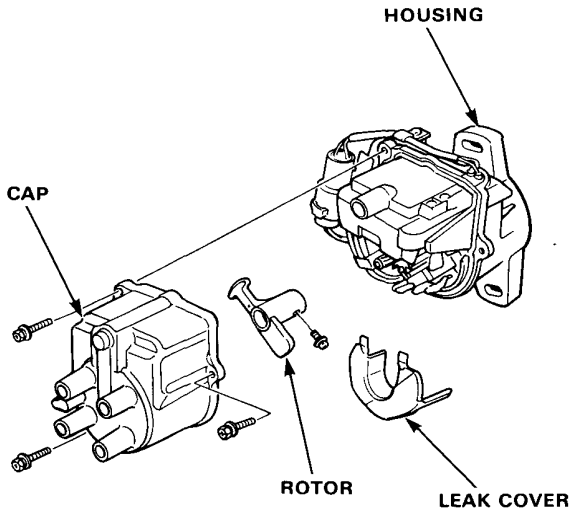
Igniter Unit Input Test

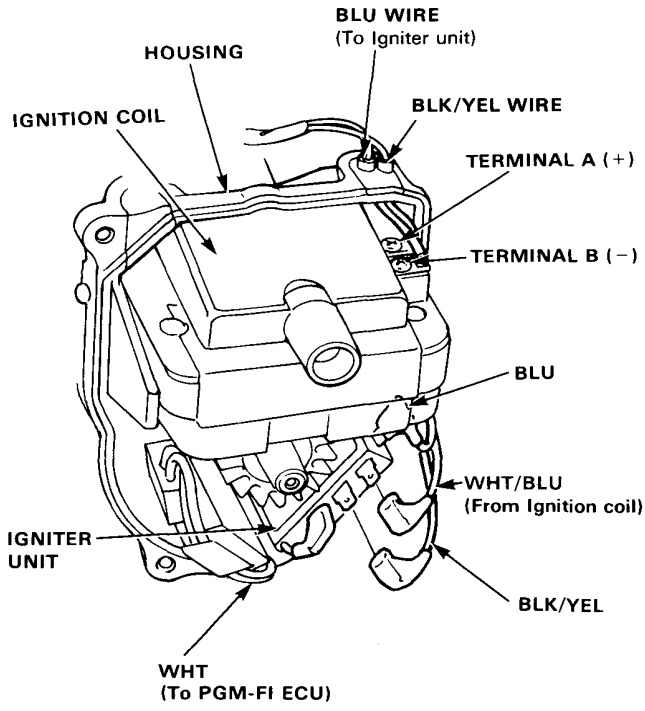
NOTE:
- See section 6 when the selt-diagnostic indicator blinks.
- Perform an input test for the igniter unit after finishing the fundamental tests for the ignition system and fuel emission system.
- The tachometer should operate normally.

1. Remove the distributor cap.
2. Remove the roter and reak cover.



3. With the ignition switch on, there should be battery voltage between the terminal (+) and body ground.
   - If there is battery voltage, go to step4.
   - If there is no voltage, check for;
     - An open in the WHT wire or BLK/YEL wire.
     - Disconnected terminals.

4. Disconnect the BLK/YEL wire from the igniter unit. There should be battery voltage between the BLK/YEL (+) wire and body ground.
   - If there is battery voltage, go to step 5.
   - If there is no voltage, check for an open in the BLK/YEL wire between the ignition coil and igniter unit.



5. Disconnect the WHT/BLU wire from the Igniter unit. There should be battery voltage between the WHT/BLU (+) wire and body ground.
   - If there is battery voltage, go to step 6.
   - If there is no voltage, check for;
     - Ignition coil test.
     - An open in the WHT/BLU wire between the ignition coil and igniter unit.
     - Disconnected terminals.

