check point condition. Renew if required.
- Check rotor resistance (5K ±10%).

SETTING POINT GAP



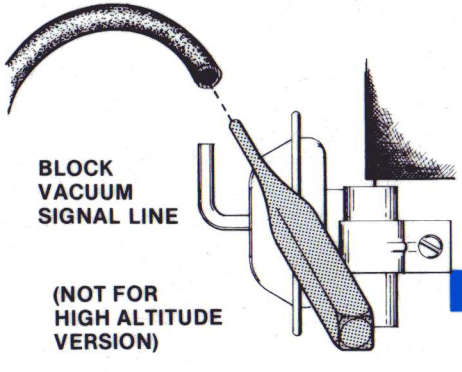
- Adjust new point set for .015 to .017 inch gap.

SETTING TIMING



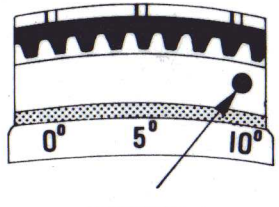
- If removed, install distributor. Be sure of position.
- Set rubbing block for points as shown.
- Slowly turn distributor counterclockwise until points just break open. (Use test light.)
- Finger tighten distributor holddown nut.

SETTING DWELL ANGLE



- For normal altitude version cars, block vacuum line to vacuum retard. For high altitude version cars, connect vacuum line to vacuum retard.
- Connect tach/dwell meter.
- Crank engine. Check for 52° to 58° dwell. If required, adjust point gap and timing.

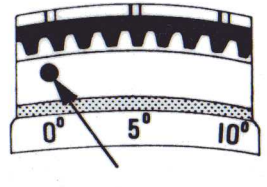
SETTING TIMING & ADVANCE



10° BTDC TIMING ENGINE AT 800-850 RPM

- Install rotor and distributor cap. Check that spark plug wires are connected correctly.
- With engine at operating temperature, check for 10° BTDC timing at 800 to 850 RPM. Adjust if required.

CHECKING IGNITION RETARD



TIMING RETARDS TO 0° (TDC) WHEN VACUUM LINE IS CONNECTED.

- Connect vacuum line to vacuum retard.
- Check for 0° ± 1° (TDC) timing. If vacuum retard timing is correct, fully tighten distributor holddown nut. Adjust carburetor settings.

ADJUSTING RETARD

(NOT FOR HIGH ALTITUDE VERSION)

ADJUST RETARD MECHANISM BY TURNING ECCENTRIC STAR WHEEL

- If vacuum retard timing is not correct, stop engine and remove distributor cap and rotor.
- Press retard follower cap toward spring, then turn eccentric star wheel clockwise to decrease retard, or counterclockwise to increase retard.
- Install rotor and distributor cap, then recheck timing.
- Fully tighten distributor holddown nut. Adjust carburetor settings.