

Technical Bulletin

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Product Focus – Daewoo Matiz Distributor ADG014201

Date Issued: 01/02/07

Blue Print is aware that the distributor assembly on the Daewoo Matiz (800cc) is prone to failure.



The fault originates from the ignition optical sensor mounted within the distributor, and is not available as a separate component from Chevrolet. If condemned, the distributor must be replaced as a complete unit (the Blue Print part will replace both the original Mando and DAC types).

Symptoms may include erratic misfire, 'stuttering' or ignition failure. The MIL may illuminate as the misfire or stutter condition occurs, but will not remain on. The fault may also clear itself intermittently (e.g. after allowing the engine to stand for 5 minutes).



Diagnosis may be made by checking for DTC (Diagnostic Trouble Codes) using suitable equipment such as the Multiscan. Access is via the 12 pin GM/Daewoo diagnostic plug mounted under the glove box.

Replacement Hints

- Mark the position of the original distributor before removing to enable the replacement to be fitted approximately in the same position
- Be ready to catch residual engine oil which may leak out on removal of the distributor from the engine.
- Check/adjust the ignition timing after fitment (see note below)

Disclaimer : Any technical tips are produced in good faith. Blue Print, always recommend that vehicle maintenance and diagnostics are only carried out by suitably experienced people using appropriate tools in a safe manner within a workshop environment. Blue Print, and their customers cannot be held responsible for the correctness of, or misinterpretation of the above technical tips. Images shown are for illustrative purposes only and may not be representative of the products or vehicles described.



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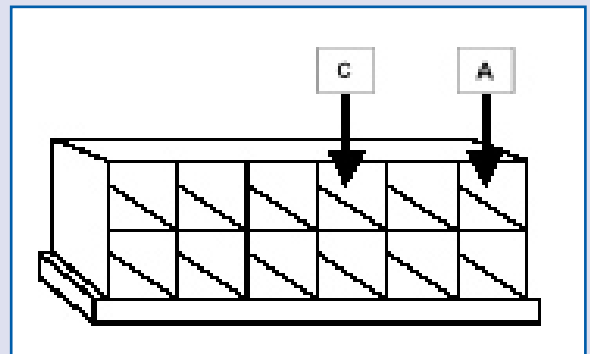
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To adjust the ignition timing (and set the correct position of the distributor) Switch off the lamp and audio system, shift the gear lever into neutral, connect a timing light to No.1 HT lead and bridge the A and C terminals of the diagnostic socket (see diagram). The timing can be adjusted by rotating the distributor, so that the crankshaft pulley notch is adjacent to the correct timing increment mark (not given in this bulletin). Remove the terminal bridge on completion.



Other Matiz 'under bonnet' problems know to us include;

- Engine wiring harness incorrectly positioned over the strut bracing bar (causing connectors to separate at bulkhead)
- Connector corrosion on the above loom behind the battery position.
- Ignition coil failure
- Fuel injector failure

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