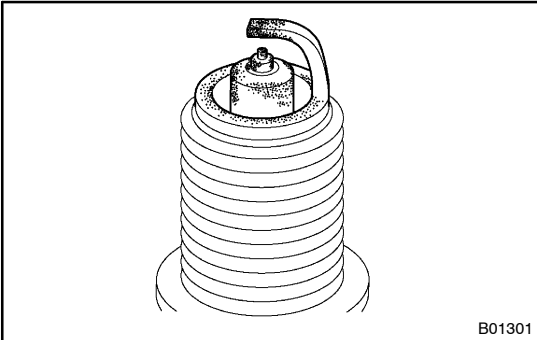


INSPECTION

1. SPARK PLUG

NOTICE:

Try not to clean the irridium and platinum tip. However, when the cleaning is necessary, use of spark plug cleaner is recommended. Duration should be less than 20 seconds.



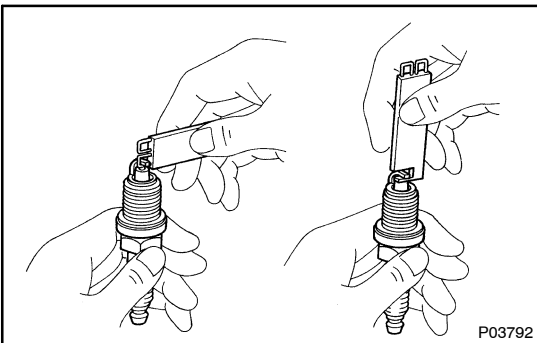
- (a) Check the spark plug for thread damage and insulator damage.

If abnormal, replace the spark plug.

Recommended spark plug:

DENSO MADE SK20R11

NGK MADE IFR6A11



- (b) Check the electrode gap.

Electrode gap: 1.0 – 1.1 mm (0.039 – 0.043 in.)

Maximum electrode gap: 1.3 mm (0.051 in.)

NOTICE:

- This engine is fitted with irridium-tipped spark plugs. Never attempt to adjust the electrode gap.
- Do not scratch the irridium and platinum tip between electrode gap.

2. CAMSHAFT POSITION SENSOR

- (a) Using an ohmmeter, measure the resistance between terminals.

RESISTANCE:

at cold 835 – 1,400 Ω

at hot 1,060 – 1,645 Ω

NOTICE:

"Cold" and "Hot" on the table express the temperature of the coils themselves. "Cold" is from -10°C (14°F) to 50°C (122°F) and "Hot" is from 50°C (122°F) to 100°C (212°F).

3. CRANK POSITION SENSOR

- (a) Using an ohmmeter, measure the resistance between terminals.

RESISTANCE:

at cold 985 – 1,600 Ω

at hot 1,265 – 1,890 Ω

NOTICE:

"Cold" and "Hot" on the table express the temperature of the coils themselves. "Cold" is from -10°C (14°F) to 50°C (122°F) and "Hot" is from 50°C (122°F) to 100°C (212°F).