

# Ignition System

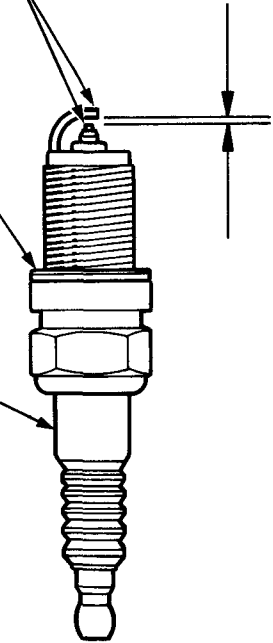
## Spark Plug Inspection

1. Inspect the electrodes and ceramic insulator for:

Worn or deformed electrodes

Damaged gasket

Cracked insulator



- Improper gap
- Oil-fouling
- Carbon deposits
- Cracked center electrode insulator

**Burned or worn electrodes may be caused by:**

- Advanced ignition timing
- Loose spark plug
- Plug heat range too low
- Insufficient cooling

**Fouled plug may be caused by:**

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

2. Replace the plug if it is fouled or worn.

NOTE: Do not use spark plugs other than those listed below.

**Spark Plug:**

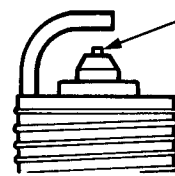
**PFR6N-11 (NGK)**

**PK20PR-L11 (Nippondenso)**

3. Make sure that the 1.3 mm (0.051 in) plug gauge does not go into the gap for the platinum tip plug. If the gauge goes into the gap, do not attempt to adjust the side electrode; replace the plug with a new one.

**Electrode Gap:**

Standard	$1.1 \pm 0.1$ mm ( $0.043 \pm 0.004$ in)
Service Limit	1.3 mm (0.051 in)



**Platinum tip plug:**

Check and confirm that the 1.3 mm (0.051 in) plug gauge does not go into the gap.

**Anti-seize compound applied to threads**

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 each plug.