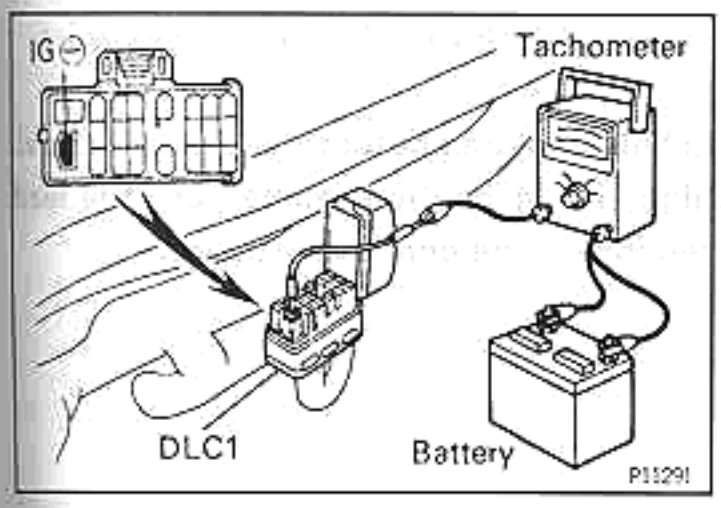
IGNITION TIMING INSPECTION (2JZ–GTE)

1. WARM UP ENGINE

Allow the engine to warm up to normal operating temperature.

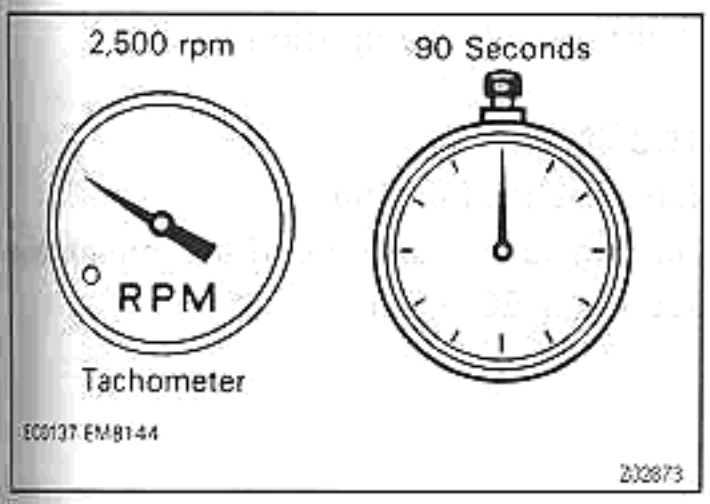


2. CONNECT TACHOMETER AND TIMING LIGHT TO ENGINE

Connect the tester probe of a tachometer to terminal IG⊖ of the DLC1.

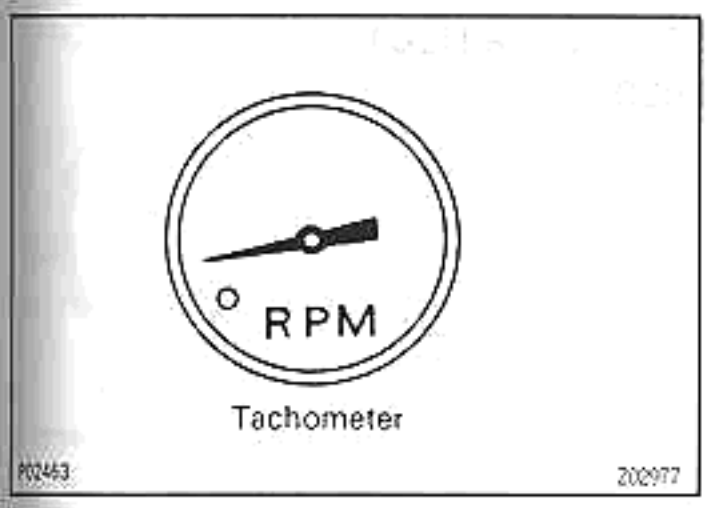
NOTICE:

- **Never allow the tachometer terminal to touch ground as it could result in damage to the igniter and/or ignition coil.**
- **As some tachometers are not compatible with this ignition system, we recommend that you confirm the compatibility of your unit before use.**



