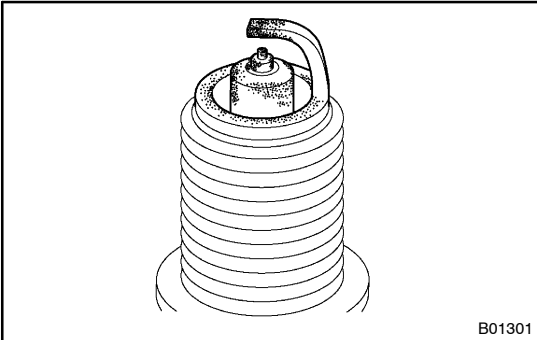


## INSPECTION

### 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.



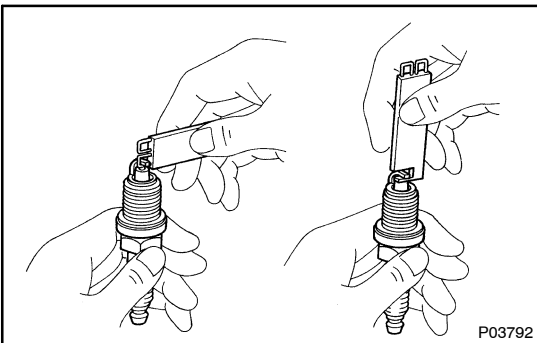
- (a) Check the spark plug for thread damage and insulator damage.

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  $\Omega$**

**at hot 1,060 – 1,645  $\Omega$**

#### NOTICE:

"Cold" and "Hot" on the table express the temperature of the coils themselves. "Cold" is from  $-10^{\circ}\text{C}$  ( $14^{\circ}\text{F}$ ) to  $50^{\circ}\text{C}$  ( $122^{\circ}\text{F}$ ) and "Hot" is from  $50^{\circ}\text{C}$  ( $122^{\circ}\text{F}$ ) to  $100^{\circ}\text{C}$  ( $212^{\circ}\text{F}$ ).

### 3. CRANK POSITION SENSOR

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

#### RESISTANCE:

**at cold 985 – 1,600  $\Omega$**

**at hot 1,265 – 1,890  $\Omega$**

#### NOTICE:

"Cold" and "Hot" on the table express the temperature of the coils themselves. "Cold" is from  $-10^{\circ}\text{C}$  ( $14^{\circ}\text{F}$ ) to  $50^{\circ}\text{C}$  ( $122^{\circ}\text{F}$ ) and "Hot" is from  $50^{\circ}\text{C}$  ( $122^{\circ}\text{F}$ ) to  $100^{\circ}\text{C}$  ( $212^{\circ}\text{F}$ ).