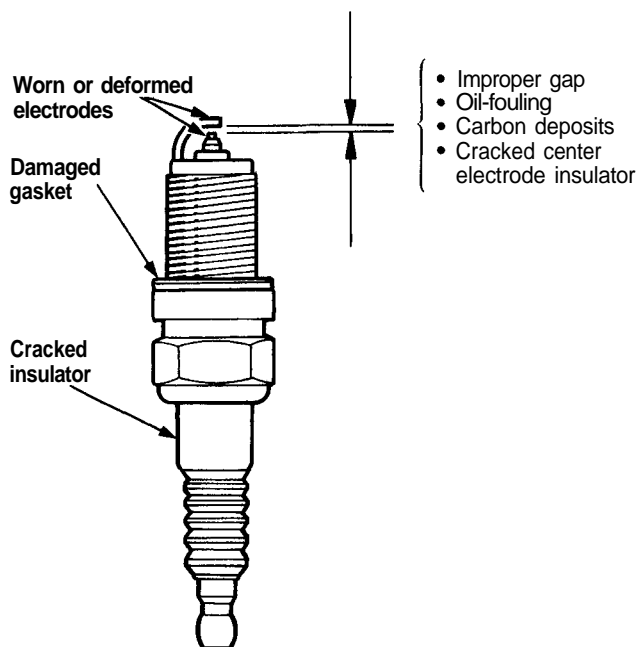


# Ignition System

## 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
- Too low plug heat range
- Insufficient cooling

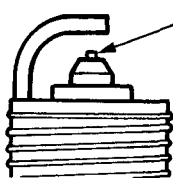
### Fouled plug may be caused by:

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

2. Make sure that the 1.3 mm (0.051 in.) plug gauge does not fit into the gap of the platinum tip plug. If the gauge fits into the gap, do not attempt to adjust the side electrode. Replace the plug.

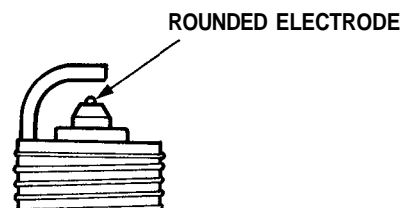
### Electrode Gap:

Standard	$1.1 \pm 0.1 \text{ mm } (0.043 \pm 0.004 \text{ in})$
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 fit into the gap.

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



### Use only the plugs listed below:

PFR6G-11 (NGK) PZFR6F-11 (NGK) PK20PR-L11 (ND) PKJ20CR-L11 (ND)	For all normal driving
PFR7G-11 (NGK) PK22PR-L11 (ND)	For hot climates or continuous high speed driving
PFR5G-11 (NGK) PK16PR-L11 (ND)	For cold climate driving

4. Apply some anti-seize compound to the plug threads, then screw the plugs into the cylinder head finger-tight, and torque them to 18 N-m (1.8 kg-m, 13 lb-ft).