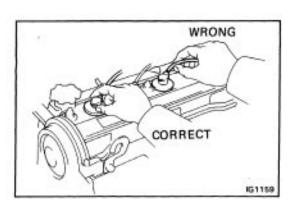
#### **ON-VEHICLE INSPECTION** 4A–FE SPARK TEST **CHECK THAT SPARK OCCURS** (a) Disconnect high-tension cords from spark plugs. (b) Remove the spark plugs. (See page IG-5) (e) Install the spark plugs to each high-tension cord. (d) Ground the spark plug. (e) Check if spark occurs while engine is being cranked. HINT: To prevent gasoline from being injected from injectors during this test, crank the engine for no more than 1-2 seconds at a time. If the spark does not occur, perform the test as follows: SPARK TEST BAD BAD CHECK CONNECTION OF IIA CONNECTORS Connect securely. OK CHECK RESISTANCE OF HIGH-TENSION Replace the code(s). BAD CORDS (See page IG-5) Maximum resistance : $25k\Omega$ per cord OK CHECK POWER SUPPLY TO IGNITION COIL Check wiring between ignition switch 1. Turn ignition switch ON. and ignition coil and igniter. BAD 2. Check that there is battery voltage at ignition coil positive (+) terminal. OK CHECK RESISTANCE OF IGNITION COIL Replace the ignition coil. BAD (See page IG-6) **1.28** – **1.56**Ω Resistance (Cold) Primary: Secondary: 10.4 – 14.0 kΩ OK CHECK RESISTANCE OF SIGNAL Replace the distributor housing. BAD GENERATOR REGULATOR (PICKUP COIL) (See page IG-7) Resistance: $205 - 255\Omega$ OK CHECK AIR GAP IIA (See page IG-6) Replace the distributor housing. BAD Air gap: Each 0.2 – 0.4 mm (0.008 – 0.016 in) OK Check wiring between ECU and CHECK IGT SIGNAL FROM ECU BAD IIA, and then try another ECU. (See page FI-40) OK TRY ANOTHER IGNITER



# **INSPECTION OF HIGH-TENSION CORDS**

- 1. CAREFULLY DISCONNECT HIGH-TENSION CORDS BY THEIR RUBBER BOOTS FROM SPARK PLUGS NOTICE: Pulling on or bending the cords may damage the conductor inside.
- 2. REMOVE IIA CAP WITHOUT DISCONNECTING HIGH-TENSION CORDS

## 3. INSPECT HIGH-TENSION CORD RESISTANCE

Using an ohmmeter, measure the resistance without disconnecting the IIA cap.

### Maximum resistance: 25 k $\Omega$ per cord

If the resistance is greater than maximum, check the terminals. If necessary, replace the high-tension cord and/or IIA cap.

- 4. REINSTALL IIA CAP
- 5. RECONNECT HIGH-TENSION CORDS TO SPARK PLUGS

# **INSPECTION OF SPARK PLUGS**

1. DISCONNECT HIGH-TENSION CORDS FROM SPARK PLUGS

## 2. REMOVE SPARK PLUGS

Using a 16 mm plug wrench, remove the spark plug.

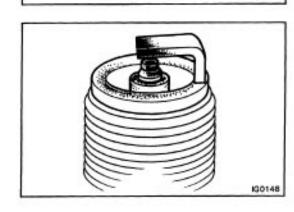


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## 3. CLEAN SPARK PLUGS

Using a spark plug cleaner or wire brush, clean the spark plug.

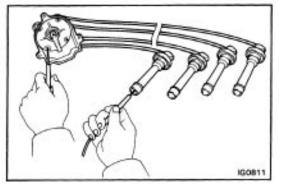


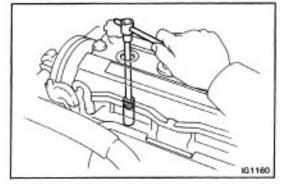
## 4. VISUALLY INSPECT SPARK PLUGS

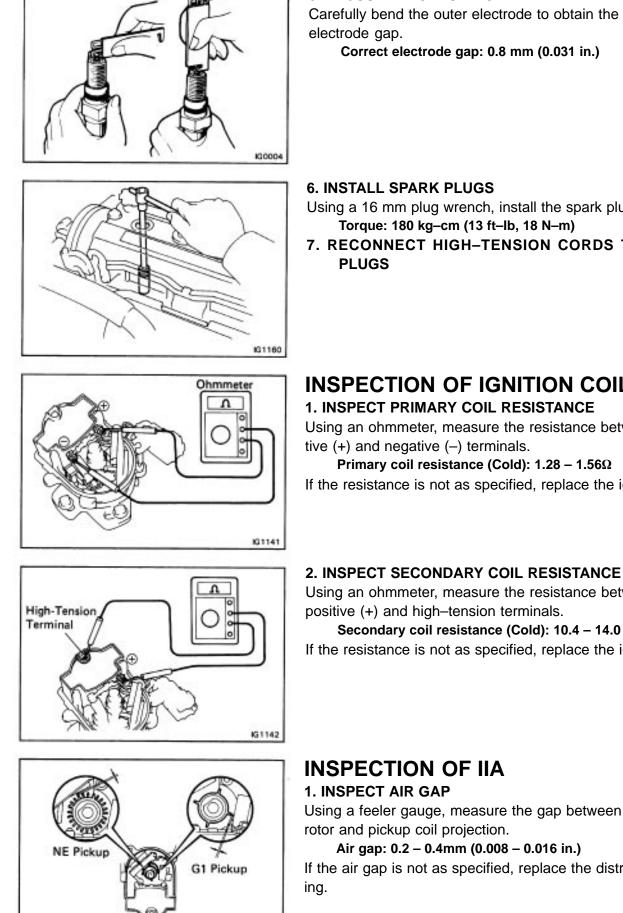
Check the spark plug for electrode wear, thread damage and insulator damage.

If abnormal, replace the spark plug.

Recommended spark plug: ND Q16R–U NGK BCPR5EY IG–5







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## 5. ADJUST ELECTRODE GAP

Carefully bend the outer electrode to obtain the correct

Correct electrode gap: 0.8 mm (0.031 in.)

Using a 16 mm plug wrench, install the spark plug.

7. RECONNECT HIGH-TENSION CORDS TO SPARK

## **INSPECTION OF IGNITION COIL**

**1. INSPECT PRIMARY COIL RESISTANCE** 

Using an ohmmeter, measure the resistance between posi-

## Primary coil resistance (Cold): $1.28 - 1.56\Omega$

If the resistance is not as specified, replace the ignition coil.

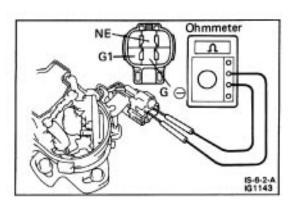
Using an ohmmeter, measure the resistance between the

## Secondary coil resistance (Cold): $10.4 - 14.0 \text{ k}\Omega$ If the resistance is not as specified, replace the ignition coil.

Using a feeler gauge, measure the gap between the signal

## Air gap: 0.2 - 0.4mm (0.008 - 0.016 in.)

If the air gap is not as specified, replace the distributor hous-



## 2. INSPECT SIGNAL GENERATOR (PICKUP COIL) RESISTANCE

Using an ohmmeter, measure the resistance between the terminals (G1 and G (–), NE and G (–)).

#### Pickup coil resistance (Cold): 205 – 255 $\Omega$

If the resistance is not as specified, replace the distributor housing.

## **INSPECTION OF IGNITER**

(See procedure in Spark Test on page IG-4)