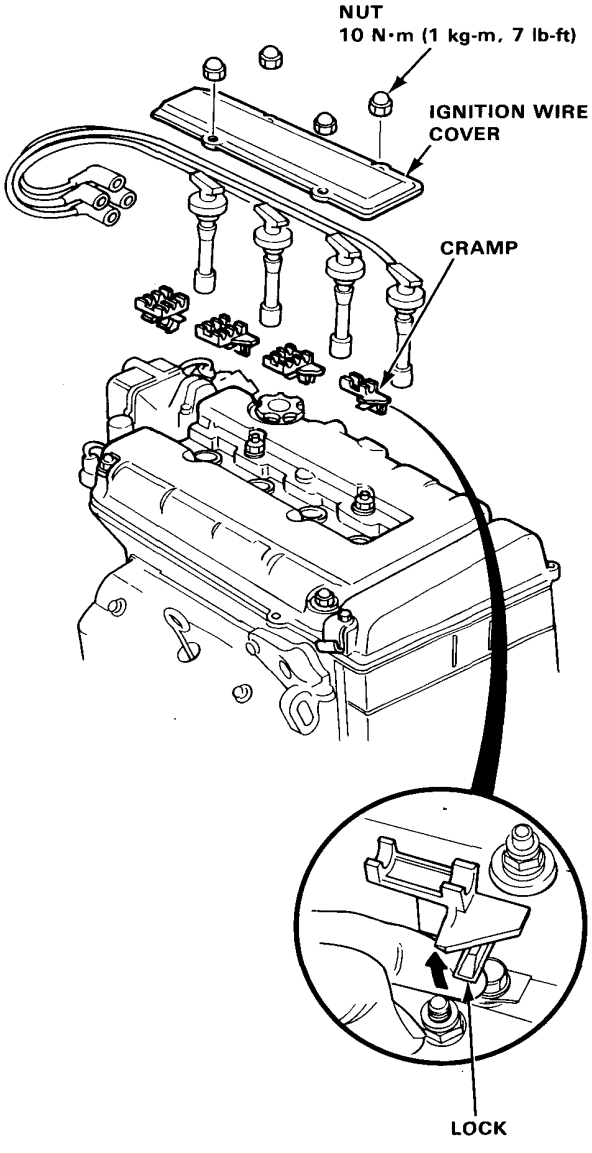
6. Check for continuity between the igniter body and distributor housing.

7. If all tests ok, yet the system still fails to work, replace the igniter unit assembly.

Spark Plug Removal

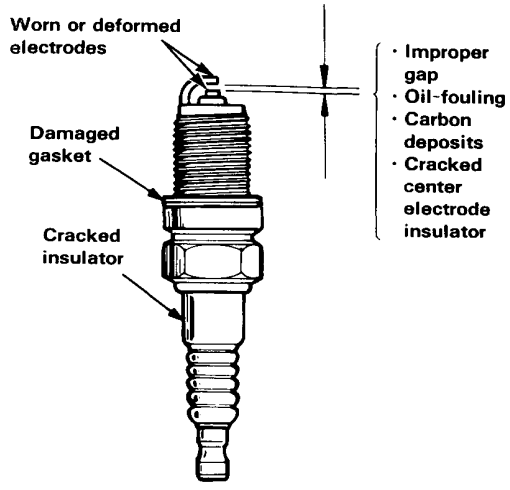
NOTE: Do not damage the cover when removing the nuts.

1. Remove the Ignition wire cover, then remove the ignition wire and cramp from the cylinder head.
2. Remove the spark plug.



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

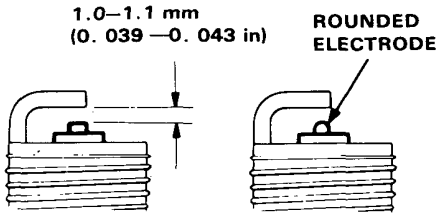
Fouled plug may be caused by :
- Rich fuel mixture
- Retarded ignition timing
- Oil in combustion chamber
- Incorrect spark plug gap
- Plug heat range too low
- Excessive idling/low speed running
- Clogged air cleaner element
- Deteriorated ignition coil or ignition wires

2. Replace the plug if the center electrode is rounded as shown below.

Spark Plug :

Standard
BKR6E-N11 (NGK)
K20PR-L11 (ND)

Optional
BKR7E-N11 (NGK)
K22PR-L11 (ND)



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.