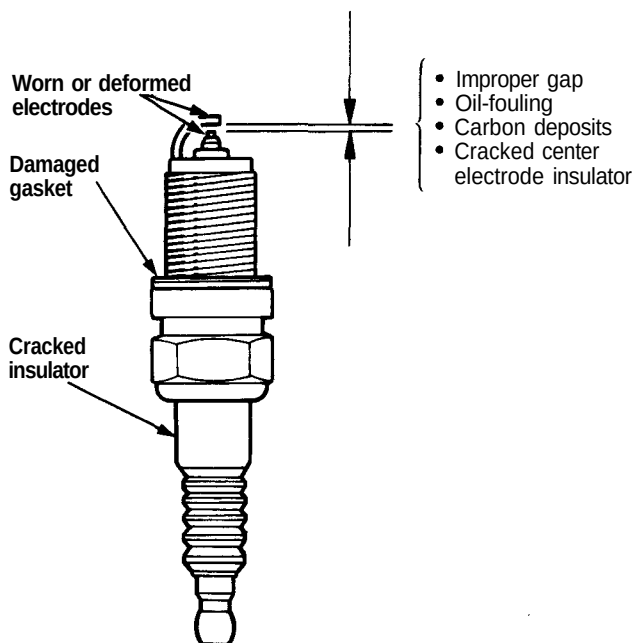


Ignition System

Spark Plug Inspection

1. Inspect the electrodes and ceramic insulator for:



Burned or worn electrodes may be caused by:

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

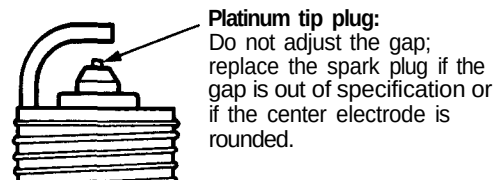
Fouled plug may be caused by:

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

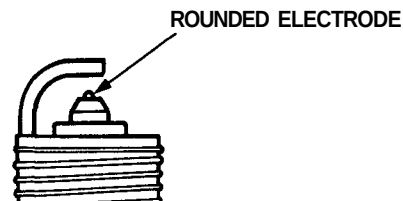
2. Do not adjust the gap of platinum tip plugs; replace the spark plug if the gap is out of specification or if the center electrode is rounded.

Electrode Gap:

Standard	1.1 $^{+0}_{-0.1}$ mm (0.043 $^{+0}_{-0.004}$ in)
Service Limit	1.3 mm (0.051 in)



3. Replace the plug at the specified interval, or if the center electrode is rounded as shown below:



NOTE: Use only the spark plugs listed below.

SparkPlugs

PFR5L-11 (NGK) PK16PR-L11 (DENSO)

4. Apply a small quantity of anti-seize compound to the plug threads, and screw the plugs into the cylinder head finger-tight. Then torque them to 18 N-m (1.8 kgf-m, 13 lbf-ft).