

2. Spark Plug

A: REMOVAL

CAUTION:

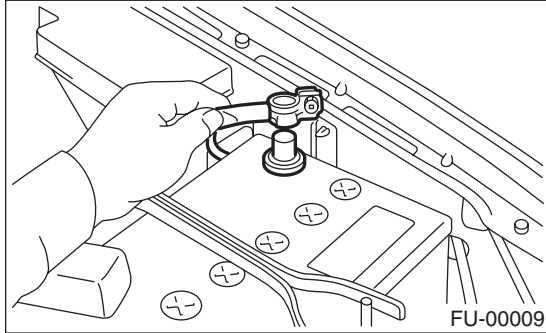
All spark plugs installed on an engine, must be of the same heat range.

Spark plug:

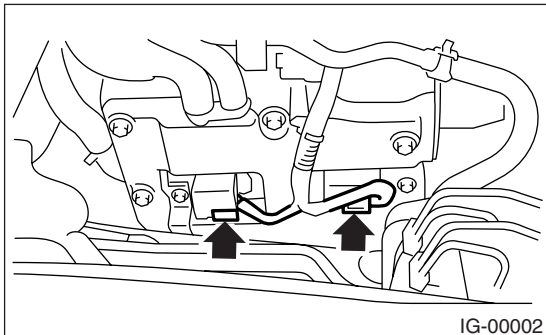
NGK: PFR6G

1. RH SIDE

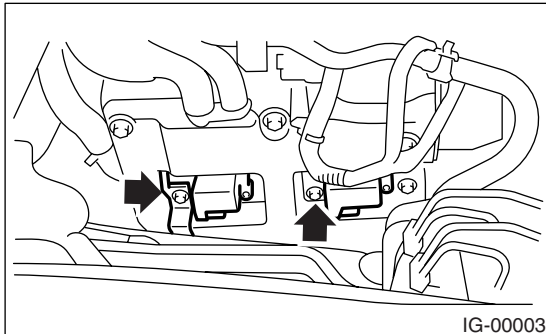
- 1) Disconnect the ground terminal from battery.



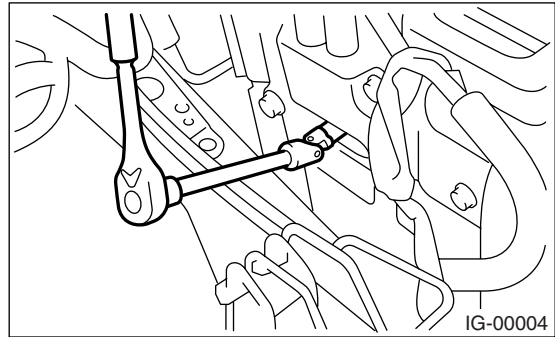
- 2) Remove the air cleaner lower case. <Ref. to IN(H4DOTC)-7, REMOVAL, Air Cleaner.>
- 3) Disconnect the connector from ignition coil.



- 4) Remove the ignition coil.

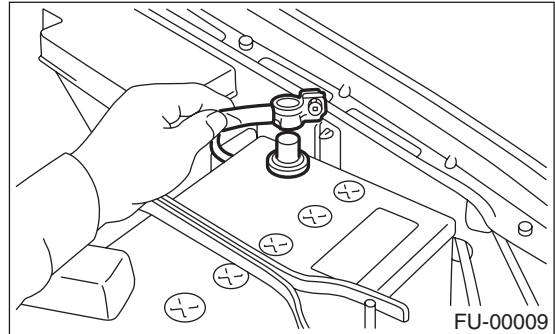


- 5) Remove the spark plugs with the spark plug sockets.

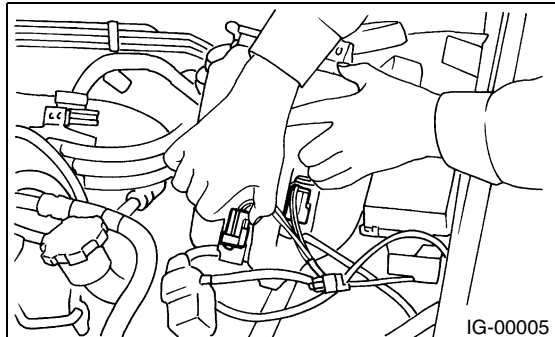


2. LH SIDE

- 1) Disconnect the battery terminals, and then remove the battery and battery carrier.

