

SPARK PLUG

Ignition

2. Spark Plug S141003

A: REMOVAL S141003A18

CAUTION:

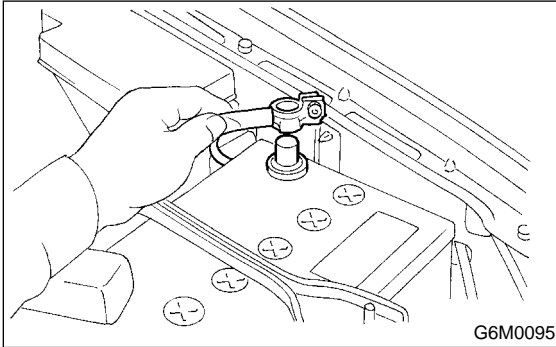
All spark plugs installed on an engine, must be of the same heat range.

Spark plug:

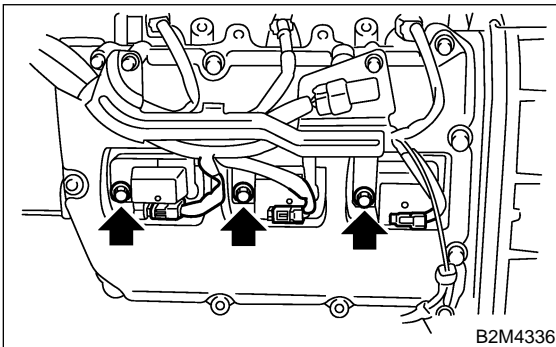
NGK: PLFR6A-11

1. RH SIDE S141003A1805

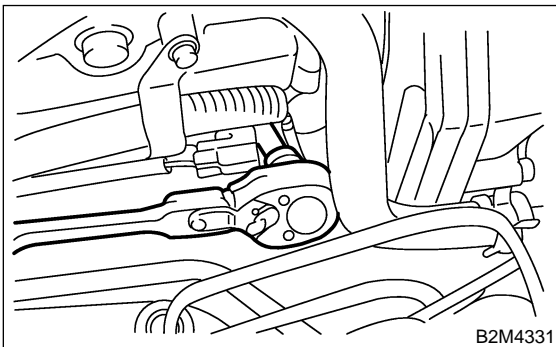
- 1) Disconnect battery ground cable.



- 2) Remove air cleaner lower case. <Ref. to IN(H6)-5, REMOVAL, Air Cleaner.>
- 3) Disconnect connector from ignition coil.
- 4) Remove ignition coil.

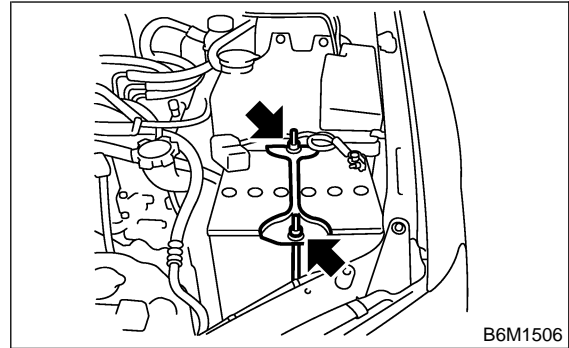


- 5) Remove spark plugs with the spark plug socket.

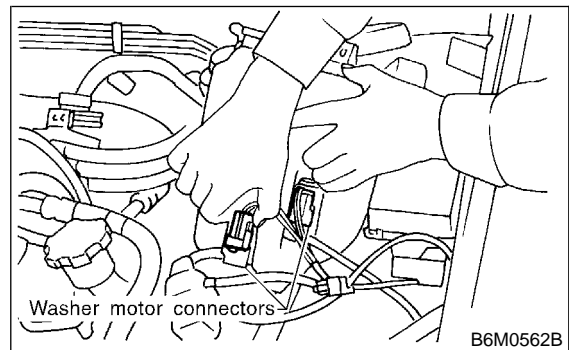


2. LH SIDE S141003A1806

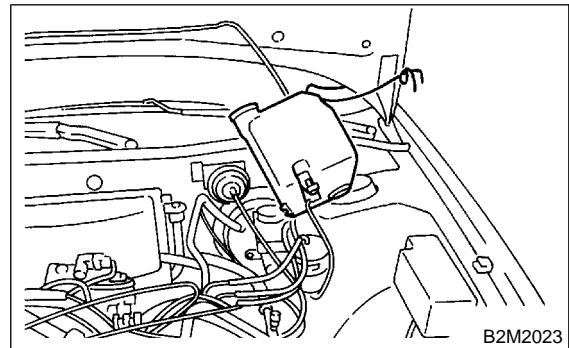
- 1) Disconnect battery cables and then remove battery and battery carrier.



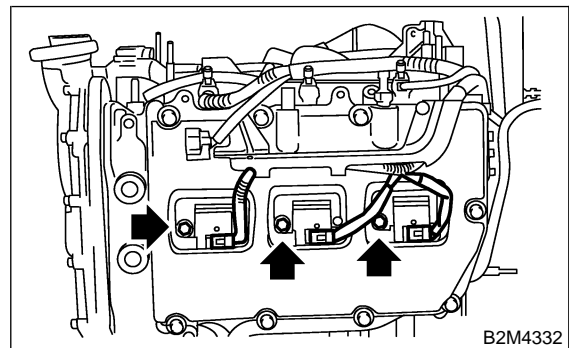
- 2) Disconnect washer motor connector.



