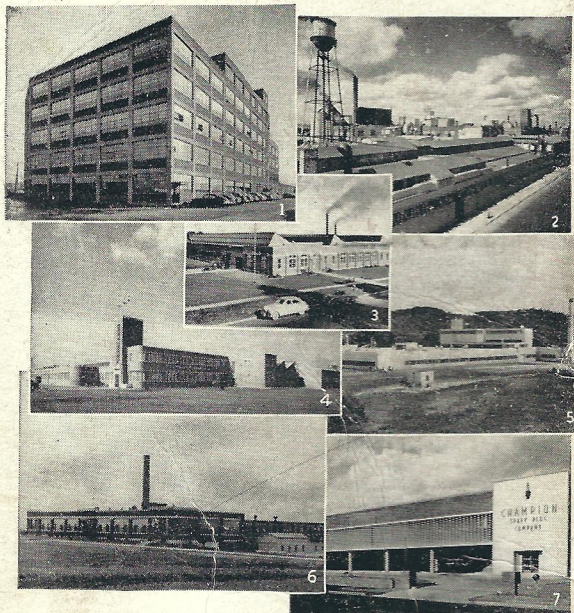


# WORLD'S LARGEST SALE



All of Champion's production, engineering and research facilities are devoted exclusively to producing the best and most complete line of Spark Plugs in the World.

Champion factories are located at

- |                       |                       |
|-----------------------|-----------------------|
| 1. TOLEDO, U.S.A.     | 2. DETROIT, U.S.A.    |
| 3. WINDSOR, Canada.   | 4. FELTHAM, England.  |
| 5. CAMBRIDGE, U.S.A.  | 6. HELLERTOWN, U.S.A. |
| 7. SYDNEY, Australia. | 8. BURLINGTON, U.S.A. |

Also at Brazil, Mexico City, Dublin and Paris

Reference 592/L2

## CATALOGUE



5 - RIB

# CHAMPION

## SPARK PLUGS

*with "Powerfire" Electrodes*

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**CHAMPION SPARKING PLUG CO., LTD.**  
Feltham, Middlesex

Telephone:  
HOUnslow 4494

Telegrams:  
CHAMPLUG, Phone, Hounslow

## CHAMPION SPARK PLUGS

### 5-RIB CHAMPION FEATURES

that make  
Champion the better spark plug.

#### CHAMPION-CERAMIC 5-RIB INSULATOR

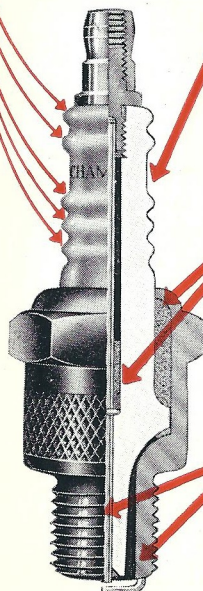
A product of the world's finest ceramic research laboratory. Composed of rare mineral oxides, the insulator blank is formed under extreme hydraulic pressure and fired under scientifically controlled conditions to assure great mechanical strength, high electrical resistance and rapid heat dissipation, and increased resistance to "flashover".

#### SILLMENT SEALS

A dry powder compressed between the insulator and centre electrode and between the insulator and shell. This feature eliminates troublesome compression leakage throughout the life of the spark plug, assuring protection against overheating, electrode deterioration and loss of engine efficiency.

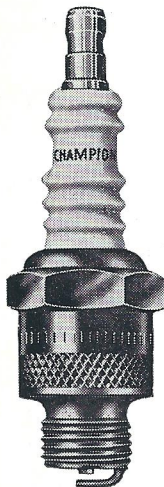
#### "POWERFIRE" ELECTRODES

Erosion-resistant alloys containing a special catalytic agent to prevent gap bridging. Developed after intensive metallurgical studies, this material resists deterioration due to heat and chemical attack and assures longer spark plug life.



**WORLD'S LARGEST SALE**





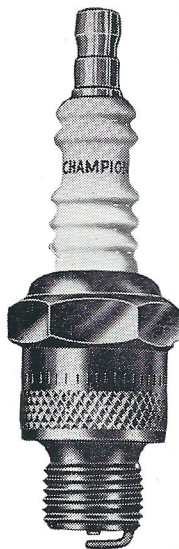
## "J" Types

14 mm.  $\frac{3}{8}$ " reach.

UJ-12 or J-12

J-8

J-6

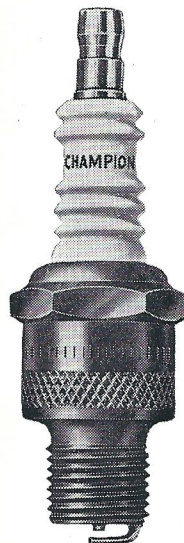


## "H" Types

14 mm.  $\frac{7}{16}$ " reach.

H-9

H-10



## "L" Types

14 mm.  $\frac{1}{2}$ " reach.

L-14 or L-8

L-10

L- 7 or L-10S

L- 5 or L-11S

\*L-85



## "N" Types

14 mm.  $\frac{3}{4}$ " reach.