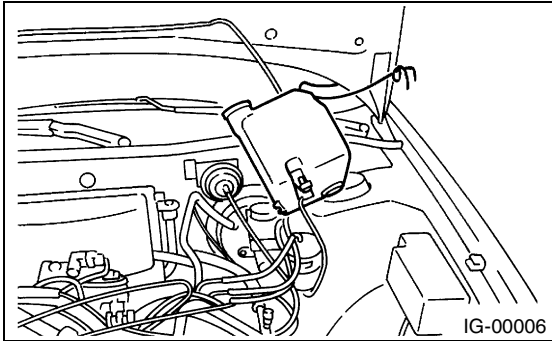


- 2) Disconnect the washer motor connector.

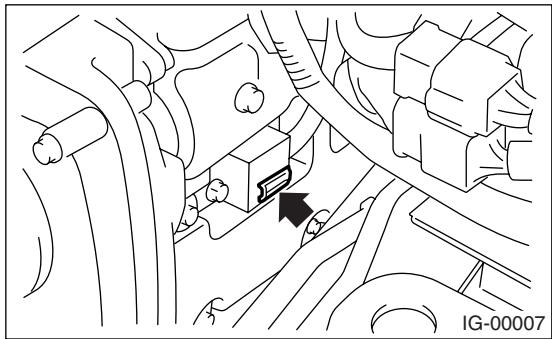


- 3) Disconnect the rear window glass washer hose from washer motor, then plug connection with a suitable cap.

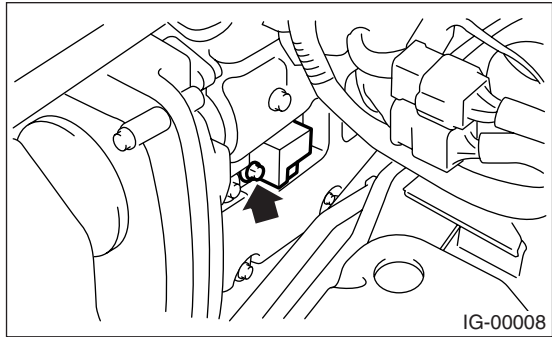
- 4) Remove the two bolts which hold the washer tank, then take the tank away from the working area.



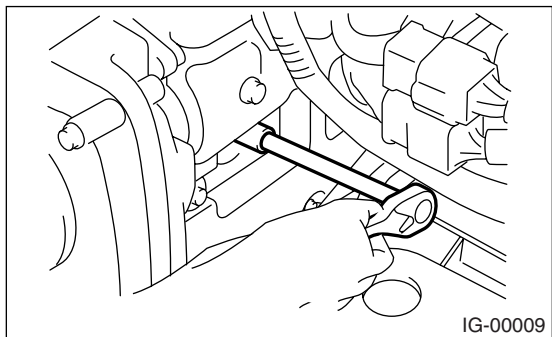
- 5) Disconnect the connector from ignition coil.



- 6) Remove the ignition coil.



- 7) Remove the spark plug with the 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 ft-lb)

Tightening torque (Ignition coil):
16 N·m (1.63 kgf-m, 11.8 ft-lb)

CAUTION:

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 approximately 1/3 of the specified torque in order to avoid over-stressing.

2. LH SIDE

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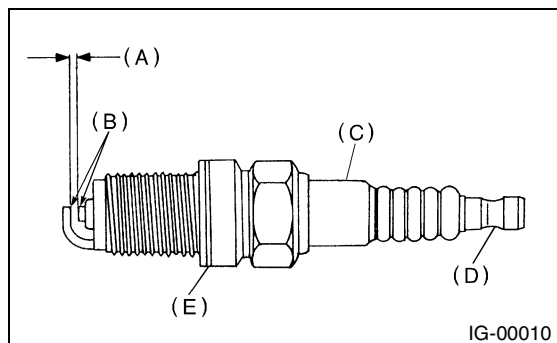
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SPARK PLUG

IGNITION

C: INSPECTION

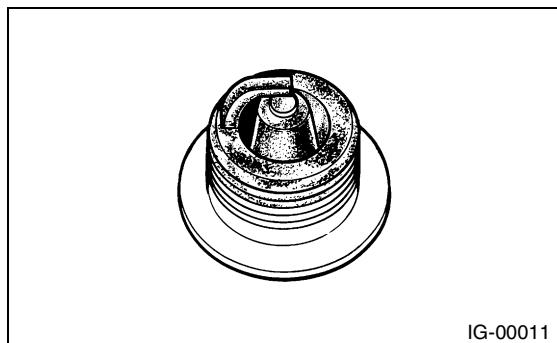
Check the electrodes and inner and outer porcelain of plugs, noting the type of deposits and the degree of electrode erosion.



