

Fuels with lead compounds cause a grey-brown tone in contrast to other fuels. This should be taken into account when inspecting the spark plugs.

During operation the electrode gap will become larger from the burning of electrode metal. Since this action does not burn the material away uniformly, it is best to measure the gap with a wire type gap gauge. The proper electrode gap can be obtained by bending the side electrode until a gap of 0.5 to 0.6 mm (.020 to .024 in.).

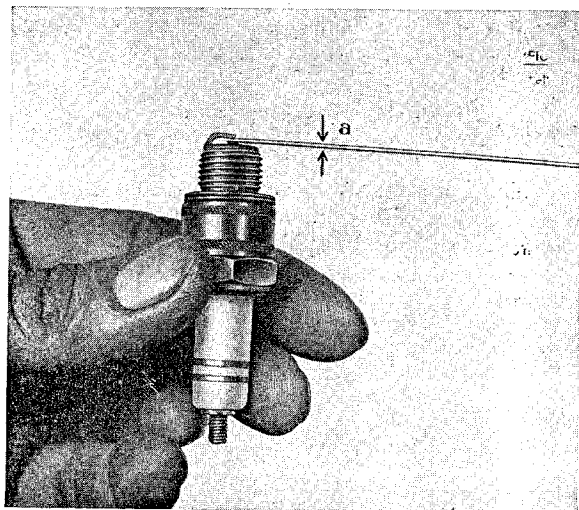


Fig. 52

The proper operation of the spark plugs may be tested on a spark plug tester. The spark should be observed under a pressure of 6 to 8 kg/cm² (85 to 114 psi). Spark plug gaskets must be used when installing the spark plugs in the tester in order to obtain correct results.

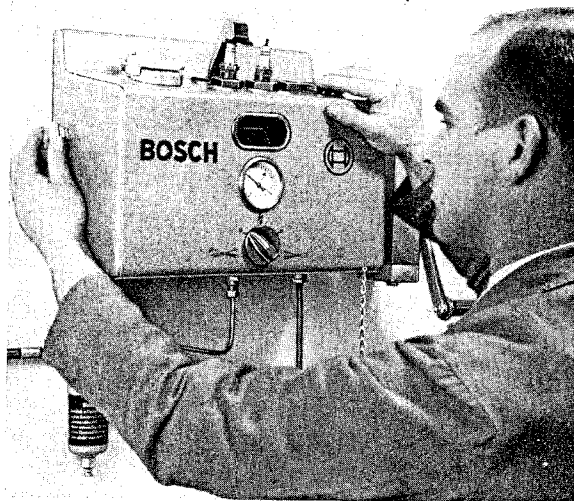


Fig. 53

It is advisable to install new spark plugs every 15 000 km (10 000 mi.). Spark plugs may be cleaned with a spark plug sand blasting device.

Oiled spark plugs should be first cleaned with solvent and dried with a blast of compressed air before cleaning in a sand blasting device. It is important that no sand particles remain in the spark plug. Clogged sand will become free during operation and damage the engine. The glazed portion of the insulator should be clean and dry for proper ignition.