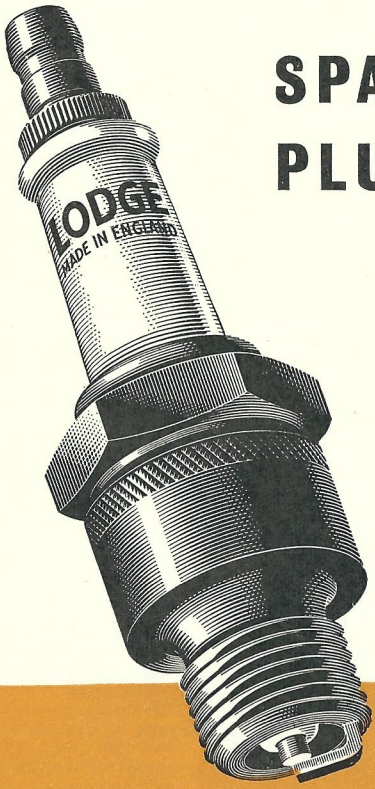
By Appointment to
Her Majesty the Queen
Suppliers of Sparking Plugs
Lodge Plugs Limited

LODGE

SPARK PLUGS



Recommendations for MOTOR CYCLES

Recommendations for Motor Cycles, Autocycles, Scooters and Motorised Bicycles

A.B.J.
See Villiers engines.
49 cc. Auto Minor .... HN

A.C.
See Villiers engines.

A.J.S.
350 cc. models 16M, 16MS, to 1950 .... HN
350 c.c. models 16M, 16MS, from 1951 .... HLN
350 c.c. Comp. models 16MC, 16MCS, from 1949 .... 2HLN
350 c.c. 7R .... On request
500 c.c. models 18, 18S, to 1950 .... HN
500 c.c. models 18, 18S, to 1951 .... HLN
500 c.c. Comp. models 18C, 18CS, from 1949 .... 2HLN
500 c.c. Twin, model 20 .... HLN
Other O.H.V. models, 14 mm. plug .... HN
Other O.H.V. models, 18 mm. plug H3
Other S.V. models, 14 mm. plug .... CN
Other S.V. models, 18 mm. plug C3

ALLEGRO
See Villiers engines.

AMBASSADOR
See Villiers engines.
150 c.c. and 200 c.c. Bella Scooters .... HN

ANZANI
O.H.V. models H3
S.V. models C3
242 c.c. Twin 2-stroke .... HN
150 c.c. and 200 c.c. .... HN
322 c.c. Twin 2-stroke 2HN

ARIEL
197 c.c. L.H. Colt .... HLN
350 c.c. 'NH' Red Hunter to 1955 .... HN or H14
497 c.c. 'VH' Red Hunter to 1952 .... CI4
497 c.c. 'VH' Red Hunter HT and HS* 1953/55 .... HLN
497 c.c. 'KH' Red Hunter Twin Cyl. to 1952 .... CI4
497 c.c. 'KH' Red Hunter 1953-55 .... HLN
497 c.c. 'KHA' Twin Cyl. with Alloy Head .... HLN
497 c.c. HT and HS* .... HLN
500 c.c. O.H.V. Single Cyl. Comp. models with Alloy Head .... HLN
598 c.c. S.V. 1936-51 .... CI4
598 c.c. S.V. 1952-1954 .... CB14
598 c.c. S.V. with Alloy Head, 1955 .... HLN
600 c.c. O.H.C. 4 cyl. 1934-36 HN or H14
600 c.c. O.H.C. 4 cyl. 1932-33 H3
646 c.c. F.H. Twin .... HN or H14
997 c.c. Square Four to 1952 CI4
997 c.c. Square Four 1953-55 HLN
O.H.V. Single Cyl. models, 18 mm plug H3
*Note.—For high-speed competitions apply for special recommendations

AUTOMOTO
125 c.c. .... CN
Other models .... HN

BANTAMOTO .... CLNH

BENELLI
All models, 14 mm. plug .... HN
All models, 18 mm. plug H3

BENSON
All models, 14 mm. plug .... CN
All models, 18 mm. plug C3

BERINI
32 c.c. BI4

BIANCHI
125 c.c. and 250 c.c. models .... CN
250 c.c. Sports .... HN
500 c.c. models H3

BIKOTOR
47 c.c. CI0

BLACKBURNE ENGINES
S.V. models C3
O.H.V. models, 14 mm. plug H14
O.H.V. models, 18 mm. plug HI

B.M.W.
All models, 14 mm. plug .... HN
All models, 18 mm. plug H3

BOND (Ellis)
See Villiers engines.

