

C: CLEANING AND REGAPPING

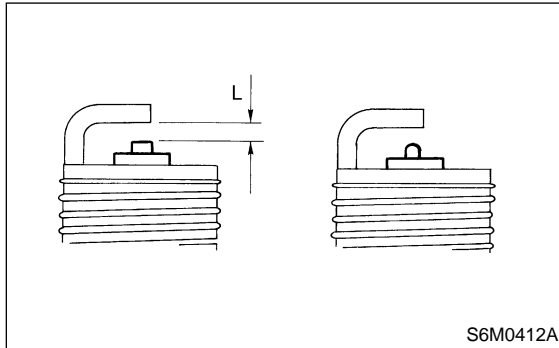
Clean spark plugs in a sand blast type cleaner. Avoid excessive blasting. Clean and remove carbon or oxide deposits, but do not wear away porcelain.

If deposits are too stubborn, discard plugs.

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

Spark plug gap: L

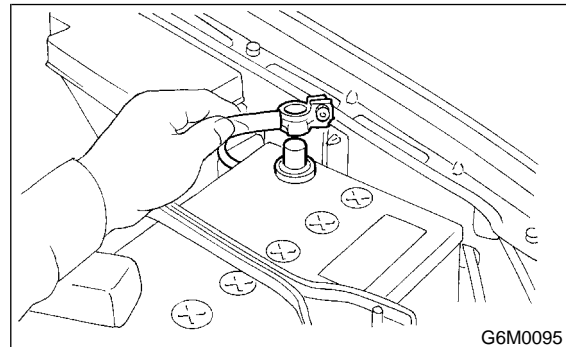
1.0 — 1.1 mm (0.039 — 0.043 in)

**NOTE:**

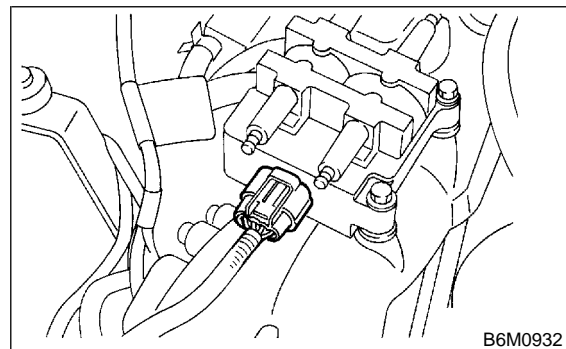
Replace with new spark plug if this area is worn to "ball" shape.

4. Ignition Coil and Ignitor Assembly**A: REMOVAL AND INSTALLATION**

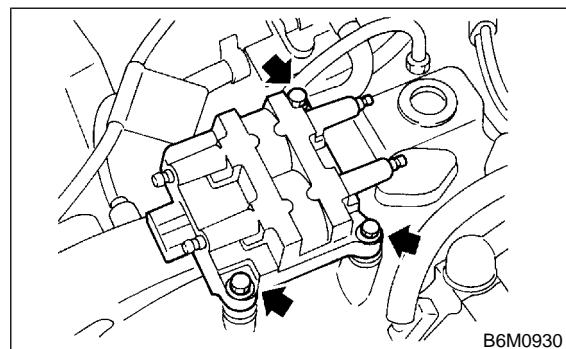
- 1) Disconnect battery ground cable.



- 2) Disconnect spark plug cords from ignition coil and ignitor assembly.
- 3) Disconnect connector from ignition coil and ignitor assembly.



- 4) Remove ignition coil and ignitor assembly.



- 5) Install in the reverse order of removal.

CAUTION:

Be sure to connect wires to their proper positions. Failure to do so will damage unit.

B: INSPECTION

Using accurate tester, inspect the following items, and replace if defective.

- 1) Primary resistance
- 2) Secondary coil resistance

CAUTION:

If the resistance is extremely low, this indicates the presence of a short-circuit.

Specified resistance:

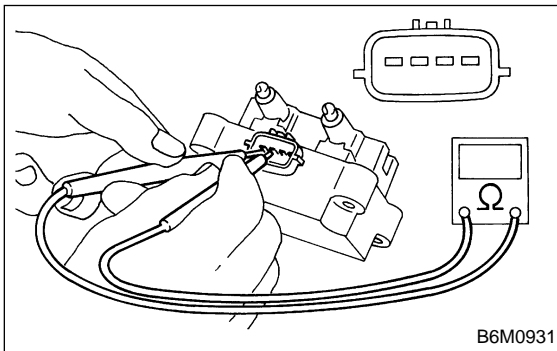
[Primary side]

Between terminal No. 1 and No. 2

0.73 Ω ± 10%

Between terminal No. 2 and No. 4

0.73 Ω ± 10%



[Secondary side]

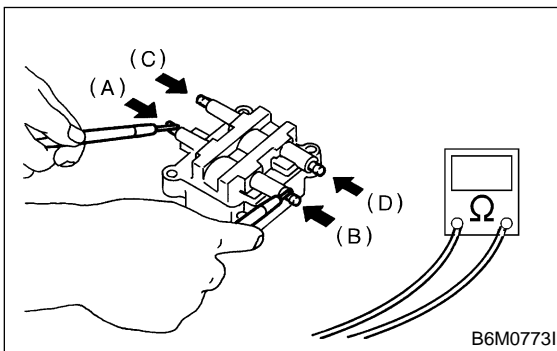
Between (A) and (B)

12.8 k Ω ± 15%

Between (C) and (D)

12.8 k Ω ± 15%

- 3) Insulation between primary terminal and case:
10 M Ω or more.



5. Spark Plug Cord

A: INSPECTION

Check for:

- 1) Damage to cords, deformation, burning or rust formation of terminals
- 2) Resistance values of cords

Resistance value:

#1 cord: 7.40 — 17.27

#2 cord: 6.24 — 14.56

#3 cord: 6.54 — 15.25

#4 cord: 6.59 — 15.37

