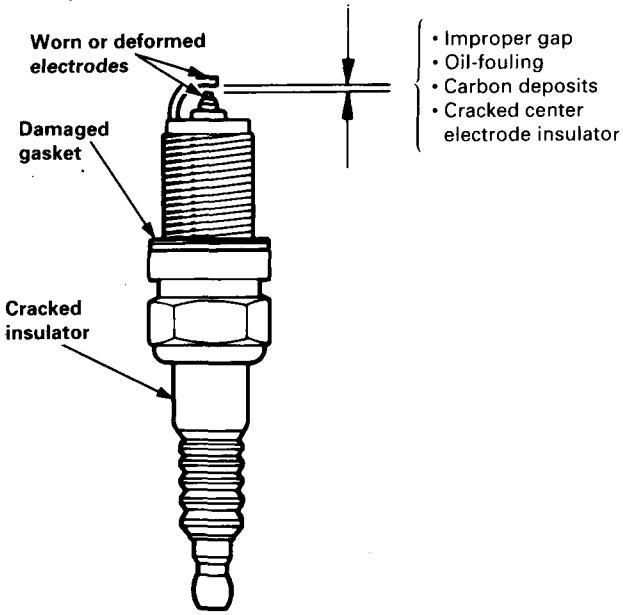
Spark Plug Inspection

1. Inspect the electrodes and ceramic insulator for:



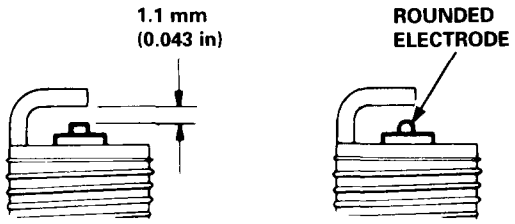
Burned or worn electrodes may be caused by:
- Advanced ignition timing
- Loose spark plug
- Plug heat range too low
- Insufficient cooling

Fouled plugs may be caused by:
- Retarded ignition timing
- Oil in combustion chamber
- Incorrect spark plug gap
- Plug heat range too high
- Excessive idling/low speed running
- Clogged air cleaner element
- Deteriorated ignition coil or ignition wires

2. D16Y5, D16Y7, D16Y8 engine:
   - Adjust the gap with a suitable gapping tool, and replace the plug if the center electrode is rounded as shown below.

Electrode Gap:

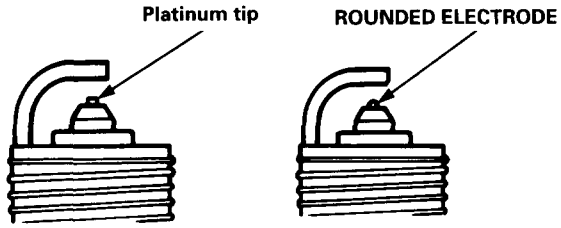
Standard	1.1 $^{+0.1}_{-0}$ mm (0.043 $^{+0.004}_{-0}$ in)



3. B16A2 engine:
   - Do not adjust the gap of a platinum tip plug; replace the spark plug if the center electrode is rounded or if the gap is not within the specifications.

Electrode Gap:

Standard	1.3 $^{+0.1}_{-0}$ mm (0.051 $^{+0.004}_{-0}$ in)



NOTE: Use only the spark plugs listed below.

Engine Types	Spark Plugs
D16Y5	ZFR4F-11 (NGK) KJ14CR-L11 (DENSO)
D16Y7, D16Y8	ZFR5F-11 (NGK) KJ16CR-L11 (DENSO)
B16A2	PFR6L-13 (NGK) PK20PR-L13 (DENSO)

4. Apply a small quantity of anti-seize compound to the plug threads, and screw the plugs into the cylinder head finger-tight. Then torque them to 18 N•m (1.8 kgf•m, 13 lbf•ft).