3. CHECK IDLE SPEED

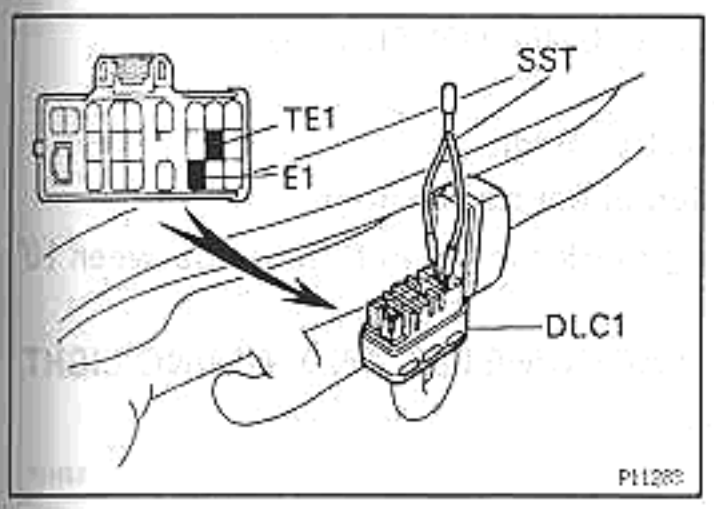
(a) Race the engine speed at 2,500 rpm for approx. 90 seconds.



(b) Check the idle speed.

Idle speed:

650 ± 50 rpm



4. CHECK IGNITION TIMING

(a) Using SST, connect terminals TE1 and E1 of the DLC 1.

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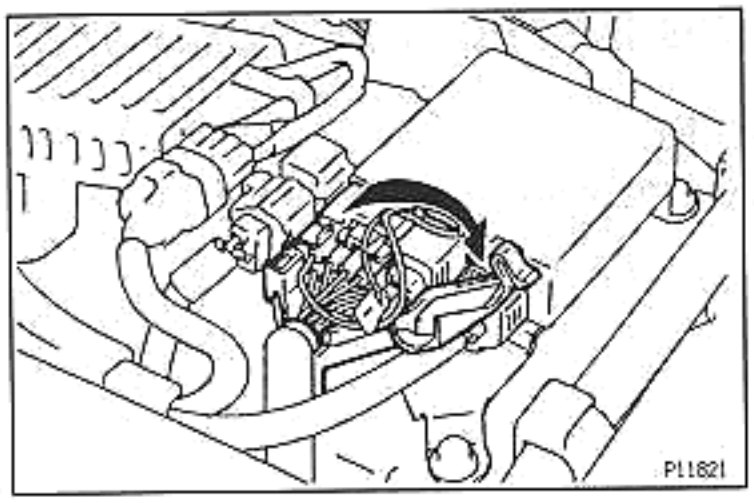
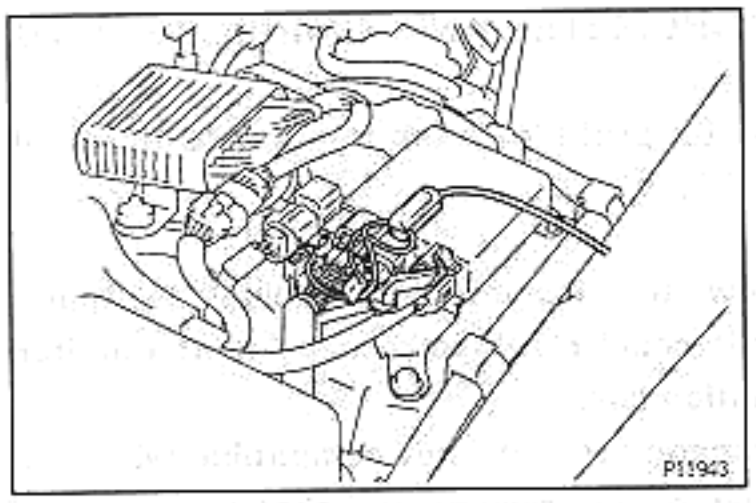
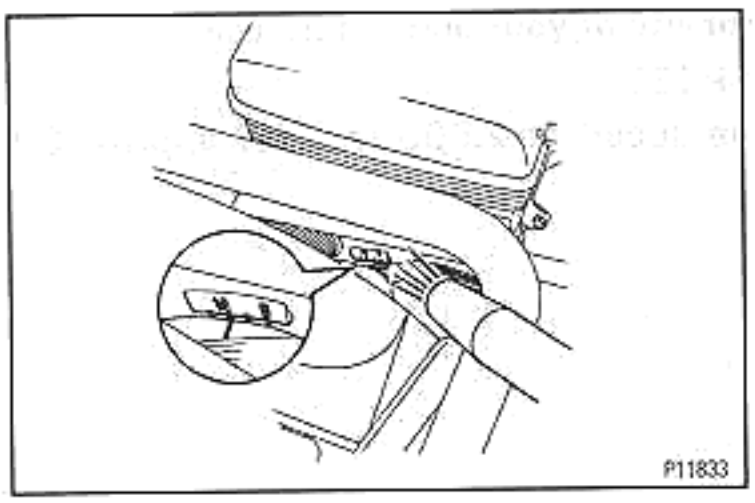


