

SPARK PLUG

IGNITION

2. Spark Plug

A: REMOVAL

CAUTION:

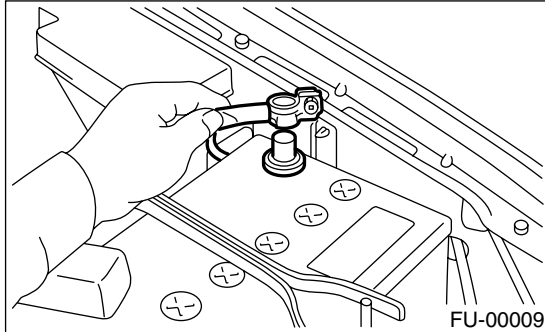
All spark plugs installed on an engine, must be of the same heat range.

Spark plug:

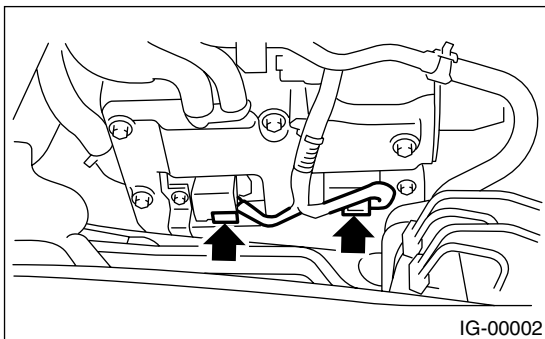
NGK: ILFR6B

1. RH SIDE

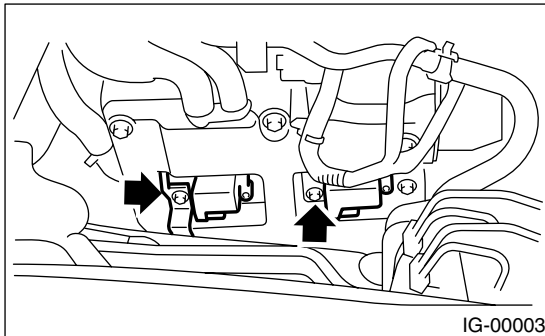
- 1) Disconnect the ground cable from battery.



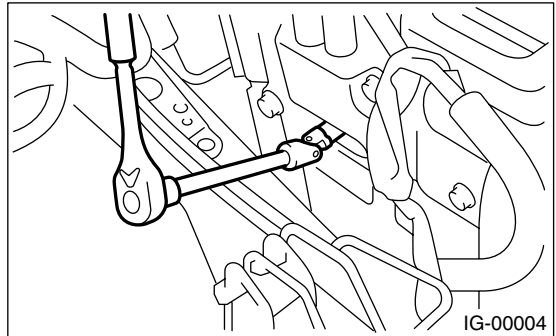
- 2) Remove the air cleaner lower case. <Ref. to IN(H4DOTC)-7, REMOVAL, Air Cleaner.>
- 3) Disconnect the connector from ignition coil.



- 4) Remove the ignition coil.

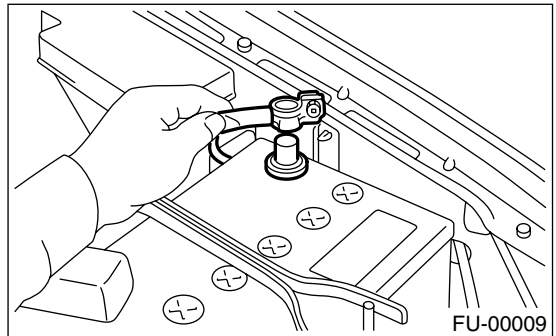


- 5) Remove the spark plugs with the spark plug sockets.

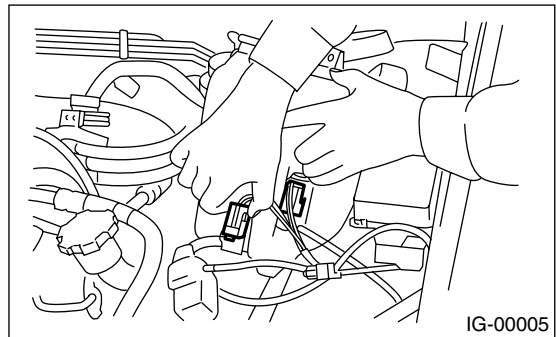


2. LH SIDE

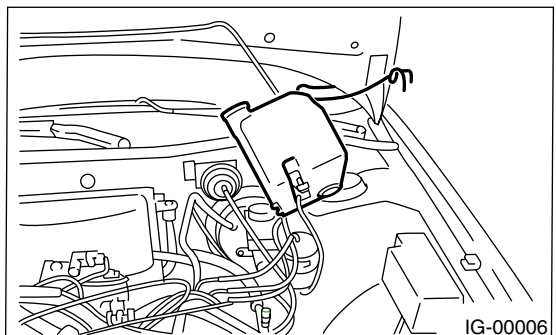
- 1) Disconnect the battery cables, and then remove the battery and battery carrier.



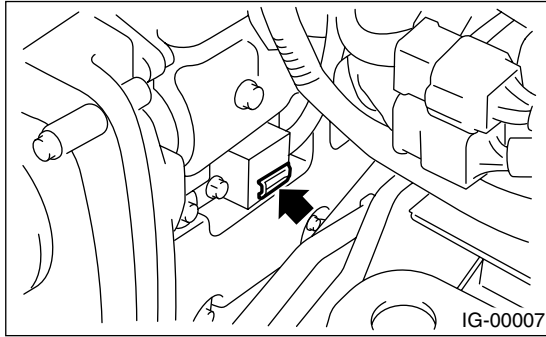
- 2) Disconnect the washer motor connector.



