

2. Spark Plug

A: REMOVAL

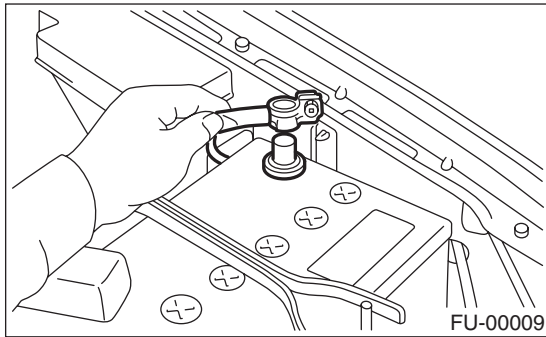
CAUTION:

All spark plugs installed on an engine, must be of the same heat range.

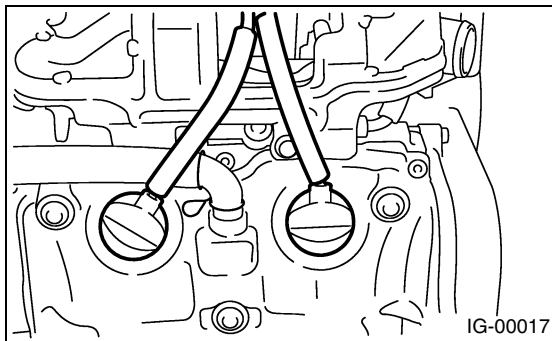
Spark plug
CHAMPION: RC10YC4
NGK: BKR5E-11 (Alternate)
NGK: BKR6E-11 (Alternate)

1. RH SIDE

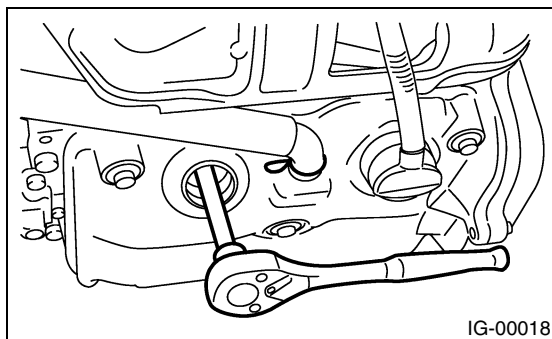
- 1) Disconnect the ground cable from battery.



- 2) Remove the resonator chamber.<Ref. to IN(H4SO)-8, REMOVAL, Resonator Chamber.>
- 3) Remove the spark plug cords by pulling the boot. (Do not pull the cord itself)

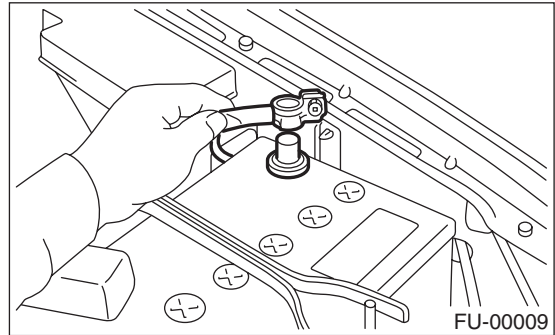


- 4) Remove the spark plugs with spark plug sockets.

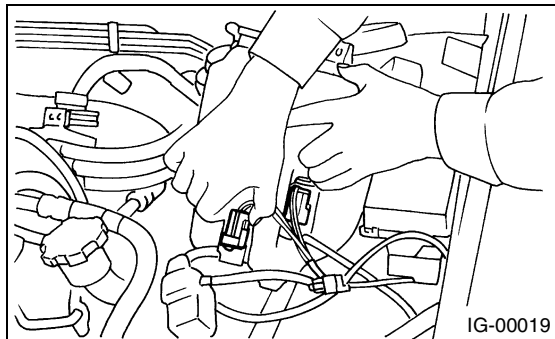


2. LH SIDE

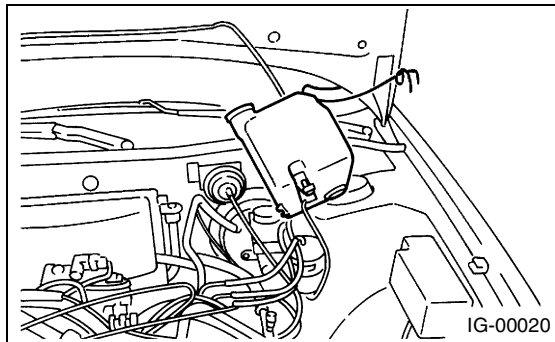
- 1) Disconnect the ground cable from battery.