N-21 or N-7

N-18

N- 8 or N-8B

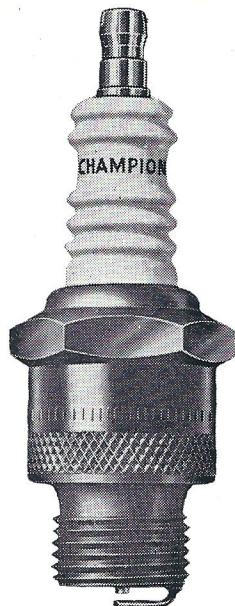
N- 5 or NA-8

N- 3 or NA-10

\*.472" reach

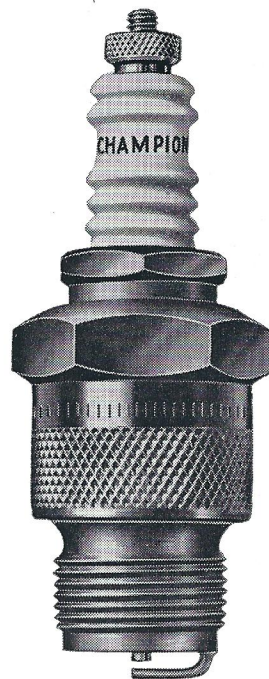
Price 5/- Each

Price 5/- Each



18 mm. Types  
 $\frac{1}{2}$ " reach.  
 11 Com.  
 \*7 Com.-L  
 D-16 or 8 Com.-K  
 8 Com.  
 7 Com.  
 7  
 †K-11 or 17  
 K-9 or 16  
 \* $\frac{5}{8}$ " reach. †.445" reach.

Price 5/- Each



$\frac{7}{8}$ " — (22 mm.) Types  
 $\frac{5}{8}$ " reach.  
 20  
 C5  
 1-Com.

Price 5/- Each



## FITTED WITH SUPPRESSORS

Resistor plugs to replace standard types where suppression of radio noise is required.



Price 6/- Each

### Resistor Types

XN-8 or XN8-B

XL-10

XJ-8

### Standard Type

N-8 or N8-B

L-10

J-8

## HEAT RANGE

Champion Plugs are graduated according to their ability to transfer heat from the firing end to the cooling water or air.



### COLD PLUG

Low insulator seat, dissipates heat from the insulator and makes a cold plug—for hot engines.



### HOT PLUG

High insulator seat, allows insulator to retain the maximum amount of heat making a hot plug for use in cold and oily engines.

Thread Size	Heat Range	Type
7/8" S.A.E. reach	HOT COLD	20 C-5 1 Com.
18 mm. 1/2" reach	HOT COLD	7 Com.-L (1) 11 Com. 8 Com. D-16 or 8 Com.-K 7 7 Com. K-11 (2) or 17 K-9 or 16
14 mm. 3/8" reach	HOT COLD	N-21 or N-7 N-18 N-8 or N-8B N-5 or NA-8 N-3 or NA-10
14 mm. 1/2" reach	HOT COLD	L-14 or L-8 L-10 L-85 (3) L-7 or L-10S L-5 or L-11S
14 mm. 7/8" reach	HOT COLD	H-10 H-9
14 mm. 1" reach	HOT COLD	UJ-12 or J-12 J-8 J-6
10mm.		UY-6 or Y-6

(1) 5/8" reach. (2) .445" reach (3) .472" reach

Should plugs normally used show a tendency to oil up, fit the next hotter or "softer" type shown in Heat Range Chart. In the event of the normal plug overheating, fit the next colder or "harder" type.

## EQUIVALENT HEAT RANGE

N-8 or N-8B.	FL9, 46XL, 47XL	AE10.....	W145T2, W175T2	FE50.....	CIN, CL14, CIN-P, CB14, CIN-H, CBL14 HLN, HUNP, HL14..... RL47, 3HLN....
N-5 or NA-8.	45XL, 44XL .....		W175T2 W225T2/T11	FE70, FE80, FE75	
N-3 or NA-10	FL7, 43XL .....		W240T2... W260T2..	FE100, FE220, FE250,	
*7 Com-L ...	88.....		M30T.....	ML30.....	CL3, CB3.....
11 Com	ECB.....		DM95T1...	TMB50.....	CV.....
8 Com	CB7H, 87 Com.	BTH, BR8.....	M95T1...	M30.....	BBL.....
D16 or	86-Com, C86H,		DM95T2	SM30, SM50...	SC3, SC.....
8 Com-K	86.....	BH8, BT10....	M145T5...		
7.....	85, 85-Com, C85H, C85	B9.....		M50.....	C3, C1.....
7 Com.....	84-Com, 84	B7.....	M145T1/T5	M50.....	C3, C1.....
K-11 or 17 ..	83S-Com, 82S-Com	BT4, B3.....	M225T1/ M240T11	M80, M60.....	H3.....
K-9 or 16.....	82, 81S-Com.....	BT3.....	M240T11 M260T11	M100.....	HIP, X1.....
DL8C.....			DM20A2...	TME30.....	CKX, CVX....
K97F or D8	14.....		M20T1....	TML30.....	CBX.....
20.....	78, 77-Com, C77 .		Z45T4.....	A5.....	ST, STX.....
C-5.....	78S, 76-Com.....		Z45T1....	A10.....	CT.....
1 Com.....	74, 74a-Com, 75-Com, C75	TT8, T7, T5....	Z120T1, Z145T1	A20.....	
A-25.....	26.....	F11.....	Z10T1....	G20.....	AF.....
Gas					

\* $\frac{5}{8}$ " reach.



