



Spark Plug Inspection

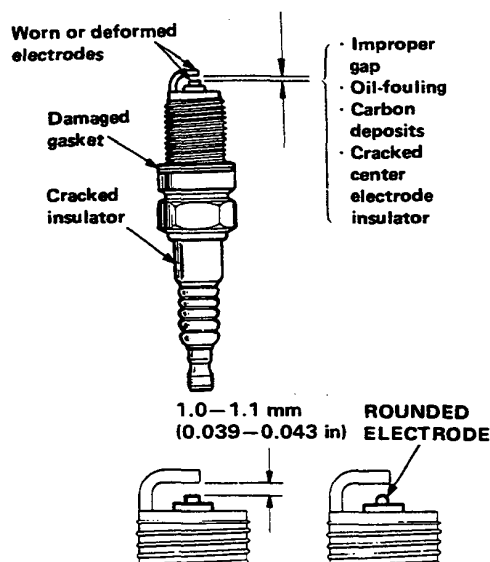
1. Inspect the electrodes and ceramic insulator for:

Burned or worn electrodes may be caused by:

- Lean fuel mixture
- Advanced ignition timing
- Loose spark plug
- Plug heat range too high
- Insufficient cooling

Fouled plug may be caused by:

- Rich fuel mixture
- Retarded ignition timing
- Oil in combustion chamber
- Incorrect spark plug gap
- Plug heat range too low
- 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 right:

Fuel-injected engine:

KX, KQ, KS, KZ	BCPR6EY-N11 (NGK) BCPR6E-11 (NGK) Q20PR-U11 (ND)	*1
	BCPR5EY-N11 (NGK) BCPR5E-11 (NGK) Q16PR-U11 (ND)	*2
	BCPR7EY-N11 (NGK) BCPR7E-11 (NGK) Q22PR-U11 (ND)	*3
KG, KE, KB, KF, KT, KW, KY	BCPR6E-11 (NGK) Q20PR-UL11 (ND) Q20PR-U11 (ND)	*1
	Q16PR-UL11 (ND) BCPR5E-11 (NGK) Q16PR-U11 (ND)	*2
	Q22PR-UL11 (ND) BCPR7E-11 (NGK) Q22PR-U11 (ND)	*3

Carbureted engine:

KG, KE, KB, KF, KT, KW, KY	BCPR6E-11 (NGK) Q20PR-U11 (ND) Q20PR-UL11 (ND)	*1
	BCPR5E-11 (NGK) Q16PR-U11 (ND) Q16PR-UL11 (ND)	*2
	BCPR7E-11 (NGK) Q22PR-U11 (ND) Q22PR-UL11 (ND)	*3
KS, KZ	BCPR6EY-N11 (NGK) BCPR6E-11 (NGK) Q20PR-U11 (ND)	*1
	BCPR5EY-N11 (NGK) BCPR5E-11 (NGK) Q16PR-U11 (ND)	*2
	BCPR7EY-N11 (NGK) BCPR7E-11 (NGK) Q22PR-U11 (ND)	*3
KX	BCPR6EY-N11 (NGK) BCPR6E-11 (NGK) Q20PR-U11 (ND)	*1
	BCPR5E-11 (NGK) Q16PR-U11 (ND)	*2
	BCPR7EY-N11 (NGK) BCPR7E-11 (NGK) Q22PR-U11 (ND)	*3

NOTE: *1 For all normal driving.

*2 For cold climates.

*3 For hot climates or continuous high speed driving.

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.