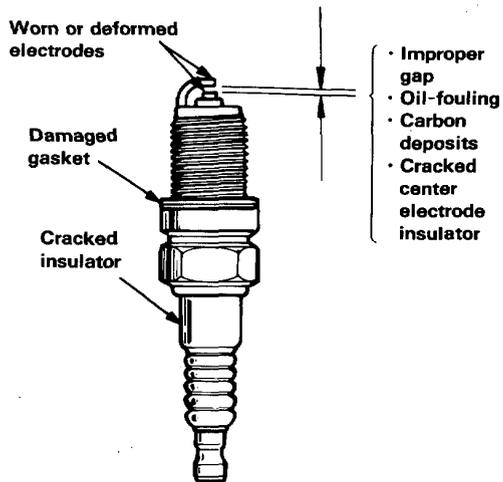


# Ignition System

## 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 :

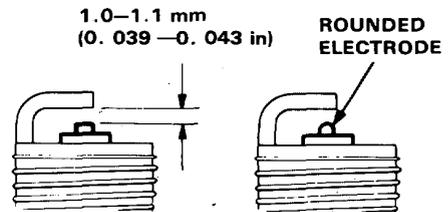
- Rich fuel mixture
- Retarded ignition timing
- Oil in combustion chamber
- Incorrect spark plug gap
- Plug heat range too low
- Excessive idling/low speed running
- Clogged air cleaner element
- Deteriorated ignition coil or ignition wires

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

### Spark Plug :

Standard  
BCPR6E-11 (NGK)  
Q20PR-V11 (ND)

Optional  
BCPR7E-11 (NGK)  
Q22PR-U11 (ND)



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).

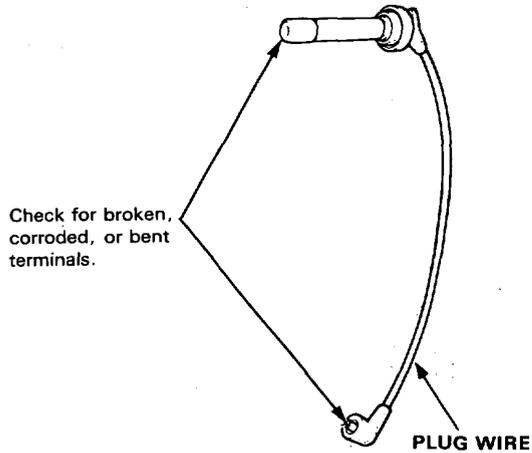
**NOTE:** Apply a small quantity of anti-seize compound to the plug threads before installing.



## Ignition Wire Inspection and Test

**CAUTION:** Carefully remove the ignition wires by pulling on the rubber boots. Do not bend the wire or the conductor may be broken.

1. Check the condition of the wire terminals. If any terminal is corroded, clean it, and if it is broken or distorted, replace the wire.



2. Connect ohmmeter probes and measure resistance.

**Ignition Wire Resistance :**  
25, 000 ohms max. at 20°C (70°F)

3. If resistance exceeds 25,000 ohms, replace the ignition wire.