# PASSENGER CARS

	Plug Gap
<b>A.C.</b> to 1939.....16	
1948 onwards 2 litre	
L-7 or L-10S	-.020"
1954 on Ace and Aceca	
L-7 or L-10S	-.020"
1953 on Petite 18mm.....16	-.020"
14mm.....L-5 or L-11S	-.020"
<b>A.F.N.</b> 2 litre.....L-7 or L-10S	-.020"
<b>Alfa Romeo</b>	
6 cyl. 2300 and 2500 c.c.	
Standard Sports Model	
R-16	-.016"
6 cyl. 2500 c.c. Super	
Sports model.....R-17	-.016"
6 cyl. old model, 1500	
and 1750 c.c.....R-7	-.016"
8 cyl. 2900.....R-16 or R-17	-.016"
"1900" Sprint	
N-5 or NA-8	-.025"
Alfette Grand Prix	
N-55R or NA-19	-.016"
"1300" 2-seater	
N-3 or NA-10	-.025"
"1300" Giulietta Sprint,	
Spyder, T1	
N-5 or NA-8	-.025"
"1900C".....N-3 or NA-10	-.025"
"1900" La Matta	
N-8 or N-8B	-.025"
"1900" Super Berlina	
N-5 or NA-8	-.025"
"1900" Super Grand Luca	
N-5 or NA-8	-.025"
"2000" Spyder and Saloon	
N-5 or NA-8	-.025"
<b>Allard</b>	
K-2, K-3, J-2, J-2X—V8,	
Alum. Head L-7 or L-10S	-.025"
J-2, J-2X—with Ardum	
O.H.V. Head.....R-7	-.016"
Ford V8 Standard engine 7	-.025"
Clipper.....7 Com.-L	-.020"
J-2R; Monte Carlo, Safari,	
Cadillac engine.....J-8	-.035"
Jaguar engine	
N-5 or NA-8	-.025"
Palmbeach, Gran Turismo	
Consul, Zodiac engine	
N-8 or N-8B	-.032"

	Plug Gap
<b>Allard—continued</b>	
Jaguar 3-4 engine	
N-5 or NA-8	-.025"
<b>Alvis</b>	
Crested Eagle.....16	-.025"
1939-40 Speed 25	
L-7 or L-10S	-.025"
1946-1958.....L-10	-.025"
1959, TD21, $\frac{1}{2}$ " reach L-10	-.025"
$\frac{3}{4}$ " reach...N-5 or NA-8	-.025"
Other models	
18 mm.....K-11 or 17	-.020"
14mm.....L-10	-.025"
<b>Armstrong Siddeley</b>	
Pre 1935.....7 Com.-L	-.020"
1935 14 h.p.....J-8	-.025"
1936-39 All models.....L-10	-.020"
1946-49 16 h.p.....L-10	-.020"
1949-53 18 h.p.	
N-8 or N-8B★	-.025"
Sapphire, Sapphire 236,	
346.....N-8 or N-8B	-.030"
Sapphire 234, Star Sapphire	
.....N-5 or NA-8	-.030"
★-018" if no vacuum control on distributor	
<b>Aston Martin</b>	
1936-7 Speed Model...R-1	-.020"
1938 Standard.....R-7	-.020"
1938 Speed Model.....R-1	-.020"
1939 Standard.....R-7	-.020"
1939-40 "C" Model...R-1	-.020"
1948.....L-7 or L-10S	-.025"
1957 on DB, Mk. III,	
1959 DB4, $\frac{1}{2}$ " reach	
L-7 or L-10S	-.025"
$\frac{3}{4}$ " reach...N-5 or NA-8	-.025"
1959 3 Litre, $\frac{3}{4}$ " reach	
N-5 or NA-8	-.025"
<b>Astra</b>	
Estate Car...L-7 or L-10S	-.025"
<b>Austin</b>	
All Models to 1935.....7	-.020"
1936-39 7 h.p.....L-10	-.020"
1936 10 h.p., 12 h.p.,	
16 h.p.....7	-.020"
1937-47 10 h.p., 12 h.p.,	
L-10	-.020"
1937 14 h.p. 18 h.p.....7	-.020"

