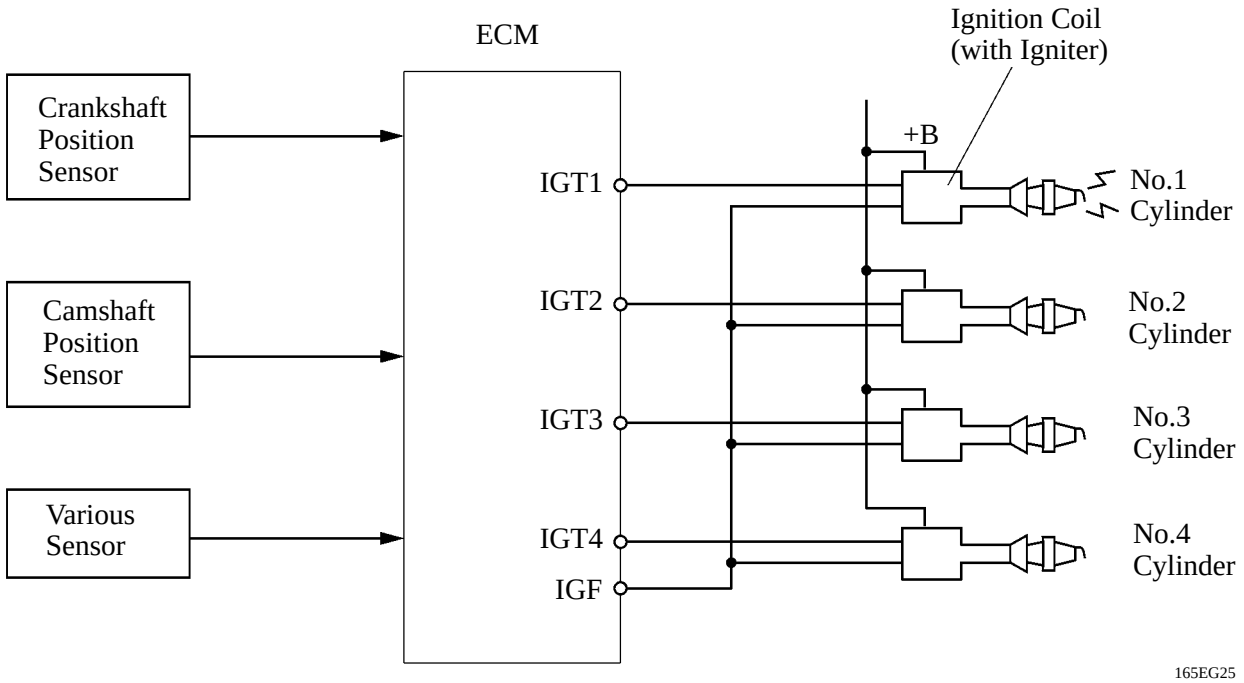
■IGNITION SYSTEM

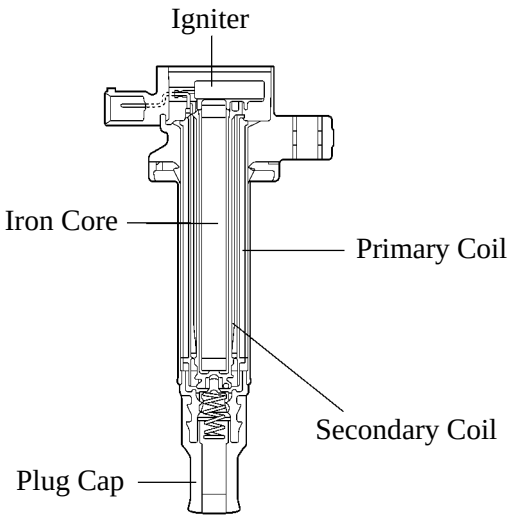
1. General

- A DIS (Direct Ignition System) is used. The DIS in this engine is an independent ignition system, which has one ignition coil for each cylinder. The DIS ensures the ignition timing accuracy, reduces high-voltage loss, and realizes the overall reliability of the ignition system by eliminating the distributor.
- The spark plug caps, which connect to the spark plugs, are integrated with the ignition coils. Also, the igniters are enclosed to simplify the system.
- Long-reach type iridium-tipped spark plugs are used.



