

Spark Plug

IGNITION

2. Spark Plug

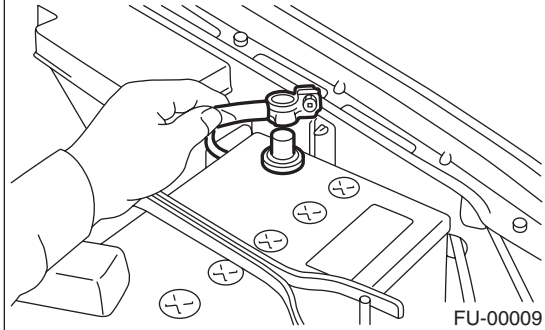
A: REMOVAL

Spark plug:

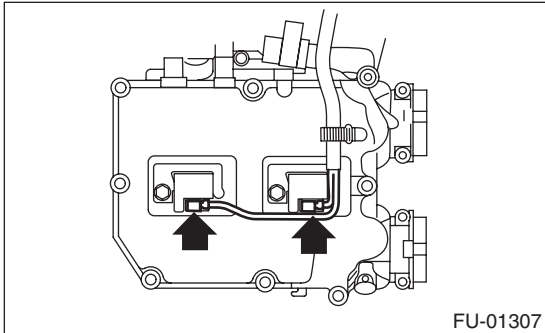
<Ref. to IG(H4DOTC)-2, SPECIFICATION, General Description.>

1. RH SIDE

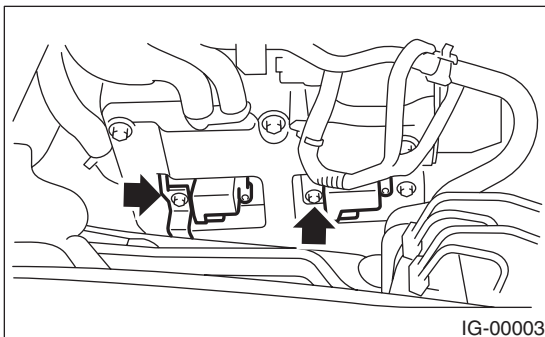
- 1) Disconnect the ground cable from the battery.



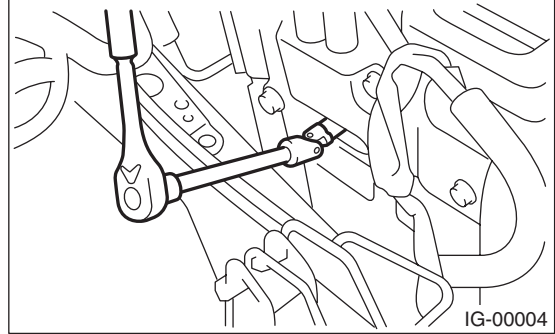
- 2) Remove the collector cover.
- 3) Remove the air cleaner lower case.
<Ref. to IN(H4DOTC)-8, REMOVAL, Air Cleaner Case.>
- 4) Disconnect the connector from ignition coil.



- 5) Remove the ignition coil.

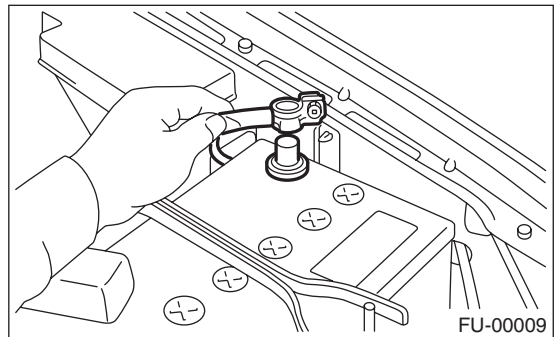


- 6) Remove the spark plug with a spark plug socket.

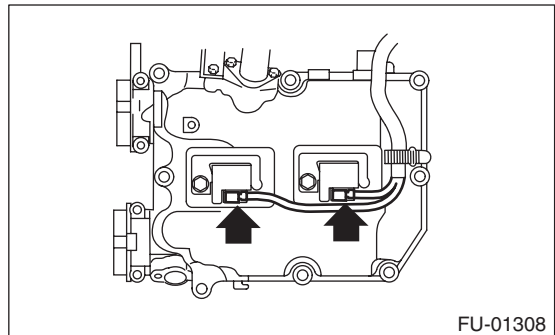


2. LH SIDE

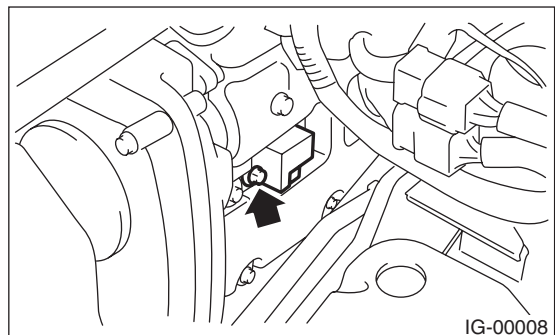
- 1) Disconnect the ground cable from battery and remove the battery and battery carrier.



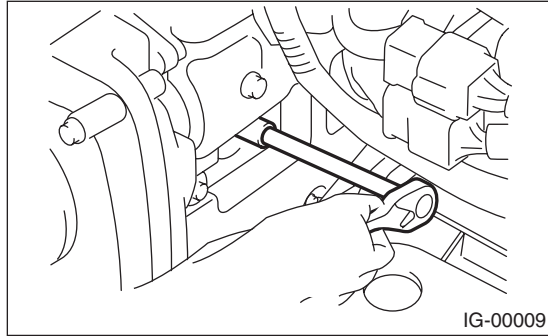
- 2) Remove the collector cover.
- 3) Remove the secondary air pump.
<Ref. to EC (H4DOTC)-9, REMOVAL, Secondary Air Pump.>
- 4) Disconnect the connector from ignition coil.