## Passenger Cars—contd.

	Plug Gap
<b>Austin—continued</b>	
1938-40 14 h.p.....L-10	-.020"
1936-38 20 h.p.....7	-.020"
1938-40 18 h.p.....L-10	-.020"
1939-40 28 h.p.....L-10	-.020"
1939-47 8 h.p.....L-10	-.020"
1945-49 16 h.p.	
N-8 or N-8B	-.020"
FX3 Taxi.....N-8 or N-8B	-.020"
A30, A35, A40 Sports,	
A90 Atlantic, A105	
N-5 or NA-8	-.025"
A70, A90 Westminster,	
A95, A125, A135,	
Princess IV N-8 or N-8B	-.025"
TO 1958 A40, A50, A55	
Metropolitan	
N-8 or N-8B	-.025"
1959 on A40, A55,	
Metropolitan	
N-5 or NA-8	-.025"
Austin-Healey 100, 100M,	
100/6, Spitfire	
N-5 or NA-8	-.025"
Austin-Healey 100S	
N-3 or NA-10	-.025"
<b>Auto-Union (DKW)</b>	
900cc, 1000cc.....K-11	-.025"
<b>Bentley, 3, 4<math>\frac{1}{2}</math>, 6<math>\frac{1}{2}</math> and 8<math>\frac{1}{2}</math></b>	
litre 1930-33 K-11 or 17	-.020"
3 $\frac{1}{2}$ and 4 $\frac{1}{2}$ litre up to 1940	
LB-8	-.025"
1946-53 Mk. VI	
N-8 or N-8B	-.030"
1954-55 Sports Saloon	
N-8 or N-8B	-.030"
1954-1956 Continental	
N-5 or NA-8	-.030"
1957 on Continental "S"	
N-5 or NA-8	-.030"
1955-1957 6-6-1 "S" Series	
except Continental	
RN-8 or N-8BR	-.025"
1959 "S" Series 8:1	
N-5 or NA-8	-.025"
<b>Berkeley</b>	
325cc Anzani Eng.	
L-7 or L-10S	-.020"
328cc, 492cc Excelsior Eng.	
N-5 or NA-8	-.020"
692cc Enfield Eng.	
N-5 or NA-8	-.020"

	Plug Gap
<b>B.M.W.</b>	
315; 319; 329	
K-11 or 17	-.020"
320; 325; 326; 326A; 327	
L-7 or L-10S	-.030"
90 PS (3-5 Ltr.) L-7 or L-10S	-.030"
328.....L-5 or L-11S	-.030"
321/1; 326/1.....L-7 or L-10S	-.030"
501 6 cyl.....N-5 or NA-8	-.035"
501 V8 short reach.....L-85	-.035"
502, 502S, 503, 505, 507,	
short reach.....L-85	-.025"
$\frac{3}{4}$ " reach.....N5 or NA-8	-.035"
Isetta Motorcoupe	
L-5 or L-11S	-.025"
600cc Light Car	
N-5 or NA-8	-.025"
<b>Bond Minicar</b>	
197cc.....L-5 or L-11S	-.020"
250cc.....L-7 or L-10S	-.020"
<b>Borgward</b>	
H1100, 1700, 2000, 3500	
L-10	-.025"
Hansa 1500, 1800	
L-7 or L-10S	-.025"
Isabella TS75 L-5 or L-11S	-.025"
2400, Isabella Combi,	
Isabella 60.....L-85	-.025"
Lloyd 600.....L-85	-.025"
<b>British Salmson</b> .....16	-.020"
<b>B.S.A.</b> 18mm.....7	-.025"
14mm.....L-10	-.025"
<b>Bruetsch</b> .....L-7 or L-10S	
<b>Bugatti, 40-40A</b> .....K-11 or 17	-.025"
44-46-49.....K-11 or 17	-.025"
46S.....K-11 or 17	-.025"
41 Royal.....8 Com.	-.025"
43-50-55.....R-1	-.020"
57-57S 18mm.....R-7	-.018"
57-57S, 73A, 73B, 101,	
14mm.....J-6	-.016"
Racing 18mm.....R-11	-.016"
Racing 14mm, $\frac{3}{4}$ " reach	
N-58R or NA-12	-.016"
Autorails.....K-11 or 17	-.025"
<b>Buick 1927 to 1937</b>	
D-16 or 8 Com.-K	-.025"
1941 10mm.....UY-6 or Y-6	-.025"
1938/1942.....UJ-12 or J-12	-.025"
1953/1959 V8.....J-8★	-.032"
1953 Straight 8.....J-8	-.025"
★for sustained high speed driving use J-6.	

Passenger Cars—contd.

