

## DIY - Changing Spark Plug Wires

### Removal

1. Remove rear heater blower assembly
2. Remove air cleaner assembly
3. Remove rear wheels
4. Remove mufflers, tips and bracket
5. Remove black heater hoses
6. Remove engine tins on left and right with clutch vent pipe
7. Loosen intake runner top hose clamps
8. Raise intake and support
9. Remove resonance flap valve
10. Disconnect all spark plug wires from distributor caps and spark plugs
11. Remove screw on left of intake securing 1 stack of cable clamps
12. Remove spark plug wires from left side
13. Remove 6 screws under the intake securing 3 stacks of cable clamps
14. Remove 2 screws on right of intake securing 1 stack of cable clamps
15. Remove spark plug wires from the right side
16. Remove the distributor caps and rotors

## NOTES on Marking and Numbering

- a. Distributor caps have markings for cylinder numbers
- b. Cylinders are numbered 1-3 on left, from back to front; and 4-6 on right from back to front.
- c. Spark plug wires are marked I-x and II-x where x is from 1-6. "I" refers to the upper spark plugs, "II" refers to the lower spark plugs.
- d. The lower distributor cap is for the upper spark plugs (I) and the upper distributor cap is for the lower spark plugs (II)

## Installation

1. Clean the distributor caps and rotors If reusing them
2. Working on the left, attach the upper spark plug boots to the spark plugs observing the markings and matching up:

### Spark Plug   Wire Marking

Top #1	I-1
Top #2	I-2
Top #3	I-3

NOTE: apply dielectric grease to inside of spark plug boot

3. Refit the engine tin on left

NOTE: apply copper anti-seize to all engine tin fasteners

4. Push the lower spark plug boots thru the oval hole in the engine tin and attach the spark plug boots to the spark plugs observing the markings and matching up:

### Spark Plug   Wire Marking

Lower #1	II-1
Lower #2	II-2
Lower #3	II-3

NOTE: apply dielectric grease to inside of spark plug boot

5. Refit cable holder to bracket on left of intake
6. Working on the right, route wire looms under intake from right side and observe that the wires for the top spark plugs (I-4, I-5, I-6) pass under the AC support bracket. Push the distributor cap plugs under the rearmost point of the support bracket one at a time.
7. Arrange the wire looms and cable holders appropriately and screw down
8. Attach the upper spark plug boots to the spark plugs observing the markings and matching up:

Spark Plug   Wire Marking

Top #4	I-4
Top #5	I-5
Top #6	I-6

NOTE: apply dielectric grease to inside of spark plug boot

9. Refit the engine tin on right with clutch vent pipe

NOTE: apply copper anti-seize to all engine tin fasteners

10. Push the lower spark plug boots thru the oval hole in the engine tin and attach the spark plug boots to the spark plugs observing the markings and matching up:

Spark Plug   Wire Marking

Lower #4	II-4
Lower #5	II-5
Lower #6	II-6

NOTE: apply dielectric grease to inside of spark plug boot

11. Refit the rotors
12. Observing distributor cap markings, match spark plug wires to cap position. Bottom distributor cap is I-x and top distributor cap is II-x.

NOTES:

- a. Refer to photo for correct orientation of rubber boots and wire routes
- b. Apply dielectric grease to inside of rubber boots

- c. Make sure boots firmly seat with 3 clicks when pressed down and that they do not back off

13. Refit distributor caps

NOTE: apply copper anti-seize paste to screw threads

14. Connect coil wires; short one to the left, long one to the right

15. Refit resonance flap valve

16. Refit intake

NOTE: make sure to fully seat intake runners into the rubber sleeves.

17. Refit remaining components in reverse order of removal

NOTE: apply copper anti-seize to all exhaust fasteners and engine tin fasteners