- 5) Remove the ignition coil.



6) Remove the spark plug with a spark plug socket.



B: INSTALLATION

1. RH SIDE

Install in the reverse order of removal.

Tightening torque:

Spark plug

21 N·m (2.1 kgf·m, 15.2 ft·lb)

Ignition coil

16 N·m (1.6 kgf·m, 11.7 ft·lb)

NOTE:

The tightening torque described above should be applied to only new spark plugs without oil on their threads.

In case their threads are lubricated, the torque should be reduced by approx. 1/3 of the specified torque in order to avoid over-stressing.

2. LH SIDE

Install in the reverse order of removal.

Tightening torque:

Spark plug

21 N·m (2.1 kgf·m, 15.2 ft·lb)

Ignition coil

16 N·m (1.6 kgf·m, 11.7 ft·lb)

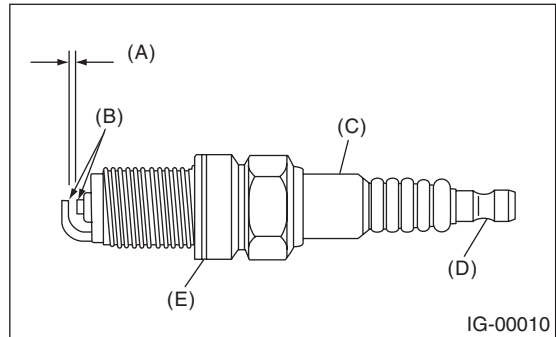
NOTE:

The tightening torque described above should be applied to only new spark plugs without oil on their threads.

In case their threads are lubricated, the torque should be reduced by approx. 1/3 of the specified torque in order to avoid over-stressing.

C: INSPECTION

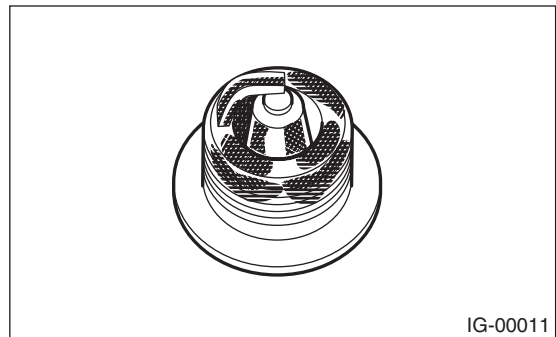
Check the electrodes and inner and outer ceramic insulator of plugs, noting the type of deposits and the degree of electrode erosion.



- (A) Spark plug gap
- (B) Carbon accumulation or wear
- (C) Crack
- (D) Damage
- (E) Damaged gasket

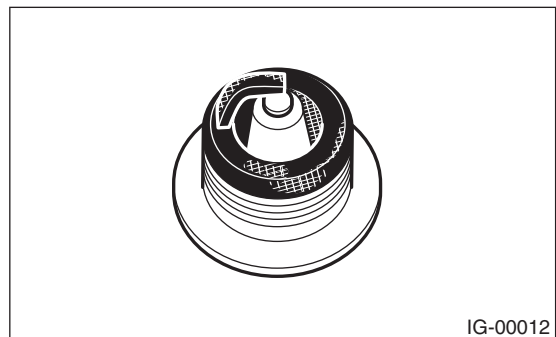
1) Normal:

Brown to grayish-tan deposits and slight electrode wear indicate correct spark plug heat range.



2) Carbon fouled:

Dry fluffy carbon deposits on insulator and electrode are mostly caused by slow speed driving in the city, weak ignition, too rich fuel mixture, dirty air cleaner, etc.

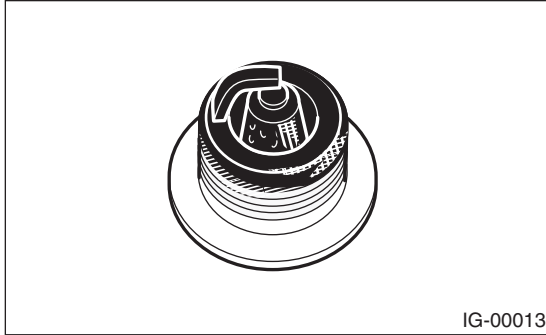


Spark Plug

IGNITION

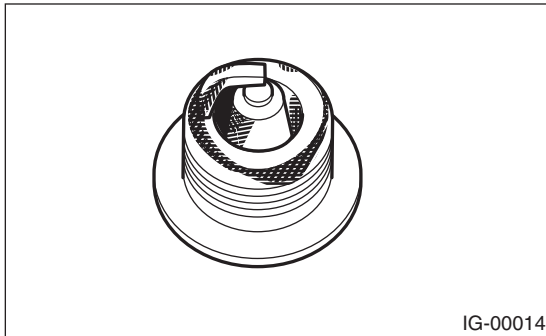
3) Oil fouled:

Wet black deposits show oil entrance into combustion chamber through worn rings or increased clearance between valve guides and stems.



4) Overheating:

White or light gray insulator with black or brown spots and bluish burnt electrodes indicate engine overheating, incorrect ignition timing, improper fuel, or loose spark plugs.



D: ADJUSTMENT

Clean the spark plugs using a wire brush. Clean and remove the carbon or oxide deposits. But do not wear away ceramic insulator at this time. If deposits are too stubborn, replace the spark plugs.

After cleaning the spark plugs, measure the spark plug gap using a gap gauge.

NOTE:

Do not use a plug cleaner because the spark plugs are applied with iridium tip.

Spark plug gap: L

0.7 — 0.8 mm (0.028 — 0.031 in)

