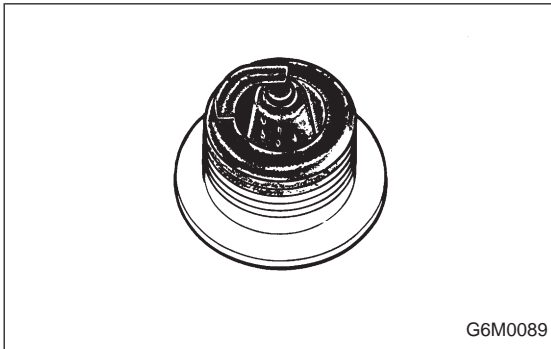
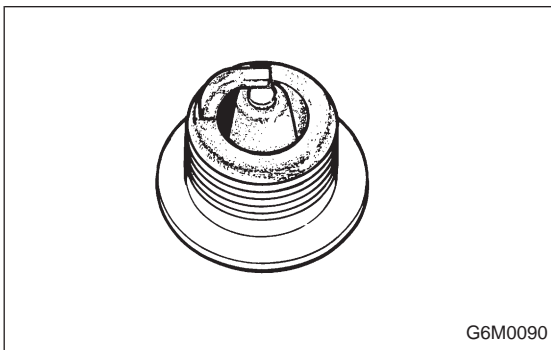


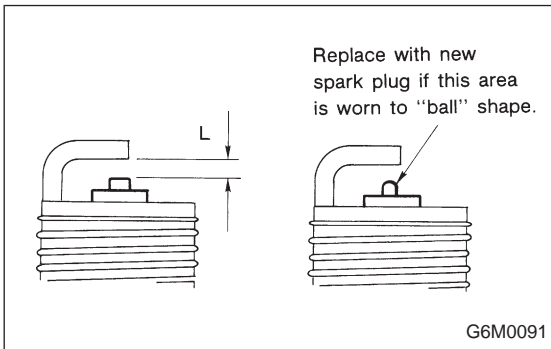
2) Carbon fouled
 Dry fluffy carbon deposits on insulator and electrode are mostly caused by slow speed driving in city, weak ignition, too rich fuel mixture, dirty air cleaner, etc. It is advisable to replace with plugs having hotter heat range.



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 same condition remains after repair, use a hotter plug.



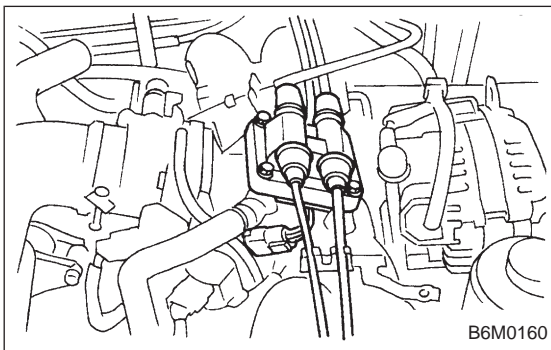
4) Overheating
 White or light gray insulator with black or gray brown spots and bluish burnt electrodes indicate engine overheating. Moreover, the appearance results from incorrect ignition timing, loose spark plugs, wrong selection of fuel, hotter range plug, etc. It is advisable to replace with plugs having colder heat range.



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)

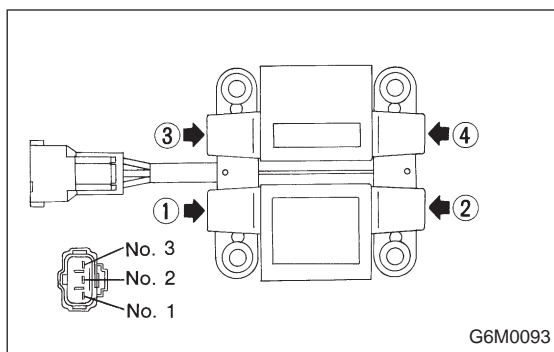


4. Ignition Coil

A: REMOVAL AND INSTALLATION

- 1) Disconnect battery ground cable.
- 2) Disconnect connector from ignition coil.
- 3) Remove ignition coil.
- 4) Installation is 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 ① and ②

Between ③ and ④

$0.69 \Omega \pm 10\%$

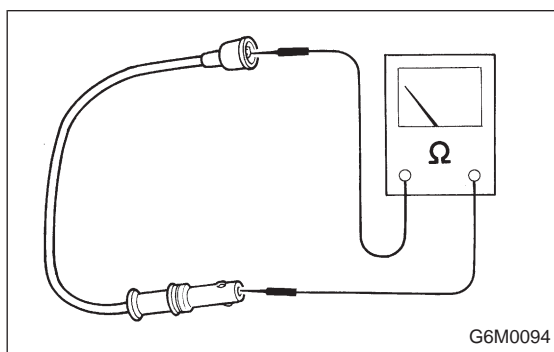
[Secondary side]

Between terminal No. 1 and No. 2

Between terminal No. 2 and No. 3

$21.0 \text{ k}\Omega \pm 15\%$

- 3) Insulation between primary terminal and case: $10 \text{ M}\Omega$ or more.

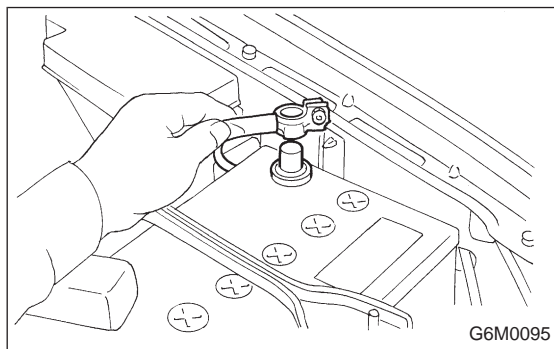
**5. Spark Plug Cord****A: INSPECTION**

Check for:

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

Resistance value:

$5.12 - 12.34 \text{ k}\Omega$

**6. Ignitor****A: REMOVAL AND INSTALLATION**

- 1) Disconnect battery ground cable.
- 2) Disconnect connector from ignitor.
- 3) Remove screws which hold ignitor onto body.
- 4) Installation is in the reverse order of removal.

