

# Ignition Timing: Testing and Inspection

## Spark Timing Test

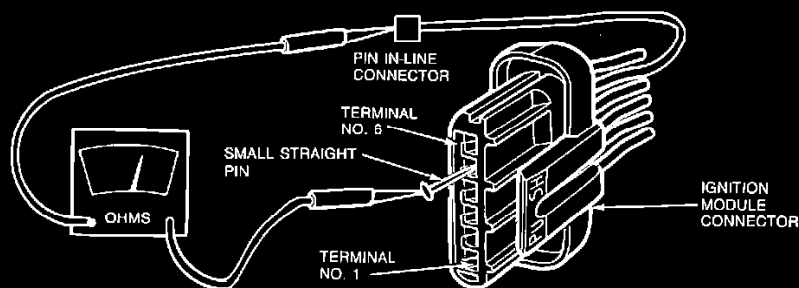
Spark Timing Advance — EEC		Test 1
TEST STEP	RESULT	ACTION TO TAKE
<ol style="list-style-type: none"> <li>1. Key in OFF position.</li> <li>2. Disconnect the pin in-line connector near the TFI module (SPOUT).</li> <li>3. Attach the negative (-) VOM lead to the distributor base.</li> <li>4. Start the engine and measure the battery voltage at idle.</li> <li>5. Measure the voltage on the TFI module side of the pin in-line connector.</li> <li>6. Is the result between 30 percent and 60 percent of battery voltage?</li> </ol>	<p>Yes</p> <p>No</p>	<p>TFI is OK.</p> <p>GO to Test 2.</p>
<p>DISTRIBUTOR ASSY</p> <p>SPOUT CONNECTOR</p>		

Test 1, Spark Timing

## Spark Timing Advance — EEC

## Test 2

TEST STEP	RESULT	ACTION TO TAKE
1. Separate wiring harness connector from ignition module. Inspect for dirt, corrosion and damage. <b>NOTE: PUSH connector tabs to separate.</b> 2. Using small straight pin inserted into connector terminal 5, measure resistance between the terminal and the TFI module side of the pin in-line connector. 3. Is the result less than 5 ohms?	Yes  No	REPLACE the TFI module.  SERVICE the wiring between the pin in-line connector and the TFI connector.



Test 2, Spark Timing

### TEST 3

- Place transmission in NEUTRAL or PARK with Air Conditioner/Heater in OFF position.
- Connect an inductive timing light.
- Disconnect the single wire in-line Spark Output (SPOUT) connector or remove the shorting bar from the double wire spout connector.
- Start engine and allow to reach operating temperature. With engine at timing rpm, check or adjust initial timing to specification.
- Reconnect single wire in-line spout connector or reinstall the shorting bar on the double wire spout connector. Check timing advance to verify distributor is advancing beyond the initial setting. If it is not, refer to **Computed Timing Check**.