

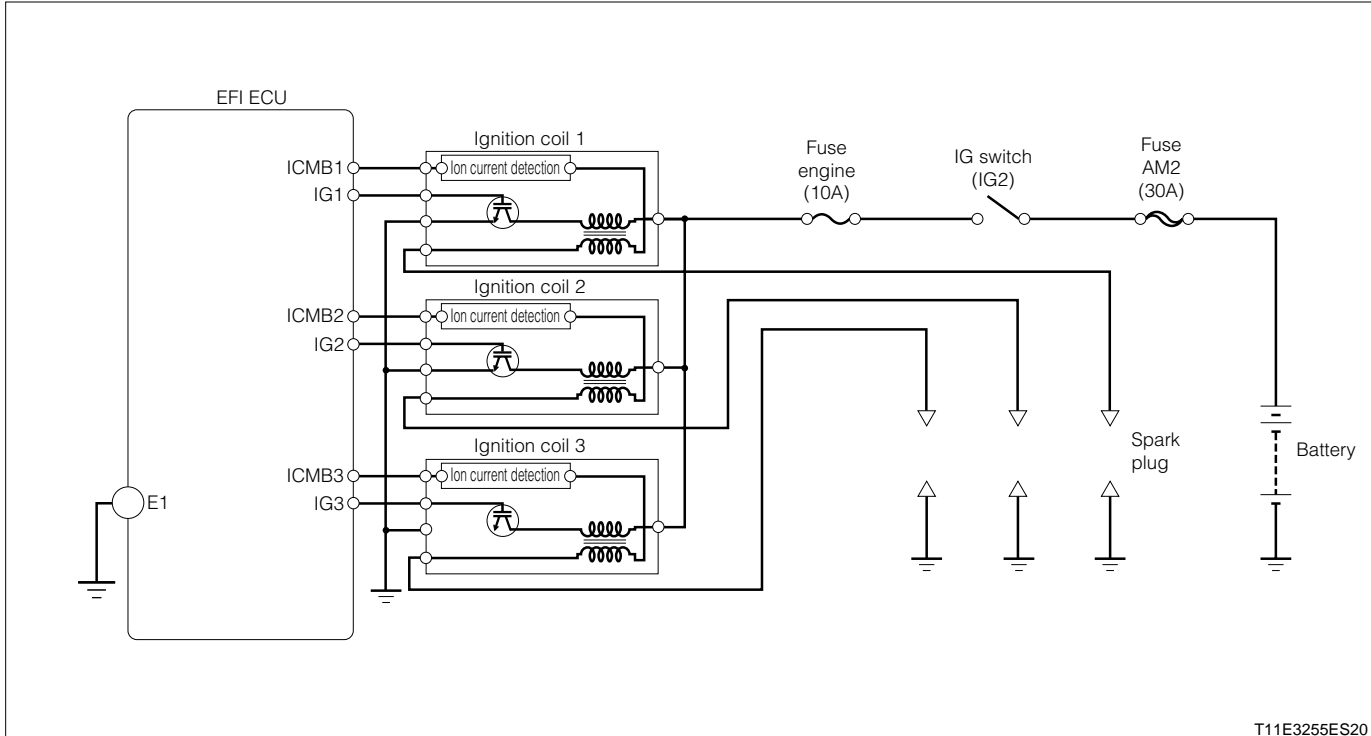
B10 IGNITION SYSTEM

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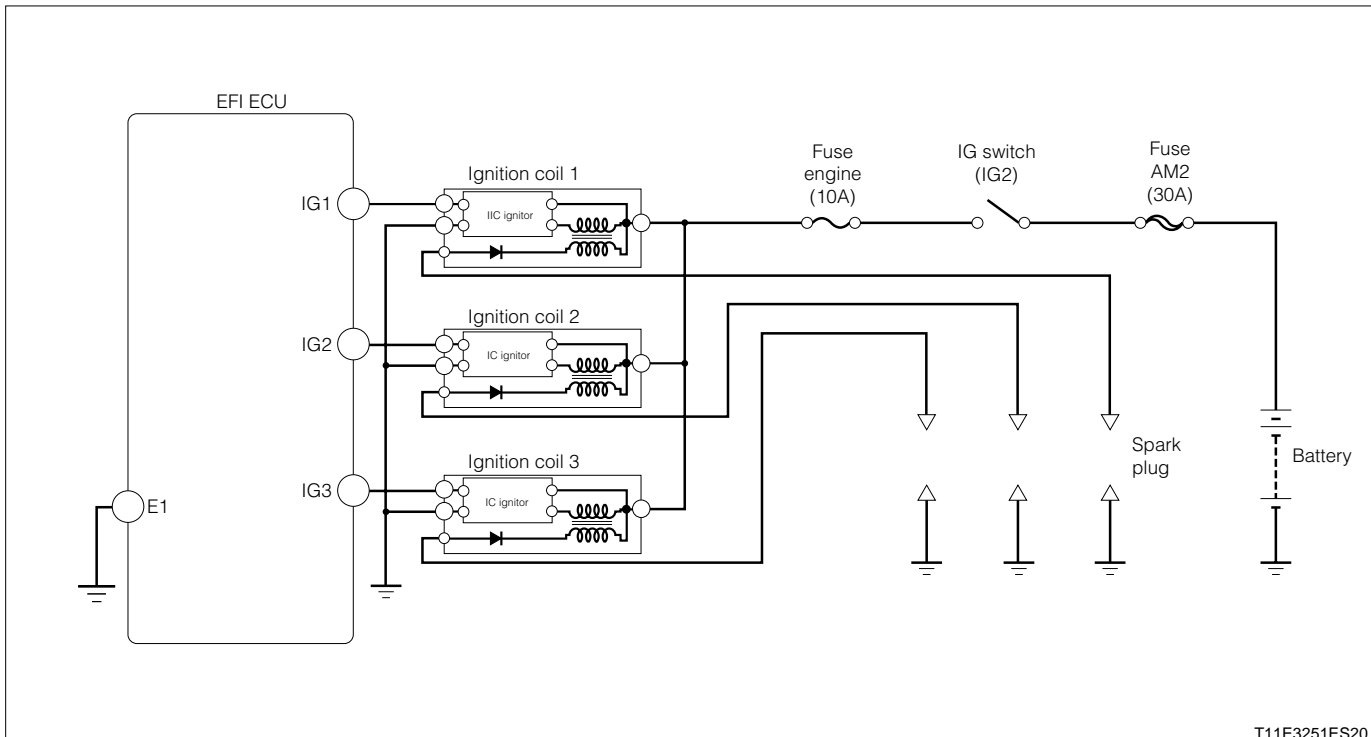
1KR 1 OUTLINE 1-1 DESCRIPTION

The DLI (DistributorLess Ignition) system is adopted to improve ignition performance. In this DLI system, there is no distributor and the ignition coil is provided right above the spark plug. Therefore, there exists no ignition energy loss by distribution and the electric energy generated by the coil can be directly supplied. As a result, the best ignition condition can be assured at all times.

1-1-1 EU SPEC.



1-1-2 GENERAL SPEC.



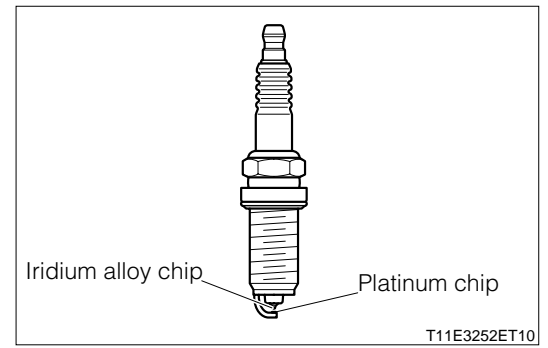
2 CONSTRUCTION AND OPERATION

2-1 SPARK PLUG

An iridium plug with high ignition energy is adopted to improve output performance and clean emission gas. The long reach type is employed to comply with the water jacket shape of the cylinder head, thus improving anti-knocking ability.