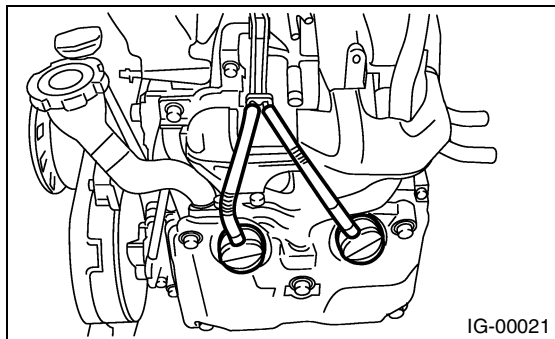
- 2) Remove the two bolts which hold washer tank, and then disconnect the washer motor connector.



- 3) Disconnect the rear window glass washer hose from washer motor, then plug connection with a suitable cap.
- 4) Hang the washer tank away from working area.



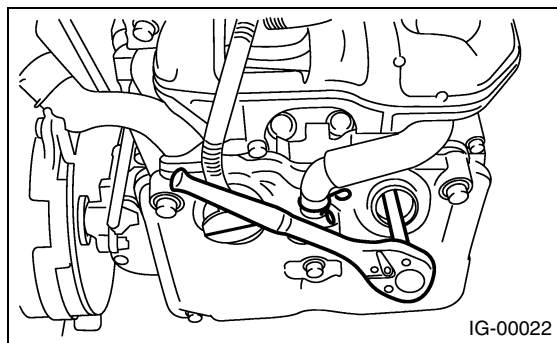
- 5) Remove the spark plug cords by pulling the boot. (Do not pull the cord itself)



SPARK PLUG

IGNITION

6) Remove the spark plugs with spark plug sockets.



B: INSTALLATION

1. RH SIDE

1) Install in the reverse order of removal.

Tightening torque (Spark plug):
21 N·m (2.1 kgf-m, 15.2 ft-lb)

NOTE:

The above torque should be only applied to 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

1) Install in the reverse order of removal.

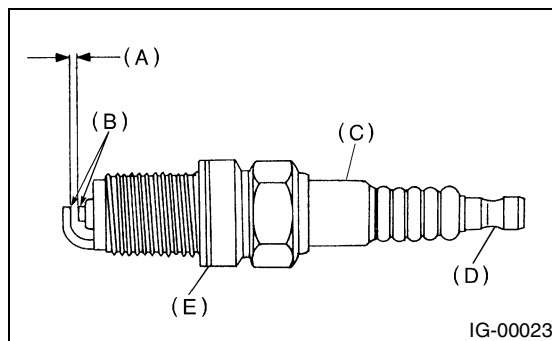
Tightening torque (Spark plug):
21 N·m (2.1 kgf-m, 15.2 ft-lb)

NOTE:

The above torque should be only applied to 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

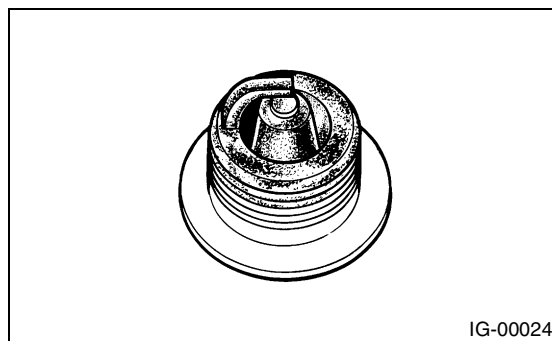
Check the electrodes and inner and outer porcelain of plugs, noting the type of deposits and the degree of electrode erosion.



