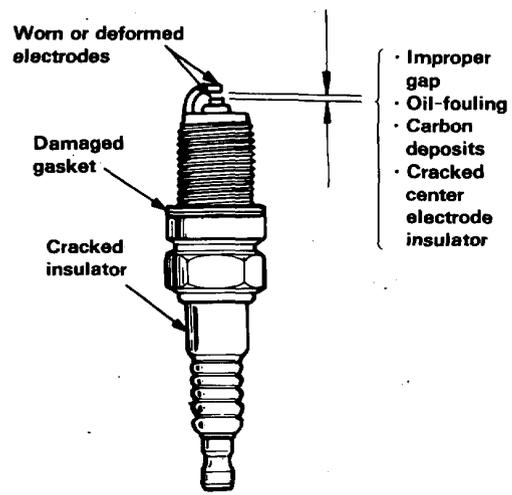




# Spark Plug Inspection

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 :**

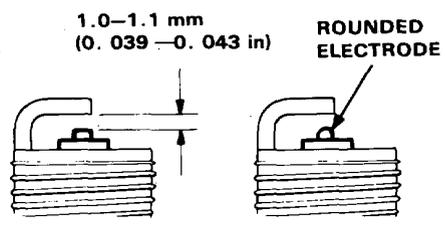
- Rich fuel mixture
- Retarded ignition timing
- Oil in combustion chamber
- Incorrect spark plug gap
- Plug heat range too low
- Excessive idling/low speed running
- Clogged air cleaner element
- Deteriorated ignition coil or ignition wires

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

### Spark Plug:

	Engine type	Standard	Optional
NGK	1.5 l , 1.6 l (PGM-FI) 1.6 l DOHC*1	BCPR6E-11	BCPR7E-11 BCPR6EY-N11 BCPR7EY-N11
	1.4 l , 1.6 l (2-Carb)	BCPR6E-11	BCPR7E-11
	1.6 l DOHC*2	BCPR6E-11	BCPR7E-11
ND	1.5 l , 1.6 l (PGM-FI) 1.6 l DOHC*1	Q20PR-U11	Q22PR-U11
	1.4 l , 1.6 l (2-Carb)	Q20PR-U11	Q22PR-U11
	1.6 l DOHC*2	Q20PR-UL11	Q20PR-U11 Q22PR-U11 Q22PR-UL11

\* 1: with CATA  
 \* 2: without CATA



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.