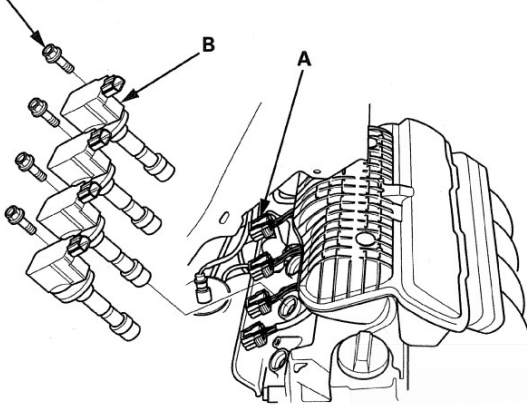


Ignition System

Ignition Coil and Spark Plug Removal/Installation

1. Remove the under-cowl panel (see page 20-185).
2. Disconnect the ignition coil connectors (A), then remove the ignition coils (B).

6 x 1.0 mm
9.8 N·m (1.0 kgf·m, 7 lbf·ft)



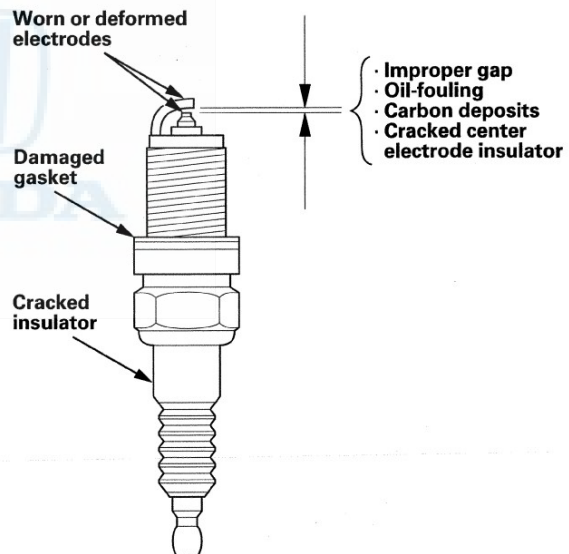
3. Remove the spark plugs, and inspect them (see page 4-20).
4. Apply a small amount of anti-seize compound to the plug threads, and screw the plugs into the cylinder head, finger tight, then tighten the plugs to the specified torque.

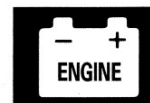
Specified Torque
18 N·m (1.8 kgf·m, 13 lbf·ft)

5. Install all remaining parts in the reverse order of removal.

Spark Plug Inspection

1. Remove the ignition coils and the spark plugs (see page 4-20).
2. Inspect the electrodes and the ceramic insulator:
 - Burned or worn electrodes may be caused by these conditions:
 - Advanced ignition timing
 - Loose spark plug
 - Plug heat range too hot
 - Insufficient cooling
 - Fouled plugs may be caused by these conditions:
 - 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 coils





3. Replace the plug at the specified interval, or if the center electrode (A) is rounded, or if the spark plug gap (B) is out of specification, or if the spark plug electrode is dirty or contaminated. Use only the spark plugs listed.

NOTE:

- Do not adjust the gap of iridium tip plugs.
- Do not use a plug cleaner.

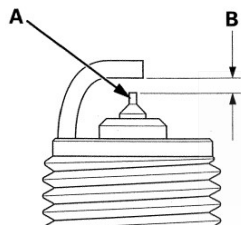
Spark Plugs

NGK: IZFR6K13

DENSO: SKJ20DR-M13

Electrode Gap

Standard (New): 1.2–1.3 mm (0.047–0.051 in)



4. Install the spark plugs and the ignition coils (see page 4-20).