Spark plug specifications

Type	SK20HR11	ILFR6C11
Electrode gap(mm)	1.0-1.1	1.0-1.1
Width across flats	16	16



2-2 IGNITION COIL

1. A small type ignition coil with built-in ignitor is adopted.
2. The mounting position is on the cylinder head cover that is right above the spark plug of each cylinder.

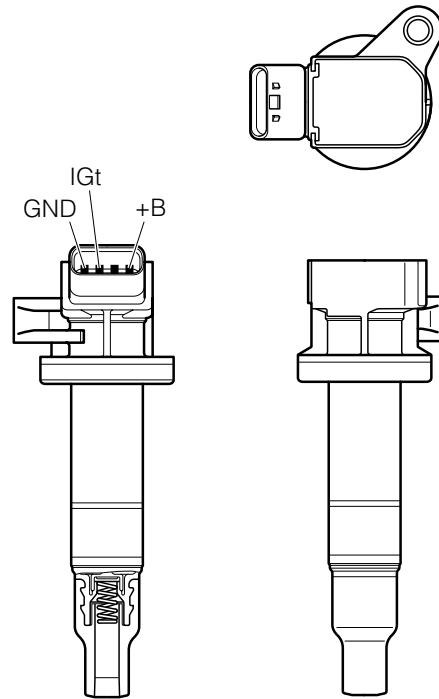
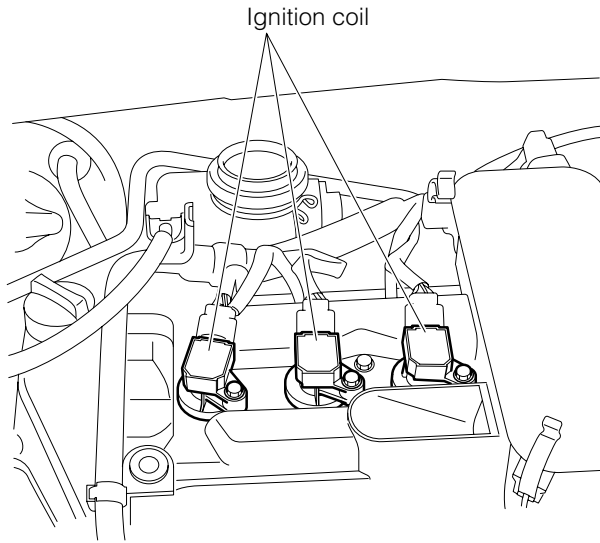
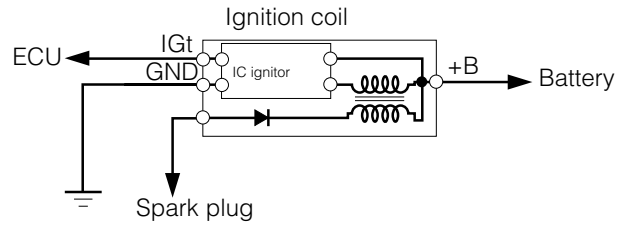
2-2-1 EU SPEC.

The diagram area contains the following components:

- Wiring Schematic:** Shows the electrical connections for the ignition coil. The ECU provides signals to ICMB and IGt. The coil is connected to GND and the Battery (+B). An Ion current detection circuit is also shown.
- Physical Location Diagram:** Shows the ignition coil mounted on the cylinder head cover, positioned directly above the spark plug.
- Connector Details:** Shows the electrical connector with terminals labeled IGt, ION, GND, and +B.