BOND (Sharp's)
See Villiers engines.

BOWN
See Villiers engines.

BRITAX-DUCATI
48 c.c. .... CN

B.S.A.
DI Bantam .... CN
D3 Bantam .... HN
A10 Golden Flash, Super Flash and Road Rocket .... HN
C10, M20, M21, M22.... .... CN
C10L from 1949, Alum. Head HLN
M20, M21, Alum. Head .... HLN
CII, CIIG, B31, B32, B33, B34, M33, A7 .... HN
A7 Star Twin and A7 Shooting Star 2HN
350 c.c. B32* Gold Star and Comp. .... HLN
500 c.c. B34* Gold Star and Comp .... HLN
Other S.V. models, 14 mm. plug .... CN
Other S.V. models, 18 mm. plug C3
Other O.H.V. models, 14 mm. plug .... HN
Other O.H.V. models, 18 mm. plug H3
35 c.c. Winged Wheel BL14
*Note.—For high-speed competitions apply for special recommendation.

COMMANDER
See Villiers engines.

CORGI SCOOTER
Mk. II and IV, 98 c.c. .... HNL

COVENTRY EAGLE
See Villiers engines.

CSEPEL
100 c.c. .... CN

CUCCIOLO
48 c.c. .... CN

CYC-AUTO
98 c.c. Scott engine .... CN
All models, 18 mm. plug C3
98 c.c. Villiers engine .... HN

CYCLAID
31 c.c. 10 mm. plug CI0
31 c.c. 14 mm. plug .... CN

CYCLEMASTER
To 1953 .... BI4
1953 onwards .... CN

CYMOTA BI4

C-Z
98 c.c. C3

DAYTON
See Villiers engines.

DIESELA .... CN

D.K.W.
All models, 14 mm. plug H14
All models, 18 mm. plug .... HI

D.M.W.
All A.M.C. engines .... HN
All other models, see Villiers engines.

DOT
248 c.c. S.V. Brockhouse engine .... HLN
All other models, see Villiers engines.

DOUGLAS
Douglas Vespa Scooter HNP or HN
Models Mk. III and V to 1953 H14
Models '80 Plus' and '90 Plus' HH14
Other 348 c.c. models including Dragonfly H14
250 c.c. models .... CN

E.M.C.
125 c.c. Scooter .... CN
All models, 14 mm. normal reach plug .... HN
All models, 14 mm. long reach plug .... HLN

EXCELSIOR (British)
98 c.c. Autobyk, Goblin G2 and Spryt SI .... HLN
98 c.c. Autobyk, Villiers 14 mm. plug H14
98 c.c. Autobyk, Villiers 18 mm. plug CB3
125 c.c. Universal, 14 mm. plug H14
125 c.c. Universal, 18 mm. plug H3
148 c.c. J.1 and J.D.1 .... CB3
150 c.c. Courier .... HLN
197 c.c. Roadmaster R4, R5 and R6 .... HH14
247 c.c. J.4 and J.D.4 .... CB3
250 c.c. and 350 c.c. O.H.V. H14
250 c.c. Talisman and Sports Talisman .... HLN
350 c.c. and 500 c.c. Manxman H14

F.N.
S.V. models, 14 mm. plug .... CN
O.H.V. models, 14 mm. plug HN
Other models, 18 mm. plug H3

FRANCIS-BARNETT
225 c.c. Cruiser 68 and 71 .... HH14
Powerbike, model 56 .... H14
Powerbike, other models, 14 mm. plug CB14
Powerbike, other models, 18 mm. plug CB3
Stag and Red Stag H14
Merlin models, 52, 53, 57 and 59 .... H14
Merlin, 18 mm. plug H3
Falcon 54, 55, 58, 60, 62, 64, 65, 67, 70 and 72 .... HH14
Falcon, 18 mm. plug CB3
Kestrel 122 c.c. and 147 c.c. H14
Other models, see Villiers engines

GALETTO .... CN

GILERA
All models, 14 mm. plug .... HN
All models, 18 mm. plug H3

GILLET
2-stroke 100 c.c. to 175 c.c. .... HN
2-stroke 175 c.c. to 350 c.c. HH14
4-stroke S.V. 14 mm. plug .... CN
4-stroke S.V. 18 mm. plug C3
O.H.V. models, 14 mm. plug HN
O.H.V. models, 18 mm. plug H3

GORDON
See Villiers engines.

