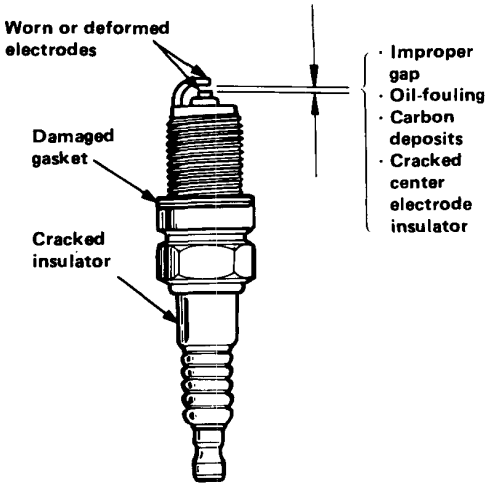
Spark Plug Inspection

1. Inspect the electrodes and ceramic insulator for:



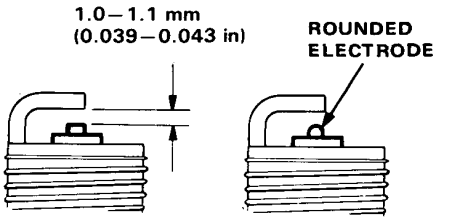
Burned or worn electrodes may be caused by:
- Lean fuel mixture
- Advanced ignition timing
- Loose spark plug
- Plug heat range too high
- Insufficient cooling

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:
BCPR6E-11 (NGK), Q20PR-U11 (ND)
BCPR6EY-N11 (NGK)*2
BCPR7E-11 (NGK), Q22PR-U11 (ND)
BCPR7EY-N11 (NGK)*2
BCPR5E-11 (NGK)*1, Q16PR-U11 (ND)*1
BCPR5EY-N11 (NGK)*1
(or equivalent)

***1: KQ only**
***2: With catalytic converter**



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 22 N·m (2.2 kg-m, 16 lb-ft).

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