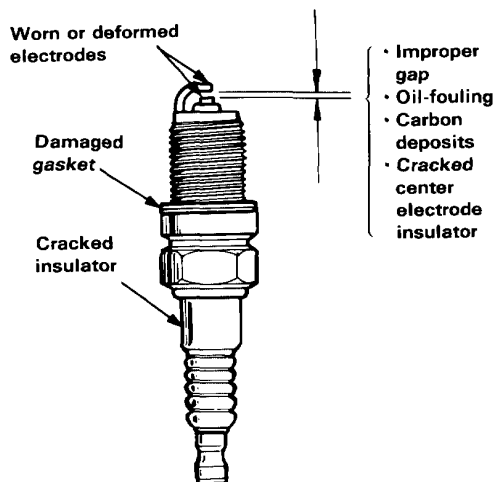




Spark Plug Inspection

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 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 or ignition wires

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

NOTE:

- Do not use spark plugs other than those listed below, because those plugs are a new type (ISO standard).
- These marks are sealed on the air cleaner cover.



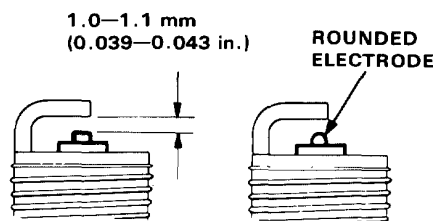
Spark Plug: Except KP and KT models

	Standard	Optional
NGK	ZFR6F-11	ZFR5F-11* ZFR7F-11
ND	KJ20CR-L11	KJ16CR-L11* KJ22CR-L11

*: Except KF, KG, KS, KW, KE and KX models

KP and KT models

	Standard	Optional
NGK	ZFR5F-11	ZFR6F-11
ND	KJ16CR-L11	KJ20CR-L11



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.