GREEVES
25D and 32 D models 2HN
All other models, see Villiers engines.

GUZZI
2-stroke 65 c.c. .... CN
160 c.c. and 500 c.c. normal models .... HN
Sports 250 c.c. and 500 c.c. 14 mm. normal reach plug .... HN
Sports 250 c.c. and 500 c.c. 14 mm. long reach plug .... HLN

G.Y.S. MOTOMITE
10 mm. plug CI0
14 mm. plug BI4

HARLEY-DAVIDSON
Models to 1948 .... H3
Models 45-74 S.V., 18 mm. plug C3
O.H.V. models from 1949 .... HN

HARPER SCOOTER
See Villiers engines.
Invalid Carriage .... HN

H.J.H.
See Villiers engines.

HUSQVARNA
98 c.c. models C3
120 c.c. models H3

INDIAN
250 c.c. Brave (Brockhouse engine) and 98 c.c. Papoose (Brockhouse engine) .... HLN

INVACAR
See Villiers engines.

IRESA .... CN

ITOM .... HN

JAMES
Autocycle, 98 c.c. Villiers Junior De Luxe engine CB3
Superlux Autocycle, 98 c.c. Villiers Mk. 2F engine H14
98 c.c. Comets and Commodore, 14 mm. plug H14
122 c.c. Cadets, 14 mm. plug H14
122 c.c. Cadets, 18 mm. plug H3
147 c.c. Cadet H14
148 c.c. models, 18 mm. plug CB3
197 c.c. and 249 c.c. 18 mm. plug HLN18
197 c.c. Commando, Cotswold and Captain HH14
225 c.c. Colonel K12 .... HH14

J.A.P.
125 c.c. 2-stroke .... CN
S.V. to 1,350 c.c. except 500 c.c. Twin C3
O.H.V. models, 14 mm. plug HN
O.H.V. models, 18 mm. plug H3

JAWA
99 c.c. Robot .... CN
148 c.c. C.Z. .... CN
All models, 18 mm. plug C3
248 and 344 c.c. .... HN

JEANETTE SCOOTER
120 c.c. .... CN

JOHNSON MOTOR WHEEL
18 mm. plug C3
14 mm. plug .... BAN

KAPTEIN .... CN

LAMBRETTA SCOOTER HH14

LEVIS
247 c.c., 2-stroke CB3
All models requiring 14 mm. HN
Other models requiring 18 mm. plug C3

MATCHLESS
350 c.c. models G3L, G3LS, from 1950 .... HN
350 c.c. models G3L, G3LS, from 1951 .... HLN
350 c.c. Comp. models G3LC and G3LCS, from 1949 .... 2HLN
500 c.c. models G80, G80S, to 1950 .... HN
500 c.c. models G80, G80S, from 1951 .... HLN
500 c.c. Comp. models G80C, G80CS, from 1949 .... 2HLN
500 c.c. Twin model, Model G9 .... HLN
Other O.H.V. models, 14 mm. plug .... HN
Other O.H.V. models, 18 mm. plug H3
Other S.V. models, 14 mm. plug .... CN
Other S.V. models, 18 mm. plug C3

MELSON
50 c.c. CI0

MESSERSCHMIDT
Kabinenroller H3

MINI-MOTOR (TROJAN)
49 c.c. .... CN

MOBYLETTE
50 c.c. .... CN

MO-CYC
Models to 1952 .... CI0
Models from 1953 .... CN

MONET-GOYON
34 c.c. Cyclemotor CI0
49 c.c. Cyclemotor .... CN
All models using Villiers engines—see Villiers list.