165EG25

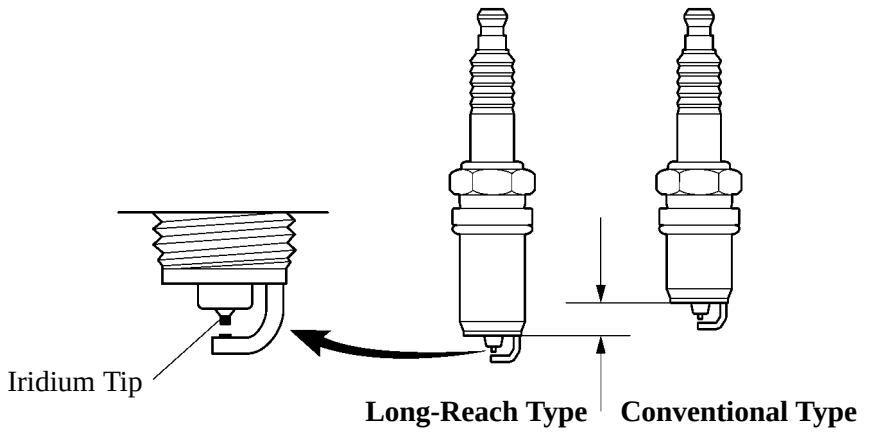
▶ Ignition Coil with Igniter ◀



171EG27

2. Spark Plug

- Long-reach type iridium-tipped spark plugs are used.
- Long-reach type of spark plugs allows the area of the cylinder head to receive the spark plugs to be made thick. Thus, the water jacket can be extended near the combustion chamber, which contributes to cooling performance.
- Iridium-tipped spark plugs are used to realize a 100,000 km (62,500 mile) maintenance-free operation. By making the center electrode of iridium, the same ignition performance as the platinum-tipped type spark plug and excellent of durability have been realized.



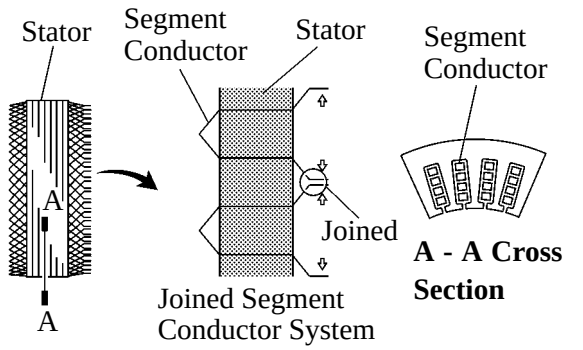
281EG73

▶ Specification ◀

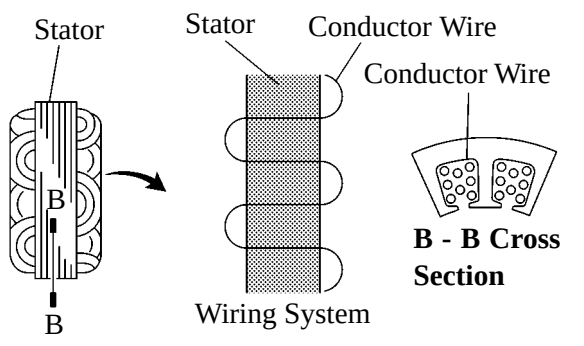
DENSO		SK16R11
NGK		IFR5A-11
Plug Gap	mm (in.)	1.1 (0.043)