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

1) Normal:

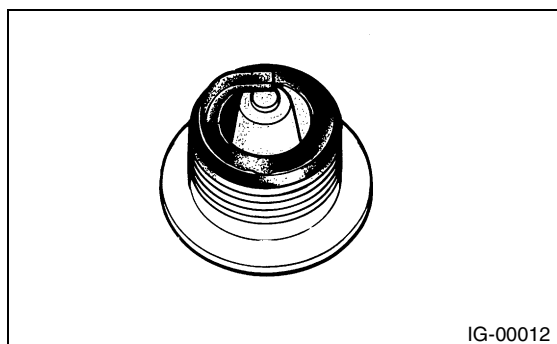
Brown to grayish-tan deposits and slight electrode wear indicate correct spark plug heat range.



2) Carbon fouled:

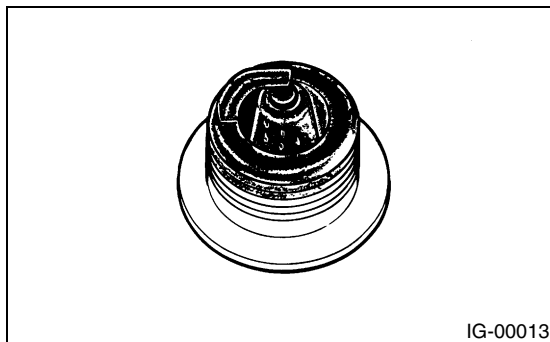
Dry fluffy carbon deposits on insulator and electrode are mostly caused by slow speed driving in city, weak ignition, too rich fuel mixture, dirty air cleaner, etc.

It is advisable to replace with plugs having hotter heat range.



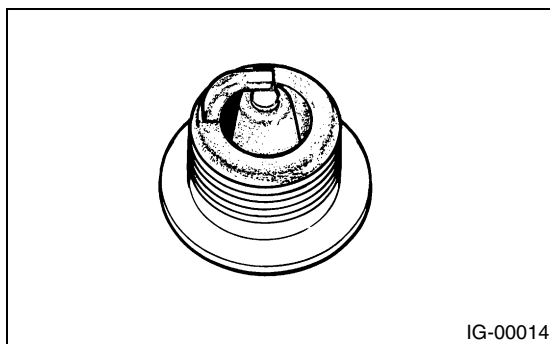
3) Oil fouled:

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 indicate engine overheating. Moreover, the appearance results from incorrect ignition timing, loose spark plugs, wrong selection of fuel, hotter range plug, etc. It is advisable to replace with plugs having colder heat range.



D: ADJUSTMENT

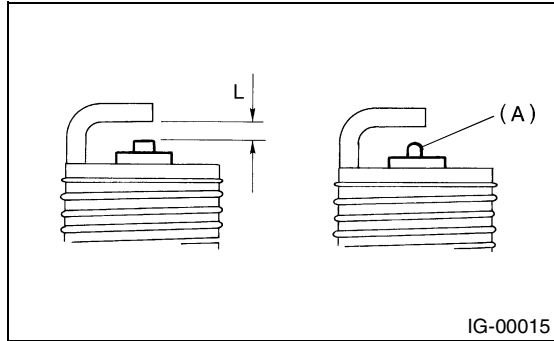
Clean the spark plugs in a sand blast type cleaner. Avoid excessive blasting. Clean and remove the carbon or oxide deposits, but do not wear away porcelain.

If deposits are too stubborn, replace the plugs.

After cleaning the spark plugs, recondition the firing surface of electrodes with file. Then correct the spark plug gap using a gap gauge.

Spark plug gap: L

0.7 — 0.8 mm (0.028 — 0.031 in)



NOTE:

Replace with a new spark plug if this area (A) is worn to “ball” shape.