Cadillac	Plug Gap
1936 to 1938 8 cyl.	
UJ-12 or J-12	-.025"
1936-1937 12 and 16 cyl. 7	-.025"
1938 16 cyl.	-.025"
1939-1948.....UY-6 or Y-6	-.028"
1949-1959.....J-8★	-.035"
★for sustained high speed driving use J-6.	
<b>Chevrolet</b>	
1933 to 1936 UJ-12 or J-12	-.033"
1937 to 1940 UJ-12 or J-12	-.040"
1941-1948.....UY-6 or Y-6	-.040"
1949-1952.....J-8	-.035"
1953-1959 except W series V-8.....J-8★	-.035"
★for sustained high speed driving use J-6.	
1958-1959 W series V-8	
N-8†	-.035"
†for sustained high speed driving use N-5 or NA-8	
<b>Chrysler</b>	
1931-1942.....UJ-12 or J-12	-.025"
H.C. alum. heads.....H-10	-.025"
1946-1954 6 cyl	
UJ-12 or J-12	-.030"
1946-1950 8 cyl.	
UJ-12 or J-12	-.030"
1951-53 V-8.....XJ-8★	-.035"
1954 V-8†.....N-8 or N-8B	-.035"
1955 V-8 except Windsor and C-300 models†	
N-8 or N-8B	-.035"
1955-56 Windsor.....XJ-8	-.035"
1956-58 New Yorker, Imperial ‡ N-5 or NA-8	-.035"
1955-58 C300 series ‡	
N-5 or NA-8	-.035"
1957-58 Windsor and Saratoga.....UJ-12 or J-12	-.035"
1959 Windsor, Saratoga, New Yorker, Imperial	
UJ-12 or J-12	-.035"
1959 V-8 C300 series J-6	-.035"
★for sustained high speed driving use H-10.	
‡ No Plug gaskets used on models using metal tubes.	
● <b>Citroën (Britain)</b>	
1936-1940.....J-8	-.025"

Citroën—continued	Plug Gap
1936-1940 Sports.....L-10	-.025"
1945 on 15, 15/16.....H-10	-.025"
2 CV.....H-9	-.025"
DS19, ID19.....H-10	-.025"
● <b>Continental</b>	
1956/57 Mk. II......860	-.035"
1958 Mk. III, 1959.....F-11Y	-.035"
<b>Coronet</b> .....N-5 or NA-8	-.020"
<b>DAF 600</b> .....L-85	-.025"
<b>Daimler 31-4 h.p.; 35 h.p.</b>	
6 cyl. and double six 50	
h.p.....D-16 or 8 Com.-K	-.025"
1934-35 All models.....L-10	-.025"
Early 1936 15 h.p.....L-10	-.025"
Late 1936 15 h.p.	
N-8 or N-8B	-.022"
1936-1956 All other models	
N-8 or N-8B	-.020"
1956 on all models	
N-8 or N-8B	-.025"
<b>Daimler-Benz (Mercedes-Benz)</b>	
170V, 170H to 1942 8 Com.	-.025"
1-3 Ltr. (M 23)......7	-.025"
1-7 Ltr. (M 15)......7	-.025"
2 Ltr. (M 21); 2-9 Ltr. (M 18)......7 Com.	-.025"
500 K; 770 (M 150)	
K-11 or 17	-.025"
V 152 (M 149).....L-10	-.025"
230 (M 143).....L-10	-.025"
230 (M 153); 320 (M 142)	
L-10	-.025"
500 (M 08).....L-10	-.025"
230 (M 153); 320 (M 142)	
L-10	-.025"
540 K (M 29).....L-7 or L-105	-.025"
190 SL.....N-5 or NA-8	-.025"
300 SL.....N-3 or NA-10	-.025"
1947 on 170, 170V, 170VA, 170S, 170S-V, 170S-B	
L-10	-.025"
180.....L-10	-.040"
180A, 190, 220, 220A, 300, 300A, 300B, 300C, 300R, 300S, 319B, UNIMOG	
L-7 or L-105	-.038"
219, 220S, 3/4" reach	
L-7 or L-105	-.038"
219, 220S, 220SE 3/4" reach	
N-5 or NA-8	-.030"
300Sc, 300D, 300SL	
N-3 or NA10	-.025"

Passenger Cars—contd.

Delage	Plug Gap
188mm.....K-11 or 17	-.025"
14mm.....L-10	-.025"
<b>Delahaye</b>	
132, 134, 138, 148, 135S and 148L.....K-11 or 17	-.022"
135S Special A.C.F.....J-6	-.020"
135 Competition......16	-.025"
135, MS.....L-7 or L10-S	-.025"
165, 12 cyl. SP	
N-3 or NA-10	-.025"
Selborne.....L-10	-.025"
● <b>Dellow</b>	
Ford 10 h.p. engine Mk. 1	
L-10	-.025"
Supercharged Mk. 1	
L-7 or L-10S	-.020"
1951-1953 Mk II and Mk. III	
L-10	-.025"
1951-1953 Mk. II and Mk. III Supercharged	
L-7 or L-10S	-.020"
1953 Mk. IIC N-8 or N-8B	-.032"
Mk. IIC.....L-10	-.025"
Mk. IIC Supercharged	
L-7 or L-10S	-.020"
Mk. V.....L-10	-.025"
<b>De Soto 1932-42†</b>	
UJ-12 or J-12	-.025"
†H.C. Alum. Heads use	
H-10	
1946-48 6 cyl.	
UJ-12 or J-12	-.025"
1949-54 6 cyl.	
UJ-12 or J-12	-.025"
1952-58 V-8.....XJ-8★	-.035"
1959 Adventurer.....J-8	-.035"
1959 Other V-8.....J-6	-.035"
★No plug gaskets required.	
● <b>D.K.W.</b> All models	
K-11 or 17	-.025"
<b>Dodge 1932-42†UJ-12 or J-12</b>	-.025"
†H.C. Alum. Heads use	
H-10	
1946-48 6 cyl.	
UJ-12 or J-12	-.030"
1949-56 6 cyl.	
UJ-12 or J-12	-.035"
1953-56 V-8.....XJ-8★	-.035"
1956-58 D500.....XJ-8★	-.035"
1957-59 6 cyl.....XJ-8	-.035"
1957-58 V-8 3/4" reach XJ-8	-.035"

