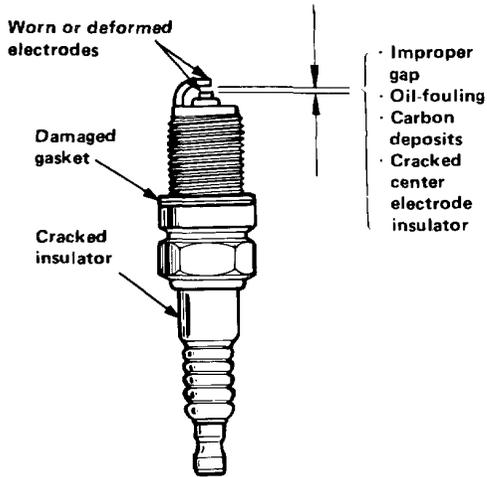


Ignition System

Spark Plug Inspection

1. Inspect the electrodes and ceramic insulator for:



Burned or worn electrodes may be caused by:

- Lean fuel mixture
- Advanced ignition timing
- Loose spark plug
- Plug heat range too high
- Insufficient cooling

Fouled plug may be caused by:

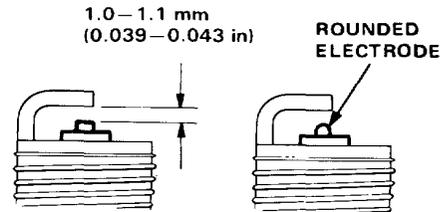
- Rich fuel mixture
- Retarded ignition timing
- Oil in combustion chamber
- Incorrect spark plug gap
- Plug heat range too low
- Excessive idling/low speed running
- Clogged air cleaner element
- Deteriorated ignition coil or ignition wires

2. Replace the plug if the center electrode is rounded as shown below:

Spark Plug:

		Standard	Optional
Unleaded gasoline	NGK	BCPR6E-11	BCPR6EY-11 BCPR7E-11 BCPR7EY-11
	ND	Q20PR-U11	Q22PR-U11
leaded gasoline	NGK	BCPR6E-11	BCPR5E-11 (*) BCPR7E-11
	ND	20PR-U11 20PR-UL11 (*)	16PR-U11 (*) 16PR-UL11 (*) 20PR-U11 (*) 22PR-U11 22PR-UL11 (*)

(*): 1.6 l DOHC only



3. Adjust the gap with a suitable gapping tool.

Electrode Gap: 1.0-1.1 mm (0.039-0.043 in)

4. Screw the plugs into the cylinder head finger tight, then torque them to 18 N·m (1.8 kg·m, 13 lb-ft).

NOTE: Apply a small quantity of anti-seize compound to the plug threads before installing.