MOTAMITE
49 c.c. .... CN

MOSQUITO .... HN

MOTOBECANE MOTOCONFORT
Mobylette and Poney .... CN
125 c.c. 4-stroke D45 .... HN
125 c.c. 4-stroke Z46 .... HH14
125 c.c. 4-stroke Scooter, 1953-54 .... CN
125 c.c. 2-stroke Scooter, 1954 HN
125 c.c. 2-stroke Scooter, 1955 HLN
175 c.c. 4-stroke models Z2C, Z22C HH14
350 c.c. Twin .... HN or HLN

M.V
Scooter .... HN

NORMAN
98 c.c. Ultra Lightweight, Villiers Mk. IF engine H14
98 c.c. Autocycle Villiers Mk. 2F engine H14
125 c.c. and 147 c.c. Villiers engine H14
197 c.c. Villiers engine. H14
All models, 18 mm. normal reach plug C3
All models, 18 mm. long reach plug CB3
242 c.c. Anzani engine .... HN

NORTON
350 c.c. International and Manx with Alum. Head 2HLN
350 c.c. 40 International with Iron Head 2HN
490 c.c. 16H S.V. to 1947 .... H3
490 c.c. 16H S.V. from 1948 .... HLN
490 c.c. 16H Ex. W.D. C3
490 c.c. 18 O.H.V. .... HN

NORTON (continued)
490 c.c. ES2, O.H.V. Short reach .... HN
490 c.c. ES2 1955 Long reach HLN
500 c.c. Model 7 Dominator Twin to 1954 .... HN
500 c.c. Model 7 Twin from 1955 .... HLN
500 c.c. 30 International and Manx with Alum. head 2HLN
500 c.c. 30 International with Iron head 2HN
500 c.c. T. model .... HLN
500 c.c. O.H.V. Model 88 Twin HLN
600 c.c. O.H.V. Model 19R .... HLN
600 c.c. O.H.V. Model 19S .... HLN
600 c.c. Big 4 and 19 to 1940 H3
600 c.c. Big 4 from 1947 .... HLN
Note.—For high-speed competitions apply for special recommendations.

N.S.U.
Quickly 1954 .... 2HN
Quick 1936/54 .... H3
Fox 4-stroke 1948/54 .... HN
Fox 2-stroke 1951/54 .... HH14
125ZDB .... HN
Lux 201ZB .... HN
251 OSL .... CN
Max 2510 SB 2HN
Consul I and II 1951/53 .... HN
501 OSL, 501TS, 1937/39 .... CN

O.E.C.
248 c.c. Apollo .... HLN
All other models, see Villiers engines.

OSCAR
197 c.c. Scooter HH14
125 c.c. Scooter H14

P. & M. (Panther)
Model 100, 596 c.c. .... HN
Models 65 and 75, 248 c.c. and 348 c.c. .... HN
Other models using 14 mm. plug .... HN
Other models using 18 mm. plug H3

PEUGEOT
Bima cycle motor .... CN
125 c.c. Scooter Model 555 HN
125 c.c. Velomotor Models P55 and P56 .... HN
150 c.c. Models P155 and P156 HH14
175 c.c. Models 176AS, 176TC4 .... HH14
175 c.c. Sports model 176BS HLN
250 c.c. Model 256TC4 .... HN

PHILLIPS
49 c.c. .... HN

POWER PAK
49 c.c. .... CN

PUCH
All models, 14 mm. plug H14
All models, 18 mm. plug C3

RAYNAL AUTO
See Villiers engines.

RELIANT (3-wheeler)
747 c.c. Regal BI4
Also see Lodge Recommendation Leaflet for Commercial Vehicles.

ROYAL ENFIELD
125 c.c. R.E. and 148 c.c. Ensign .... CN
248 c.c. O.H.V. Clipper and Model S H14
346 c.c. Model G, Bullet G2, G2T and G2S H14
346 c.c. Short Circuit Race Model R47
499 c.c. Model J2 .... H14

ROYAL ENFIELD (continued)
499 c.c. Bullet, JS, JST and JSS .... HLN
499 c.c. Short Circuit Race Model RL47
496 c.c. Vertical Twin and 692 c.c. Meteor 700 .... H14
Other models to 1940, 14 mm. plug H14
Other S.V. models, 18 mm. plug C3
Other O.H.V. models, 18 mm. plug H3

RUDGE
Autocycle CB3
Ulster 499 c.c. (1939 only) .... HLN
Ulster 499 c.c. and Rapid 250 c.c., 14 mm. plug .... HN
Special and T.T. replica models, 18 mm. plug H3
Other models, 14 mm. plug .... HN
Other models, 18 mm. plug H3

RUMI
125 c.c. .... HLN

SACHS
98 c.c. .... CN
150 c.c. .... HN
175 c.c. HH14

SAROLEA
S.V. models, 14 mm. plug .... CN
O.H.V. models, 14 mm. plug HN
S.V. models, 18 mm. plug C3
O.H.V. models, 18 mm. plug H3

SCOTT
Cyc-Auto .... CN
Flying Squirrel, 14 mm. plug CN
Flying Squirrel, 18 mm. plug C3
Other models, 14 mm. plug .... CN
Other models, 18 mm. plug C3

SUN
See Villiers engines.