Dodge—continued	Plug Gap
1958 V-8 3/4" reach	
XN-8 or XN-8B	-.035"
1959 6 cyl.....J-8	-.035"
1959 V8 D500 2-4 BBL Carb.....J-6	-.035"
1959 Other V8 models J-8	-.035"
1959 Coronet V-8.....XJ-8	-.035"
★No plug gaskets used on models using metal tubes.	
● <b>Edsel</b>	
1958 V-8.....F-11Y	-.035"
1959 6 cyl......870	-.035"
1959 292 cu. in. V-8..F-14Y	-.035"
1959 332 and 361 cu. in. V-8.....F-11Y	-.035"
● <b>Essex</b> —see Terraplanes.	
<b>Facel-Vega</b>	
HK500, Excellence.....J-6	-.035"
<b>Fairthorpe</b>	
Atomot.....L-5 or L-11S	-.020"
Electron Minor	
N-5 or NA-8	-.025"
Electron.....N-3 or NA-10	-.025"
<b>Ferrari</b>	
America (4100 c.c.)—	
212 Inter (2560 c.c.)	
N-3 or NA-10	-.020"
Mille Miglia (2560 c.c.)	
N-58R or NA-12	-.016"
Comp type 2000 c.c., 3000 c.c., 4500 c.c.	
N-55R or NA-14	-.016"
250 Gran Turismo	
N-3 or NA-10	-.020"
● <b>Fiat (England)</b>	
Early Models 18 mm......7	-.025"
Ardita, Balilla, 500, 500B, 500C.....J-8	-.025"
500/110, 600, 1200, 1400, 1400A, 1400B, 1900B, 103ETV, 1100/TV, TRF, 1100/103E, 1100/103D	
L-7 or L-10S	-.025"
1100B, 1100E, EL, ELR, 1100/103, 1900A, New	
500.....L-10	-.025"
1959 1100.....L-7 or L-105	-.025"
1800, 2100.....L-85	-.025"
Arbarth Conversions	
500 c.c., 600 c.c. units	
L-7 or L 10S	-.025"
750 c.c. Conversion	
L-5 or L-11S	-.025"



## Passenger Cars—contd.

	Plug Gap
● <b>Ford (England)</b>	
Model T.....A-25	-.025"
1/8" thread S.A.E.....C-5	-.025"
8 h.p. to 1934 18 mm.....7	-.025"
8, 10 and 22 h.p., 14 mm.....L-10	-.025"
V-8, 30 h.p., 18mm.....7	-.025"
Consul, Zephyr, Zodiac.....N-8 or N-8-B	-.032"
1953 on Popular, Anglia, Prefect, Squire, Escort.....L-10	-.025"
<b>Ford (France)</b>	
Vendome to 1953, Vedette to 1954, Abeille, Comete.....L-10	-.025"
Vendome 1953 on, Vedette 1954 on, Versailles V-8, Trianon F42.....H-10	-.025"
1937-50 Petite V-8, V-8, 6 cyl.....H-10	-.025"
● <b>Ford (Germany)</b>	
V-8 14mm.....J-8	-.025"
Taunus 12 MU, 12M, 15M, Eifel.....H-10	-.025"
Taunus 17M.....L-85	-.030"
● <b>Ford (U.S.A.)</b>	
1933-1937.....7	-.025"
All V-60 models.....H-10	-.025"
1938-48.....H-10	-.025"
1949-53 V-8.....H-10	-.030"
1949-51 6 cyl.....H-10	-.030"
1954 V-8.....H-10	-.035"
1952-54 6 cyl. O.H.V. H-10.....H-10	-.035"
1955-56 V-8 and Thunderbird.....F14Y or 870	-.035"
1955-1959 6 cyl.....870	-.035"
1957 V-8 (272 cu. in. eng.) F14Y or 870.....-035"	-.035"
1957 All other V-8's and Thunderbird F14Y or 860.....-035"	-.035"
1958-59 V-8 (292 cu. in. eng.).....F-14Y	-.035"
1958-59 Other V-8 engines and Thunderbird F-11Y.....-035"	-.035"
<b>Frazer Nash 12 h.p.</b>	
4 cyl.....7	-.025"
Sports.....R-1	-.020"
Byfleet.....J-6	-.025"
Boulogne II, Shelsley R-11.....-016"	-.016"
B.M.W. 18mm.....16	-.020"

