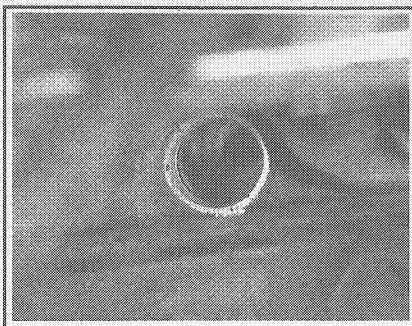


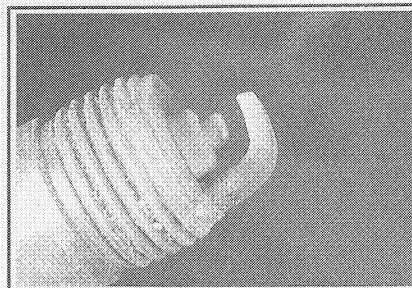
89601P42

Fig. 81 . . . remove the spark plug from the engine



91191P49

Fig. 82 Clean out the spark plug bore and threads before installing the new spark plug



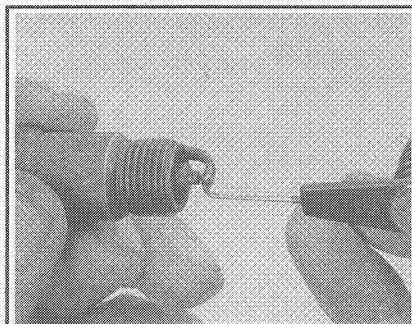
89601P34

Fig. 83 An inspection of the old spark plugs will give a general idea of the condition of the motor, compare the spark plugs to the chart in this section



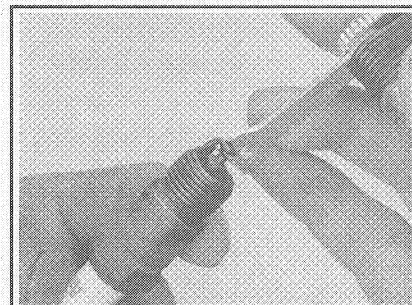
89601P33

Fig. 84 A piece of fuel line or a small hose is useful in installing the spark plugs to avoid stripping the threads



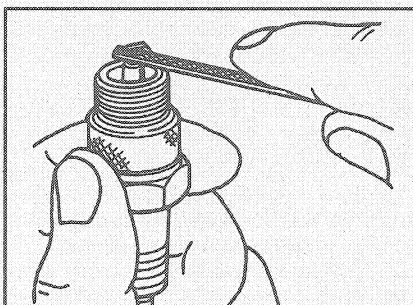
TCCS2903

Fig. 85 Checking the spark plug gap with a feeler gauge



TCCS2904

Fig. 86 Adjusting the spark plug gap



TCCS1141

**Fig. 87 If the standard plug is in good condition, the electrode may be filed flat—
WARNING: do not file platinum plugs**

the spark plug gap. When using a gauge, the proper size should pass between the electrodes with a slight drag. The next larger size should not be able to pass while the next smaller size should pass freely.

8. Carefully thread the plug into the bore by hand. If resistance is felt before the plug is almost completely threaded, back the plug out and begin threading again. In small, hard to reach areas, an old spark plug wire and boot could be used as a threading tool. The boot will hold the plug while you twist the end of the wire and the wire is supple

enough to twist before it would allow the plug to crossthread.

*** WARNING

Do not use the spark plug socket to thread the plugs. Always carefully thread the plug by hand or using an old plug wire, or vacuum line, to prevent the possibility of crossthreading and damaging the cylinder head bore.

9. Carefully tighten the spark plug. These engine applications use a tapered seat plug.

10. Apply a small amount of silicone dielectric compound to the end of the spark plug. This assures no water will enter and no corrosion will develop. It will also aid in removal of the boot when the time comes.

Use special care when reinstalling spark plug boots, to assure that the metal terminal within the boot is fully seated on the spark plug terminal and that the boot has not moved on the wire. If boot to wire movement has occurred, the boot will give a false visual impression of being fully seated. A good check to assure that boots have been properly assembled is to push sideways on the installed boots. If they have been correctly installed, a stiff boot, with only slight looseness, will be noted. If the terminal has not been properly seated on the

sparkplug, only the resistance of the rubber boot will be felt when pushing sideways.

INSPECTION & GAPPING

♦ See Figures 85, 86, 87 and 88

Check the plugs for deposits and wear. If they are not going to be replaced, clean the plugs thoroughly. Remember that any kind of deposit will decrease the efficiency of the plug. Plugs can be cleaned on a spark plug cleaning machine, which can sometimes be found in service stations, or you can do an acceptable job of cleaning with a stiff brush. If the plugs are cleaned, the electrodes must be filed flat. Use an ignition points file, not an emery board or the like, which will leave deposits. The electrodes must be filed perfectly flat with sharp edges; rounded edges reduce the spark plug voltage by as much as 50%.

Check spark plug gap before installation. The ground electrode (the L-shaped one connected to the body of the plug) must be parallel to the center electrode and the specified size wire gauge (please refer to the Tune-Up Specifications chart for details) must pass between the electrodes with a slight drag.

⇒ **NEVER adjust the gap on a used platinum type spark plug.**

Always check the gap on new plugs as they are not always set correctly at the factory. Do not use a