

Spark Plug

Refer to *Important Safety Precautions* on page 33.

Spark Plug Recommendation

The recommended standard spark plug is satisfactory for most racing conditions.

Standard	SILMAR9A – 9S (NGK)
Optional	SILMAR10A – 9S (NGK)

Use only the recommended type of spark plugs in the recommended heat range.

NOTICE

Using a spark plug with an improper heat range or incorrect reach can cause engine damage. Using a non-resistor spark plug may cause ignition problems.

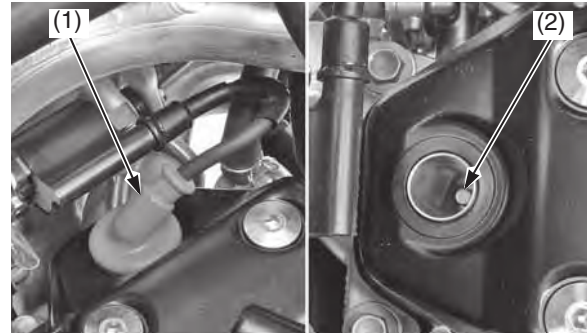
This motorcycle uses a spark plug that has an iridium tip in the center electrode and a platinum tip in the side electrode.

Be sure to observe the following when servicing the spark plug.

- Do not clean the spark plug. If an electrode is contaminated with accumulated objects or dirt, replace the spark plug with a new one.
- To check the spark plug gap, use only a “wire-type feeler gauge.” To prevent damaging the iridium tip of the center electrode and platinum tip of the side electrode, never use a “leaf-type feeler gauge.”
- Do not adjust the spark plug gap. If the gap is out of specification, replace the spark plug with a new one.

Spark Plug Inspection & Replacement

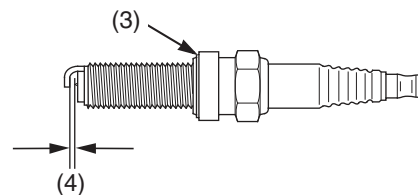
1. Remove the seat and fuel tank (pages 46, 48).
2. Disconnect the spark plug cap (1).
3. Clean any dirt from around the spark plug base.
4. Remove the spark plug (2).



(1) spark plug cap

(2) spark plug

5. Check the electrodes for wear or deposits, the sealing gasket (3) for damage, and the insulator for cracks. Replace if you detect them.
6. Check the spark plug gap (4), using a wire-type feeler gauge. If the gap is out of specifications, replace the plug with a new one. The recommended spark plug gap is: 0.031 – 0.035 in (0.8 – 0.9 mm)



(3) sealing gasket

(4) spark plug gap

7. To obtain accurate spark plug readings, accelerate up to speed on a straightaway. Press and hold the engine stop button and disengage the clutch by pulling the lever in.

Coast to a stop, then remove and inspect the spark plug. The porcelain insulator around the center electrode should appear tan or medium gray.

If you're using a new plug, ride for 10 – 15 minutes before taking a plug reading; a brand-new plug will not color initially.

If the electrodes appear burnt, or the insulator is white or light gray (lean) or the electrodes and insulator are black or fouled (rich), there is a problem elsewhere (page 153). Check the PGM-FI system and ignition timing.

8. With the sealing gasket attached, thread the spark plug in by hand to prevent cross-threading.
9. Tighten the spark plug.
 - If the old plug is good: 1/12 turn after it seats.
 - If installing a new plug, tighten it twice to prevent loosening:
 - a) First, tighten the plug: 1/4 turn after it seats.
 - b) Then loosen the plug.
 - c) Next, tighten the plug again: 1/12 turn after it seats.

When using a torque wrench, tighten the spark plug to the specified torque: 16 lbf-ft (22 N·m, 2.2 kgf·m)

NOTICE

An improperly tightened spark plug can damage the engine. If a plug is too loose, the piston may be damaged. If a plug is too tight, the threads may be damaged.

10. Connect the spark plug cap. Take care to avoid pinching any cables or wires.
11. Install the fuel tank and seat (pages 46, 50).