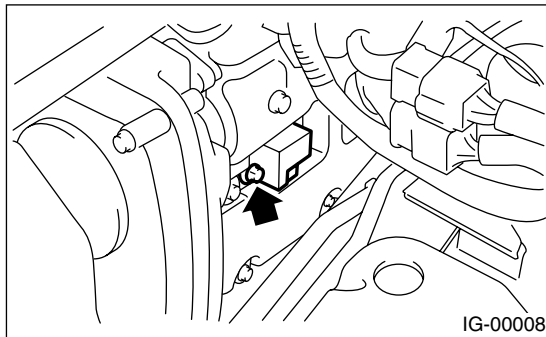
- 3) Disconnect the rear window glass washer hose from washer motor, then plug connection with a suitable cap.
- 4) Remove the two bolts which hold washer tank, then take the tank away from working area.



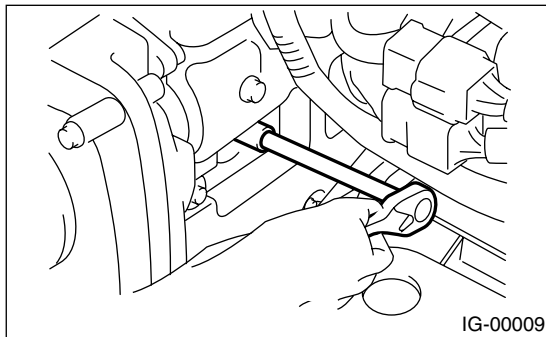
5) Disconnect the connector from ignition coil.



6) Remove the ignition coil.



7) Remove the spark plugs with the spark plug sockets.



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)

Tightening torque (Ignition coil):
16 N·m (1.6 kgf·m, 11.7 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

Install in the reverse order of removal.

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

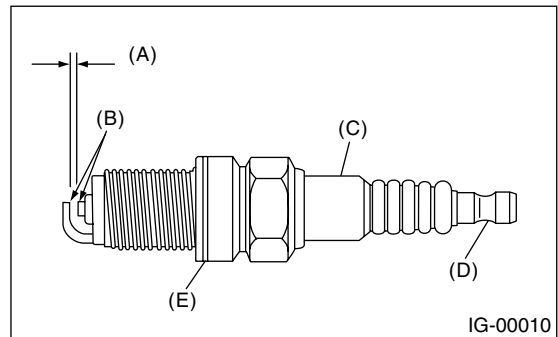
Tightening torque (Ignition coil):
16 N·m (1.6 kgf·m, 11.7 ft·lb)

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

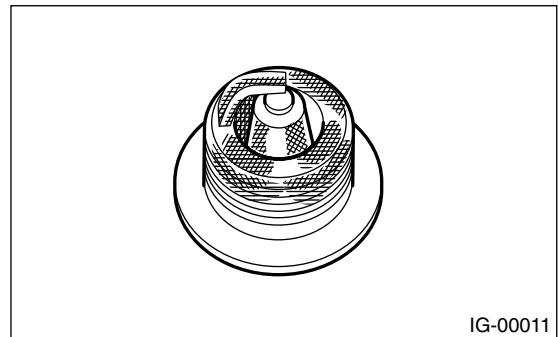
Check the electrodes and inner and outer porcelain of plugs, noting the type of deposits and the degree of electrode erosion.



- (A) Spark plug 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.



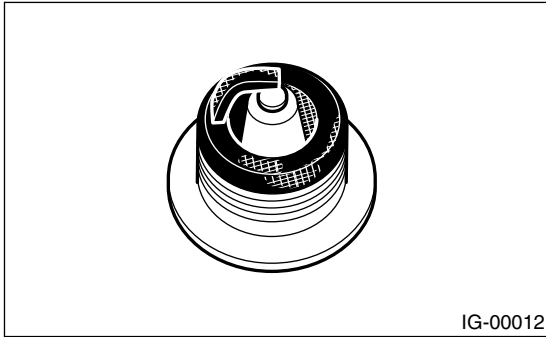
SPARK PLUG

IGNITION

2) Carbon fouled:

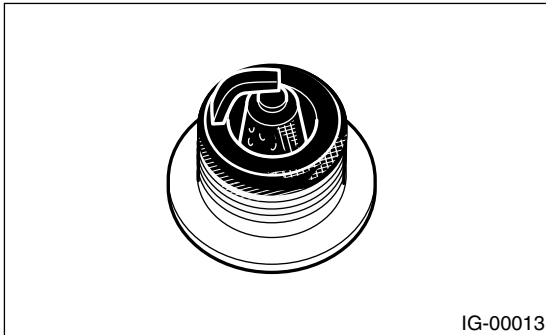
Dry fluffy carbon deposits on insulator and electrode are mostly caused by slow speed driving in city, weak ignition, too rich fuel mixture, dirty air cleaner, etc.

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



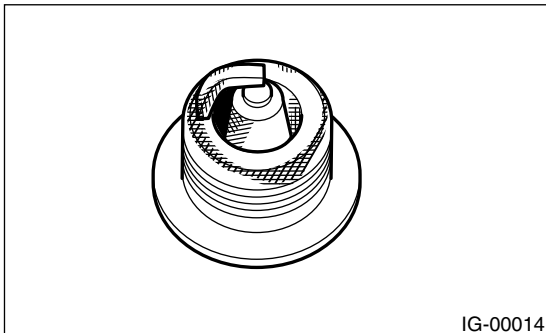
3) Oil fouled:

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



D: ADJUSTMENT

Clean the spark plugs with a wire brush. 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, correct the spark plug gap using a gap gauge.

NOTE:

Do not use spark plug cleaners, because the spark plugs are applied with iridium tips.

Spark plug gap: L

0.7 — 0.8 mm (0.028 — 0.031 in)

