[A.] Spark Plug Inspection Record

Cylinder	1	2	3	4	5	6	7	8
Gap								
Condition								

Specified gap: in/mm Affected cylinder(s):

[B.] Appearance → Likely Cause / Next Check

Appearance	Likely Cause / Verification
Light tan/gray, sharp edges	Normal; mixture and timing appear acceptable.
Dry, sooty black	Rich mixture or weak spark; check air restriction, ignition, trims, injectors.
Wet black with fuel	Flooding/no spark; dry plugs and verify ignition/injectors.
Black, oily	Oil fouling; inspect PCV and verify compression/leak-down.
White/chalky, blistered	Overheated/lean; check leaks, fuel delivery, timing.
Melted/eroded tip	Pre-ignition; verify fuel, cooling and timing.
Peppered insulator	Detonation; verify fuel quality, timing, knock and lean-cylinder causes.
Yellow/brown glaze	Lead fouling from leaded fuel/additives.
Whitish/ash deposits	Ash fouling; review oil use/additive residue.
Green/rusty electrodes	Corrosion/moisture/additives; replace plug.
Rounded/gapped electrodes	Normal wear; replace at service interval.
Fast ground-electrode wear	Abnormal erosion; check fuel quality/heat/timing.
Cracked ceramic	Thermal shock, overtightening or detonation.
Brown outer stain	Corona stain; usually normal, ensure boots seal.
Steam-cleaned tip / sweet smell	Possible coolant entry; check cooling system/head gasket.
Deposits bridging gap	Rich/oil deposit bridging; correct source condition.
Threads wet with fuel/oil	Possible loose plug/gasket/tube-seal issue.

[C.] Component Isolation

Swap plug from suspect cylinder to known-good cylinder . Fault followed plug? ☐ Yes ☐ No
Coil/wire swap performed? ☐ Yes ☐ No Fault followed? ☐ Yes ☐ No PCM trigger present? ☐ Yes ☐ No