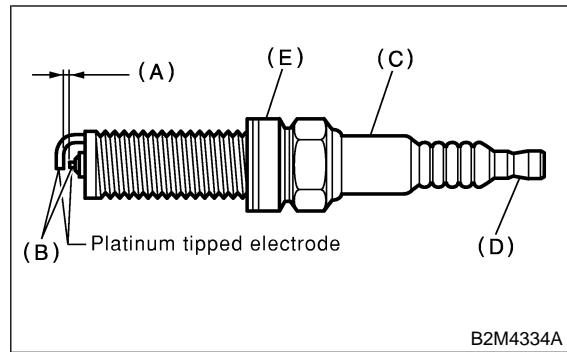
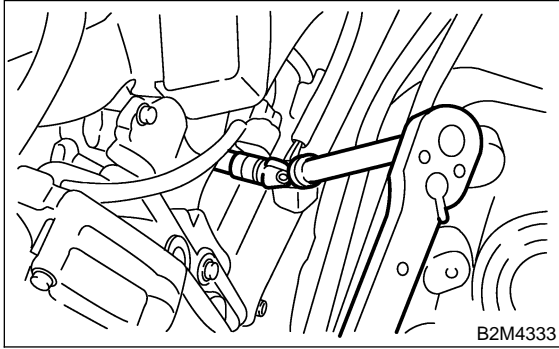
- 3) Remove the two bolts which hold the washer tank, then take the tank away from the working area.



- 4) Disconnect connector from ignition coil.
- 5) Remove ignition coil.



6) Remove spark plug with the spark plugs socket.



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

B: INSTALLATION S141003A11

1. RH SIDE S101003A1105

1) Install in the reverse order of removal.

Tightening torque (Spark plug):
21 N·m (2.1 kgf-m, 15 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.

Tightening torque (Ignition coil):
16 N·m (1.6 kgf-m, 12 ft-lb)

2. LH SIDE S141003A1106

1) Install in the reverse order of removal.

Tightening torque (Spark plug):
21 N·m (2.1 kgf-m, 15 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.

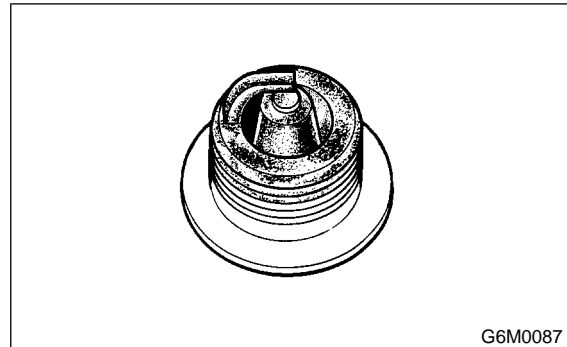
Tightening torque (Ignition coil):
16 N·m (1.6 kgf-m, 12 ft-lb)

C: INSPECTION S141003A10

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

1) Normal

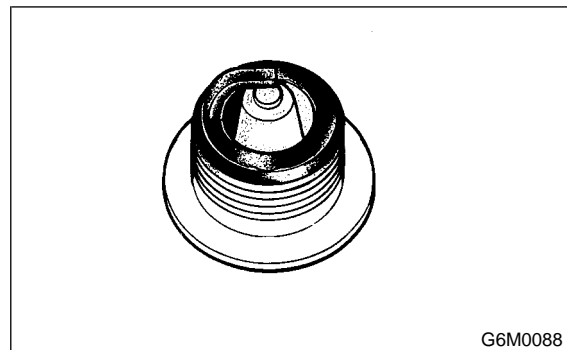
Brown to grayish-tan deposits and slight electrode wear indicate correct spark plug heat range.



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.

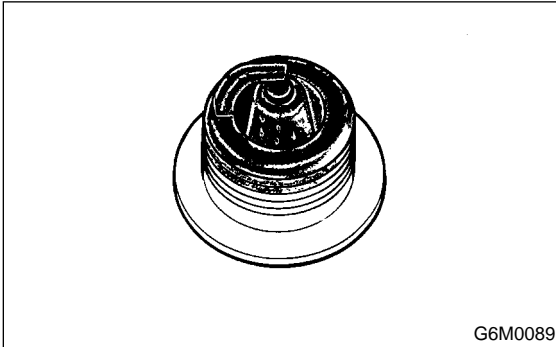


SPARK PLUG

Ignition

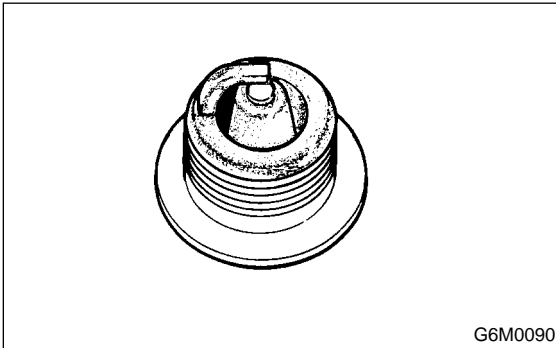
3) Oil fouled

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.

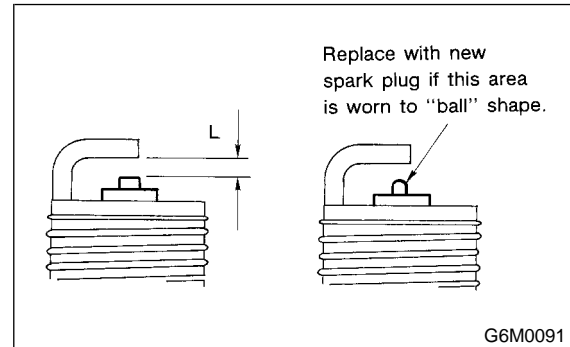


E: ADJUSTMENT S141003A01

Correct it if the spark plug gap is measured with a gap gauge, and it is necessary.

Spark plug gap: L

1.0 — 1.1 mm (0.039 — 0.043 in)



D: CLEANING S141003E56

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, replace plugs.