B10-3

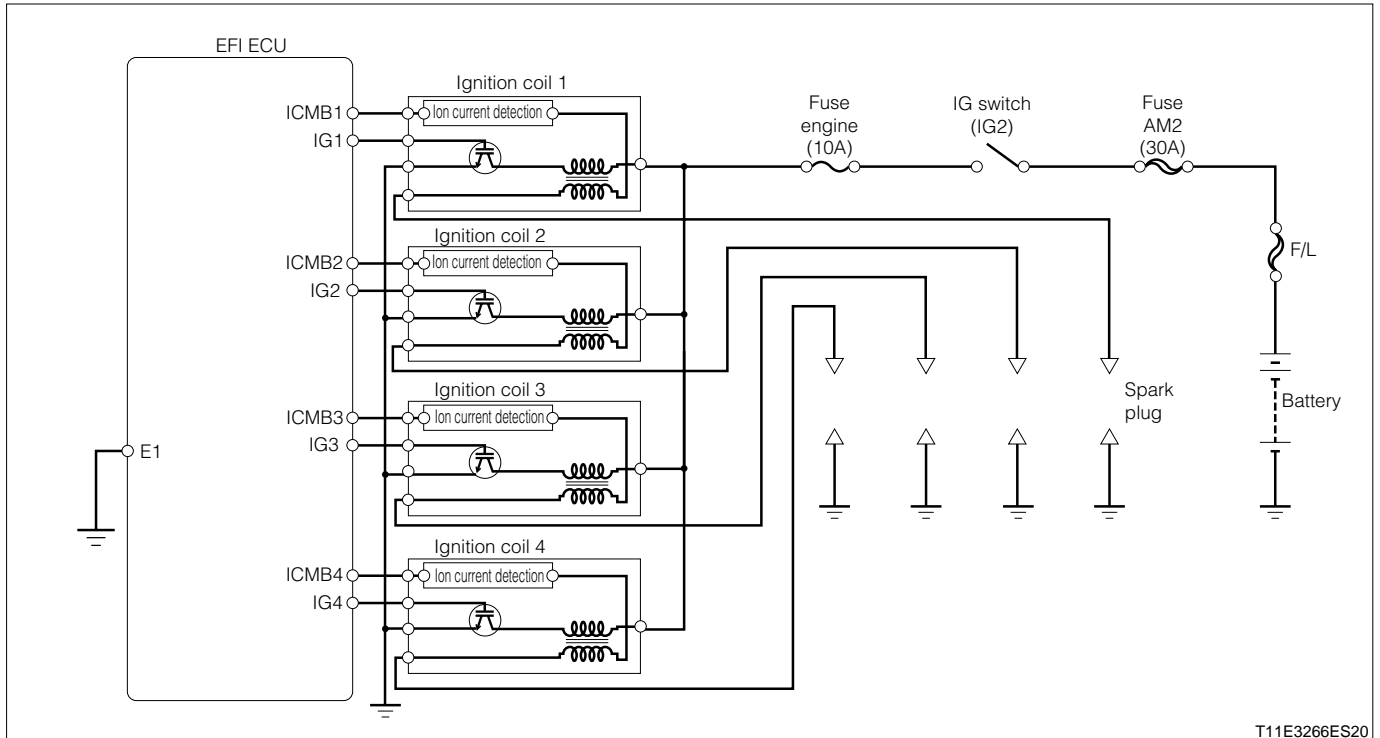
2-2-2 GENERAL SPEC.