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

1) Normal:

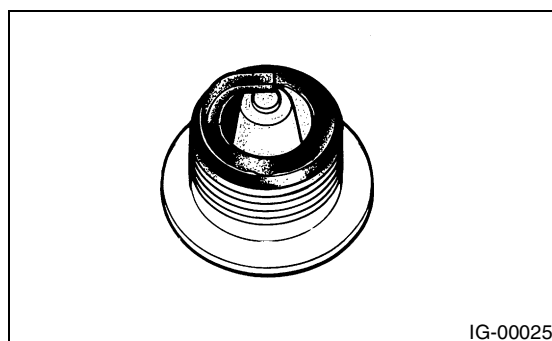
Brown to grayish-tan deposits and slight electrode wear indicates correct spark plug heat range.



2) Carbon fouled:

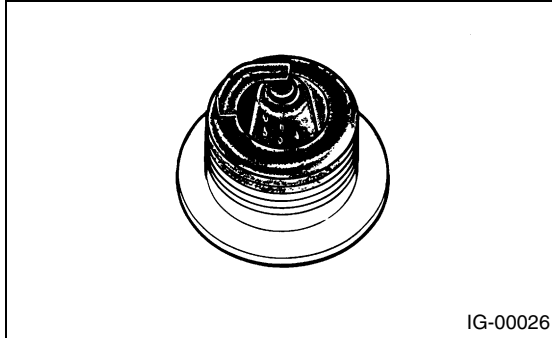
Dry fluffy carbon deposits on insulator and electrode are mostly caused by slow speed driving in city, weak ignition, too rich fuel mixture, dirty air cleaner, etc.

In this case, replace with plugs having a hotter heat range.



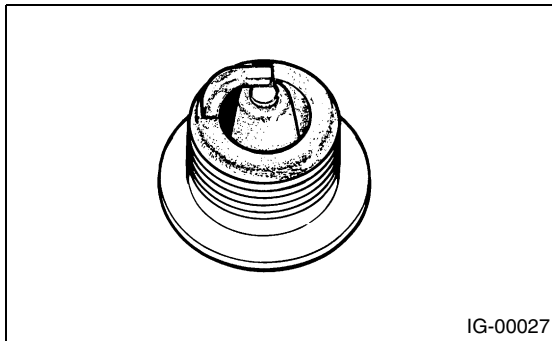
3) Oil fouled:

Wet black deposits show excessive oil entrance into combustion chamber through worn rings and pistons or excessive clearance between valve guides and stems. If the same condition remains after repair, use a hotter plug.



4) Overheating:

White or light gray insulator with black or gray brown spots and bluish burnt electrodes indicates engine overheating. Moreover, the appearance results from incorrect ignition timing, loose spark plugs, wrong selection of fuel, hotter range plug, etc. In this case, replace with plugs having a hotter heat range.

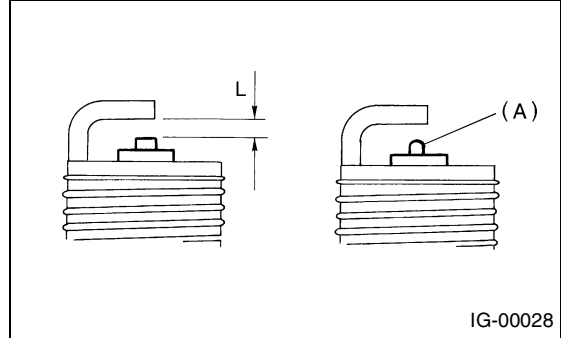


E: ADJUSTMENT

Measure the spark plug gap with a gap gauge, and adjust if necessary.

Spark plug gap: L

1.0 — 1.1 mm (0.039 — 0.043 in)



NOTE:

Replace with a new spark plug if area (A) is worn to a rounded shape.

D: CLEANING

Clean the spark plugs in a sand blast type cleaner. Avoid excessive blasting. Clean and remove the carbon or oxide deposits. When doing this, do not wear away the ceramic part.

If deposits cannot be removed, replace the spark plugs.