■CHARGING SYSTEM

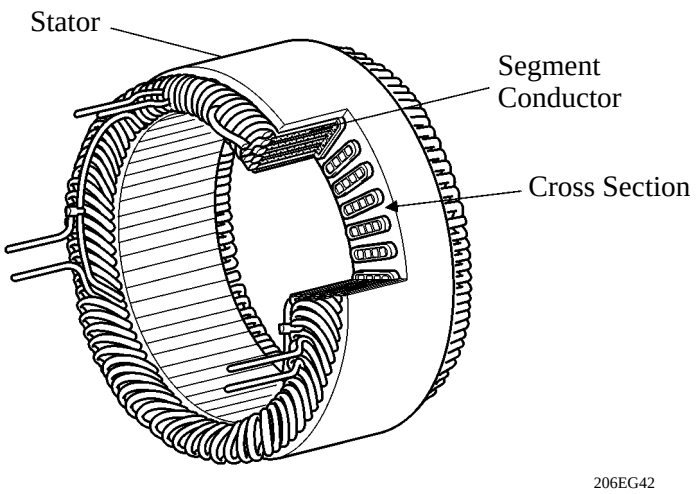
- A compact and lightweight segment conductor type generator that generates high amperage output in a highly efficient manner is used as standard equipment.
- This generator has a joined segment conductor system, in which multiple segment conductors are welded together to form the stator. Compared to the conventional wiring system, the electrical resistance is reduced due to the shape of the segment conductors, and their arrangement helps to make the generator compact.



Segment Conductor Type Generator



Conventional Type Generator

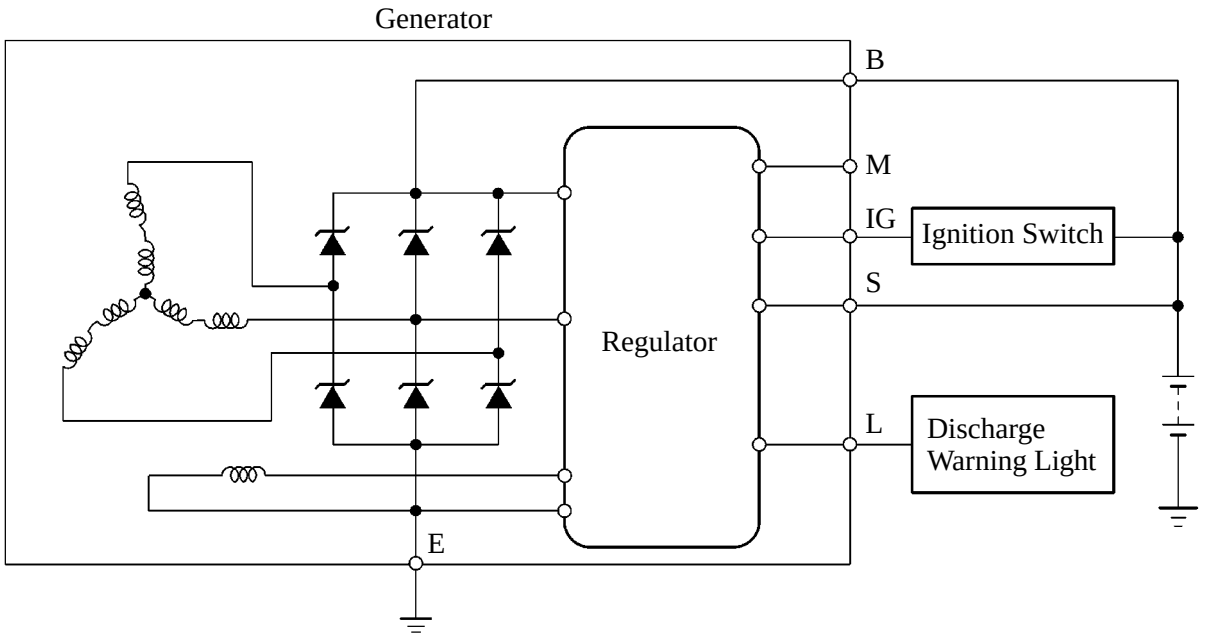


Stator of Segment Conductor Type Generator

▶ Specifications ◀

Type	SE08
Rated Voltage	12 V
Rated Output	80 A
Initial Output Starting Speed	1,250 rpm Max.

▶ Wiring Diagram ◀



00REG20Y