SUNBEAM
Models S7 and S8 500 c.c. to 1955 .... HLN
Other models, 14 mm. plug HI4
Other models, 18 mm. plug .... HI

TANDON
242 c.c. Twin Supreme Anzani 2HN
322 c.c. Viscount Twin 3HN
All other models, see Villiers engines.

TEAGLE .... BAN

TRIUMPH
Speed Twins, 3T, 5T and Scrambler .... HN
149 c.c. Terrier, 200 c.c. Tiger Cub .... HN
Trophy TR5 to 1950 .... HN
Tiger 100 and Trophy TR5 from 1951 .... HLN
*Tiger 100 and Grand Prix to 1950 .... HN
Tiger 110, Thunderbird 650 c.c. Twin 6T. Other models using 14 mm. plug .... HN
O.H.V. models using 18 mm. plug H3
S.V. models using 18 mm. plug C3
*For high-speed touring use 2HN.

UNICYCLE (Sharp's) .... CN

VALLEE
Scooter .... HN

VELOCETTE
LE model, 10 mm. plug CLI0
KSS and KTS (Mk. II) models 2HLN
MSS model to 1954 .... HH14
MSS model from 1955 .... HLN

VELOCETTE (continued)
MSS Scrambler from 1955 .... 2HLN
MAC model from 1951 (Alloy head) .... HLN
MAC model to 1951 (Iron head) .... HN
GTP and MOV models 14 mm. HN
GTP models, 18 mm. plug H3
Overhead camshaft models (except KTT*) H3
Other models, 18 mm. plug H3
*Note.—For high-speed competitions apply for special recommendations.

VELOSOLEX .... CN

VESPA SCOOTER .... HN

VILLIERS ENGINES
98 c.c. Mk.1 Midget C3
98 c.c. Junior CI4
98 c.c. Junior de Luxe CB3
98 c.c. Mk. 1F HI4
98 c.c. Mk. 2F HI4
98 c.c. Mk. 4F HI4
122 c.c. Mk. 10D HI4
*122 c.c. Mk. 11D (Comp.) HI4
122 c.c. Mk. 12D HI4
122 c.c. Mk. 13D HI4
122 c.c. Mk. 8D H3
122 c.c. Mk. 9D H3
147 c.c. Mk. 8C C3
147 c.c. Mk. 24C H3
147 c.c. Mk. 8C C3
147 c.c. Mk. 24C (Invalid Chair) H3
147 c.c. Mk. 26C (Invalid Chair) H3
*147 c.c. Mk. 29C Comp. HI4
147 c.c. Mk. 30C HI4
148 c.c. Mk. 12C CB3
172 c.c. Sports CB3
172 c.c. Super Sports .... HLS
197 c.c. Mk. 5E .... HLS
197 c.c. Mk. 6E HH14
*197 c.c. Mk. 7E Comp. HH14
197 c.c. Mk. 8E HH14
225 c.c. Mk. 1H HH14
249 c.c. Mk. 14A CB3
249 c.c. Mk. 17A CB3
249 c.c. Mk. 18A CB3
346 c.c. Mk. 27B HLN18
346 c.c. Mk. 28B HH14
*For competition work use 2HN.

VINCENT
Series 'A' Comet, Meteor, Rapide, 1935-39 .... HN
Comet Special, 1935-36 .... 2HN
Series 'B' Black Shadow, Meteor, Rapide, 1946-49 .... HLN
Series 'C' Black Shadow, Comet, Rapide, 1949-53 .... HLN
T.T. Rep. 1935-39, Grey Flash and Black Lightning, 1949-53* ....
Black Knight, Black Prince and Black Lightning, 1955 .... HLN
Vincent Firefly BI4
Vincent-N.S.U. Quickly .... HN
*Note.—For high-speed competitions apply for special recommendations.

WOLF
See Villiers engines.

WOOLER
499 c.c. O.H.V. 4 cyl. CLI0

ZENITH
See J.A.P. engines.