K3
1 OUTLINE
1-1 DESCRIPTION

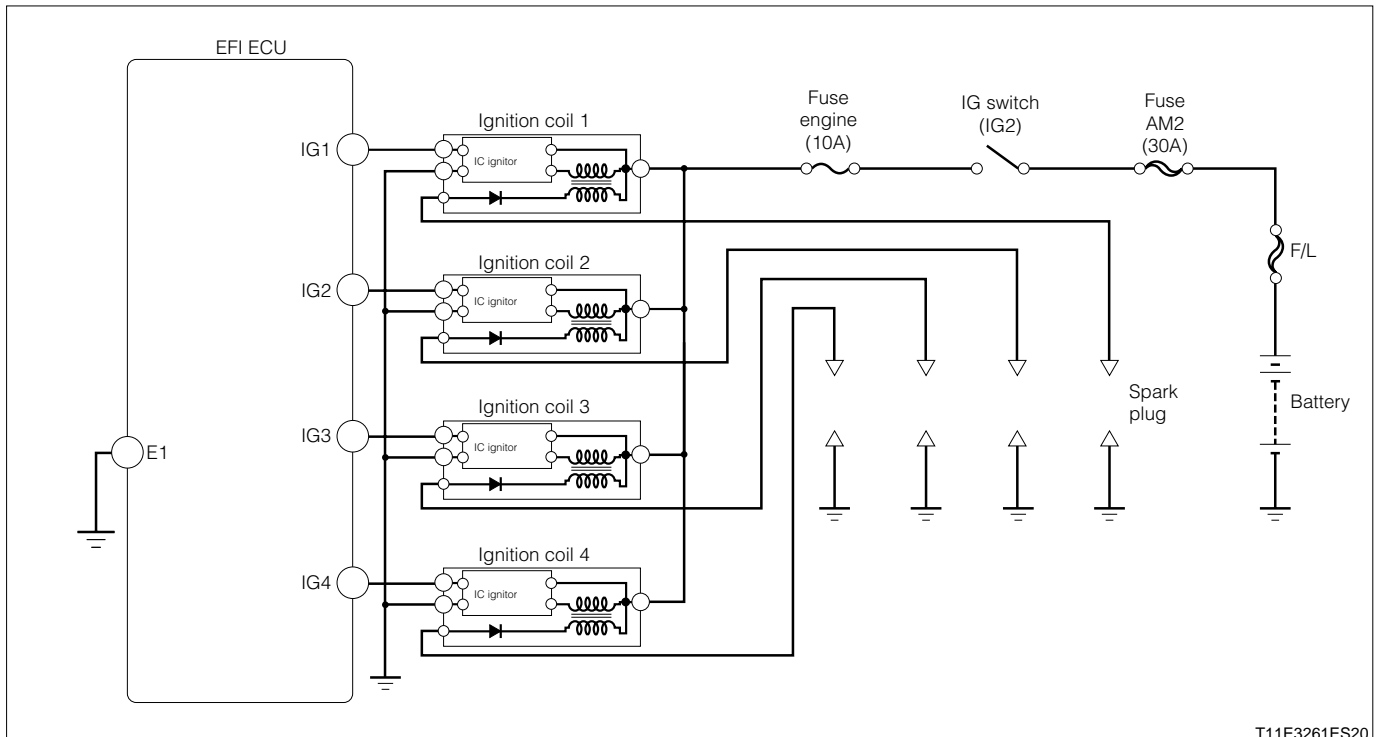
The DLI (DistributorLess Ignition) system is adopted to improve ignition performance. In this DLI system, there is no distributor and the ignition coil is provided right above the spark plug. Therefore, there exists no ignition energy loss by distribution and the electric energy generated by the coil can be directly supplied. As a result, the best ignition condition can be assured at all times.

1-1-1 EU SPEC.



T11E3266ES20

1-1-2 GENERAL SPEC.



T11E3261ES20

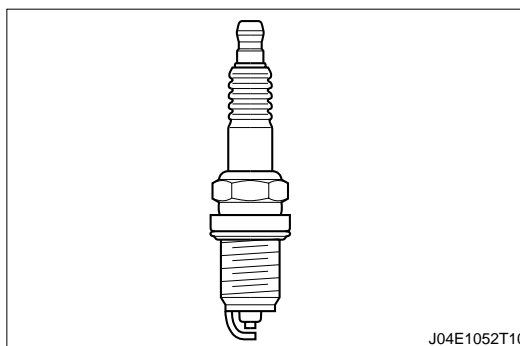
2 CONSTRUCTION AND OPERATION

2-1 SPARK PLUG

2-1-1 EU SPEC.