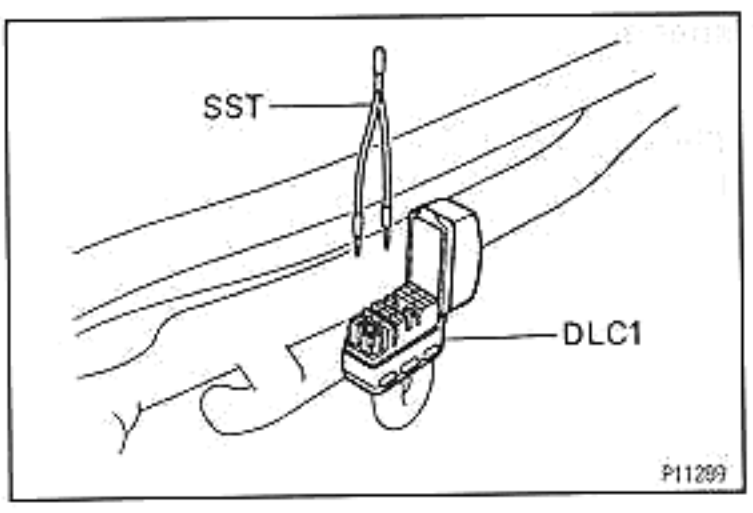
(b) Open the igniter connector cover and remove the green lead wire.



(c) Connect the timing light clip to the green lead wire.
NOTICE:
- **Use a timing light that can detect the primary signal.**
- **After finishing the inspection, make sure the lead wire is stored inside the connector cover.**



(d) Using a timing light, check the ignition timing.
Ignition timing:
10 ± 2° BTDC @ idle
(Transmission in neutral position)
If the ignition timing is not as specified, check the valve timing. (See page EG–52)



(e) Remove the SST from the DLC1.
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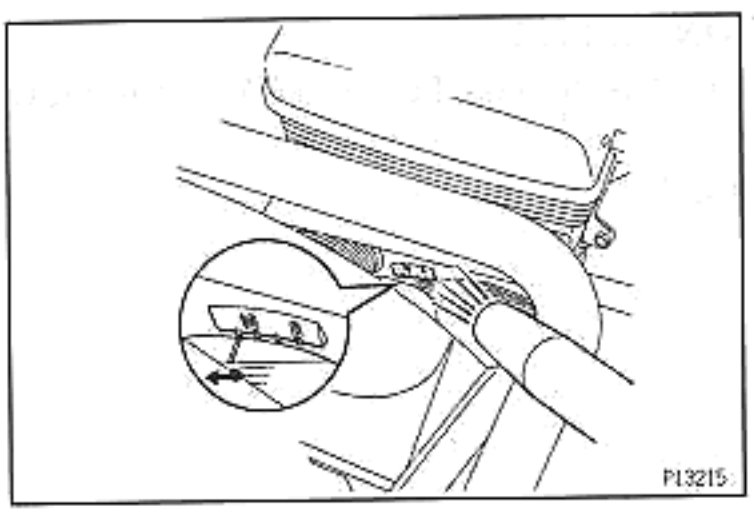

5. FURTHER CHECK IGNITION TIMING
Ignition timing:
10 – 20° BTDC @ idle
(Transmission in neutral position)
HINT: The timing mark moves in a range between 10° and 20°.

6. DISCONNECT TACHOMETER AND TIMING LIGHT FROM ENGINE