ZUNDAPP
148 c.c. Bella Scooter .... HN
Models from 1935, O.H.V. .... HN
Models from 1935, S.V. .... CN
All models to 1934 .... H3

LODGE Spark Plug Specifications

THREAD DIAMETER	THREAD REACH	PLATINUM POINTED	STANDARD (SINGLE-PT.)	3-POINTED Detachable	PRICE
10 mm	¼″		C10		5/6
	½″		CL10		5/6
		CL10P			15/–
			HL10		5/6
		HL10P			15/–
14 mm	½″			B14	5/6
				CC14	5/6
			CN		5/6
				C14	5/6
		CNP			15/–
			HN		5/6
				H14	5/6
		HNP			15/–
				HH14	6/6
			2HN		6/6

THREAD DIAMETER	THREAD REACH	PLATINUM POINTED	STANDARD (SINGLE-PT.)	3-POINTED Detachable	PRICE
14 mm	¾″			BL14	5/6
				CB14	5/6
			CLNH		5/6
		CLNP			15/–
			HLN		5/6
		HLNP			15/–
			2HLN		6/6
18 mm	½″			C3	5/6
				H3	5/6
		HN18P			15/–
	¾″			CB3	5/6
			HLN18		5/6
		HLN18P			15/–

NOTE: Within each division of thread reach, plugs are arranged in order of heat value.

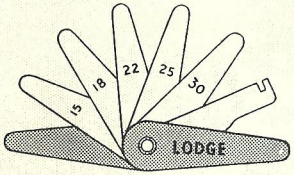
SPARK PLUG ACCESSORIES

Terminal Covers

By using these covers troubles like shorting, irregular firing or weak sparking caused through rain, damp or condensation are avoided. The covers extend well down the body of the insulator and though they cannot shake loose they are quickly detachable.

The covers are available in rubber or bakelite, and in straight or elbow patterns. There is also a type which incorporates a special ignition suppressor, preventing interference to television. Ask for further details.

Set of Gap Gauges and Adjusting Tool

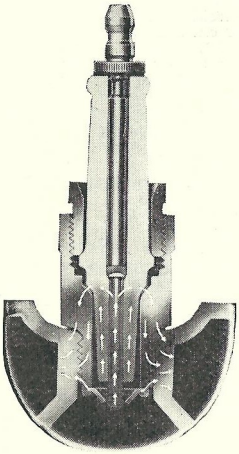


This set provides the motorcyclist with a handy pocket tool which is invaluable for the regular checking and maintenance of his plugs in order to obtain the best possible performance.

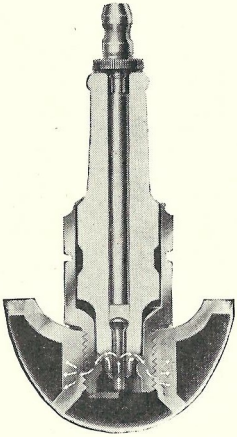
Feeler gauges are provided for ·015″, ·018″, ·022″, ·025″, and ·030″ and these, with the steel setting tool, are enclosed between two plastic covers with attachment for key-ring.

Instructions for use are issued with every set. The retail price is 2/-.

A Note on the Choice of Spark Plugs



– A –
A Hot-running Plug



– B –
A Cold-running Plug

Although recommendation charts and leaflets are provided as a general guide to the selection of suitable spark plugs, the final choice depends upon the characteristics of individual engines and their operating conditions. A vehicle which is used mainly for long distance touring at high speeds requires a "cooler" running plug than one which is used mainly for local short trips.

The difference between "hot" and "cold" plugs is clearly shown in the comparative illustrations. These demonstrate the distance heat must flow from the firing points and insulator nose to the cylinder head. A hot-running plug (A) has a long insulator nose, thus providing a long path for the dissipation of heat. This means that the plug nose is maintained at a sufficiently high temperature to resist deposits of oil and carbon.

A Cool-running plug (B) has a short insulator nose, facilitating the speedy dissipation of heat. Therefore in a high compression, hot-running engine the plug is enabled to operate within its correct temperature range, to the avoidance of overheating or pre-ignition.

The wide range of plug types available makes allowance for the varying operating temperatures encountered in different engines.

Ref MCL298 *Sole Manufacturers*, LODGE PLUGS LIMITED, Rugby, England.