Spark plug specifications

Type	K20RU-11	BKR6EY-11
Electrode gap(mm)	1.0-1.1	1.0-1.1
Width across flats	16	16



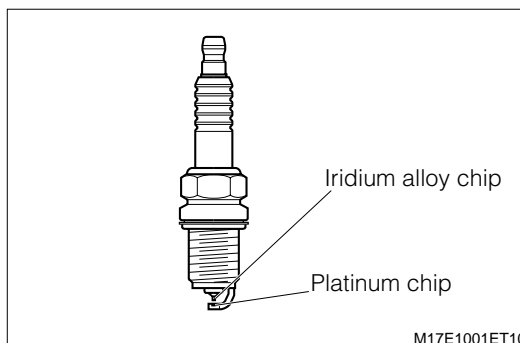
J04E1052T10

2-1-2 GENERAL SPEC.

An iridium plug with high ignition energy is adopted to improve output performance and clean emission gas.

Spark plug specifications

Type	SVK20RZ11	IFR6J11
Electrode gap(mm)	1.0-1.1	1.0-1.1
Width across flats	16	16

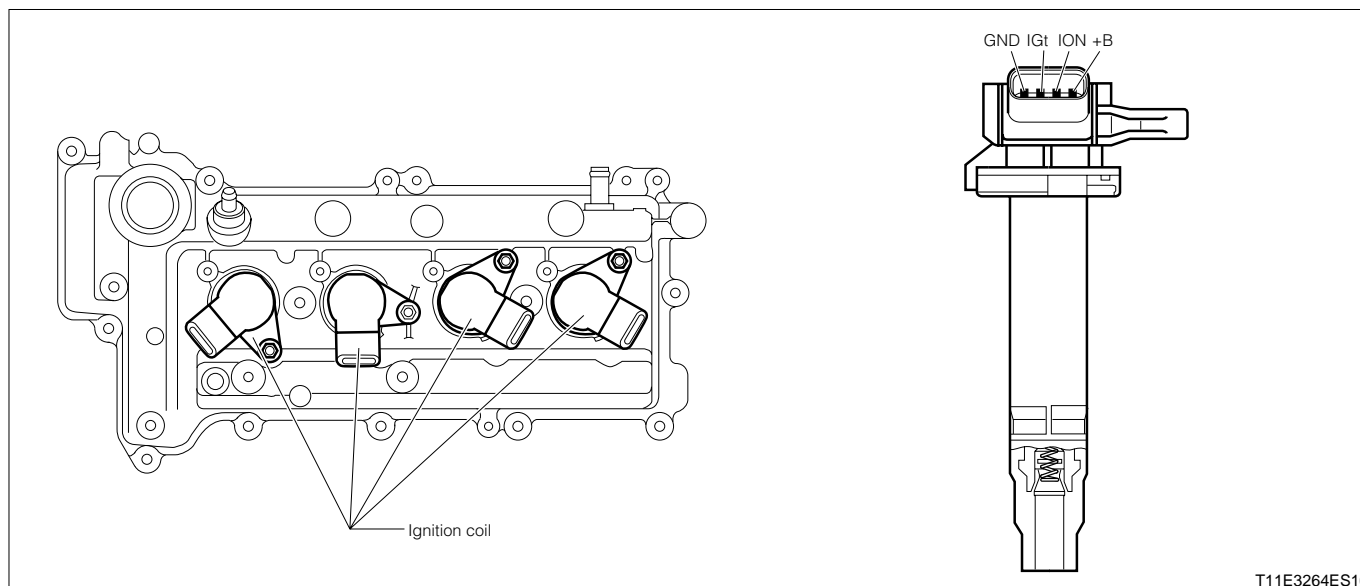


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2-2 IGNITION COIL

1. For improve ignition control and reliability, the stick type ignitor incorporated ignition coil has been employed.
2. The mounting position is on the cylinder head cover that is right above the spark plug of each cylinder.

2-2-1 EU SPEC.



T11E3264ES16

2-2-2 GENERAL SPEC.