	Plug Gap
<b>Frazer Nash—continued</b>	
B.M.W. 14 mm.....L-7 or L-10S	-.032"
B.M.W. Sports 18mm.....R-11	-.020"
B.M.W. Sports 14mm.....L-5 or L-11S	-.032"
Continental, Sebring L-85.....-035"	-.035"
<b>Frisky</b>	
Friskysport.....L-5 or L-11S	-.020"
Friskysprint N-3 or NA-10.....-020"	-.020"
● <b>Goggomobil</b>	
Regent 300, 400, Mayfair 300, 400.....16	-.025"
T600, T700.....L-85	-.025"
● <b>Goliath</b>	
Hansa 1100cc.....L-5 or L-11S	-.025"
● <b>Graham</b>	
1933-37 18 mm. Heads...7	-.025"
1936-39 14 mm. Heads.....H-10	-.025"
1940-1941.....UJ-12 or J-12	-.025"
● <b>Healey</b>	
2-4 litre.....N-5 or NA-8	-.025"
3 litre.....L-10	-.025"
Nash-Healey L-7 or L-10S.....-025"	-.025"
<b>Heinkel.....L-7 or L-10S</b>	-.025"
● <b>Hillman 1933-1935</b>	
Minx 18mm.....K-11 or 17	-.025"
1936-38 Minx.....L-10	-.025"
1939 on S.V. engines.....L-10	-.032"
O.H.V. engines to 1958.....N-8 or N-8B	-.030"
1959 Minx Series III.....N-8 or N-8B	-.025"
1959 Husky Series I.....N-8 or N-8B	-.025"
<b>Hotchkliss up to 1933.....7</b>	-.025"
411-413-615-620K-11 or 17.....-025"	-.025"
480-486-680-686K-11 or 17.....-025"	-.025"
PN and GS.....K-11 or 17	-.025"
864.....L-10	-.025"
Gregoire.....UJ-12 or J-12	-.025"
● <b>H.R.G. 1936-39 1 1/2 L.</b>	
Meadows Eng. R-1 or R-11 "1100," "1500" 3/8" reach.....-016"	-.016"
L-7 or L-10S★.....-020"	-.020"
"1100," "1500" 3/8" reach.....N-5 or NA-8	-.030"
★ <b>For Competitions use</b>	
L-5 or L-11S.....-020"	-.020"

## Passenger Cars—contd.

	Plug Gap
● <b>Hudson</b>	
1933-37.....UJ-12 or J-12	-.025"
1938-42.....UJ-12 or J-12	-.032"
1946-48.....UJ-12 or J-12	-.032"
H.C. Alum. Heads use.....H-10	-.032"
1949-55 (except Hornet).....H-10	-.032"
1956 Wasp.....H-10	-.032"
1951-56 Hornet (except V-8).....H-10	-.032"
1955 Hornet V-8.....H-10	-.035"
3/8" reach.....N-8 or N-8B	-.035"
1956 Hornet V-8.....N-18	-.035"
1956 Hornet V-8 Special.....H-10	-.035"
Metropolitan.....N-5 or NA-8	-.025"
1957 Hornet V-8.....H-10	-.035"
Rambler—See Rambler.....-035"	-.035"
● <b>Humber 1933-1935</b>	
K-11 or 17.....-025"	-.025"
1936-1945.....L-10	-.030"
Hawk Mark 1-3.....L-10	-.030"
Super Snipe Mark 1-3 L-10.....-030"	-.030"
Pullman Mark 1-3.....L-10	-.030"
Hawk Mark 4 and 5.....N-8 or N-8B	-.030"
Super Snipe Mark 4.....N-8 or N-8B	-.030"
Pullman Mark 4.....N-8 or N-8B	-.030"
Hawk Mark 6 (O.H.V.).....N-8 or N-8B	-.030"
1957 on Hawk Series 1.....N-8 or N-8B	-.025"
1959 Super Snipe.....N-5 or NA-8	-.025"
<b>Isetta (England)</b>	
300 Standard L-5 or L-11S.....-025"	-.025"
600.....N-5 or NA-8	-.025"
● <b>Jaguar to 1940.....L-10</b>	-.025"
1946-48 1 1/2 L. and 3 1/2 L.....L-10	-.025"
1946-48 2 1/2 L., Eng. Nos. P.1-P.200.....L-10	-.025"
1949-50 Mk. V 3 1/2 L.....L-10	-.025"
1946-48 2 1/2 L., Eng. Nos. P.201 on.....N-8 or N-8B	-.025"
1949-50 Mk. V 2 1/2 L.....N-8 or N-8B	-.025"

	Plug Gap
● <b>Jaguar—continued</b>	
XK120.....8:1, C.R.....N-8 or N-8B	-.025"
8:1, C.R.....L-7 or L-10S	-.025"
Mk. VII, Mk. VIIM, Mk. VIII, Mk. IX.....8:1, C.R.....N-5 or NA-8	-.025"
7:1, C.R.....L-7 or L-10S	-.025"
XK 120C....."D" type N-3 or NA-10	-.025"
"C" Type Sports Car.....N-3 or NA-10	-.025"
XK 140.....7:1, C.R.....L-7 or L-10S	-.025"
8:1, C.R.....N-8 or N-8B	-.025"
8:1, C.R. ("C" type head).....N-5 or NA-8	-.025"
9:1, C.R. ("D" type head).....N-3 or NA-10	-.020"
3-4 litre.....7:1.....L-7 or L-10S	-.025"
8:1, 9:1.....N-5 or NA-8	-.025"
XK "SS".....N-5 or NA-8★	-.025"
2-4 litre.....7:1.....L-7 or L-10S	-.025"
8:1.....N-5 or NA-8	-.025"
XK 150.....8:1 C.R.....N-5 or NA-8	-.025"
7:1 C.R.....L-7 or L-10S	-.025"
XK 150 "S" Type.....N-5 or NA-8	-.025"
★ <b>For competition use.</b>	
N-3 or NA-10.....-025"	-.025"
● <b>Jensen 2 1/2 litre.....L-10</b>	-.025"
3 1/2 litre.....16	-.025"
3 1/2 litre Supercharged R-7.....-016"	-.016"
1938-1940.....L-10	-.025"
4 litre 14mm. Short Reach.....L-7 or L-10S	-.025"
4 litre Interceptor.....N-8 or N-8B	-.025"
Model 541.....N-8 or N-8B	-.025"
541R Series N-8 or N-8B★.....-025"	-.025"
R51.....N-5 or NA-8	-.025"
★ <b>N-5 or NA-8 for hard driving.</b>	
● <b>Jowett 18 mm.....7</b>	-.025"
Other Models 14mm.....L-10	-.025"
Javelin Mk. 1 and 2.....L-10S	-.025"
Jupiter Mk. 1 L-7 or L-10S.....-025"	-.025"
Javelin Mk. 3.....XL-10	-.025"
Jupiter Mk. 1A, R4 XL-10.....-025"	-.025"
Kaiser.....J-8	-.032"

## Passenger Cars—contd.

	Plug Gap
<b>Kieft</b> 4 cyl. Sports N-55R or NA-14	.016"
<b>Lagonda</b> 1936-1940 4½ litre.....R-1	.016"
V-12 .....L-7 or L-10S	.025"
<b>Lambretta</b> FD, FDC.....L-5 or L-11S	.020"
<b>Lanchester</b> 1933-1934 10 h.p.....J-8	.025"
1935 All models.....L-10	.025"
1937 11 h.p. and Road- rider .....L-10	.025"
1936-1940 10 h.p., 14 h.p., and 18 h.p. N-8 or N-8B	.020"
1945-1951 10 h.p. N-8 or N-8B	.020"
1951-1954 14 h.p. N-8 or N-8B	.020"
Sprite..... N-8 or N-8B	.025"
<b>Lancia</b> Lambda and Dilambda...7 Sports.....K-11 or 17	.025"
High Compression.....16	.020"
Augusta, Aprilia, Ardea J-8 Sports.....L-58R or LA-11	.016"
Artena, Astura 1st and 2nd Series .....K-11 or 17	.025"
3rd Series.....H-10	.025"
Belna .....H-10	.025"
Ardea 4th Series N-8 or N-8B	.025"
Aurelia, B10, B12, B21, Appia.....N-8 or N-8B	.025"
Aurelia, B20, B22, B24, G.T. 2500, Appia II, Appia Sports N-5 or NA-8	.025"
Aurelia 2nd Series N-5 or NA-8	.025"
Spyder.....N-5 or NA-8	.025"
Flaminia Sports 9:1cr. N-3 or NA-10	.020"
Flaminia Sports 7-8:1 N-5 or NA-8	.020"
<b>La Salle</b> 1935 to 1938 UJ-12 or J-12	.025"
1939 to 1940...UY-6 or Y-6	.028"
<b>Lea Francis</b> to 1934 K-11 or 17	.025"
1936, 1938, 1939, 1941, 1945 .....L-10	.025"
1946 onwards..L-7 or L-10S	.025"

## Plug Gap

<b>Lincoln</b> 1940-48 .....H-10	.025"
1949-52 .....H-10	.030"
1953-54 .....H-10	.035"
1955.....F-14Y or 870	.035"
1956-57 .....F-14Y or 860	.035"
1958 on.....F-11Y	.035"
<b>Lloyd</b> (Britain) N-8 or N-8B	.025"
<b>Lotus</b> Seven Sports, Eleven Sports .....L-10	.025"
Super Seven, Eleven Club, Eleven "Le Mans," Fifteen, Elite N-3 or NA-10	.025"
F1 .....N-58R or NA-12	.016"
<b>Maico</b> 500 .....K-11 or 17	.020"
<b>Mercedes-Benz</b> —See Daimler-Benz.	
<b>Mercury</b> 1939-48 .....H-10	.025"
1949-54 .....H-10	.030"
1955-56...F-14Y or 870	.035"
1957 .....F-14Y or 860	.035"
1958-59 except 312 cu. in. eng. ....F-11Y	.035"
1958-59 312 cu. in. engine F-14Y	.035"
<b>Messerschmitt</b> KR200 .....K-11 or 17	.020"
<b>M.G.</b> L Type Magna.....J-6	.025"
Midget to 1933.....J-6	.025"
Sports .....K-11 or 17	.025"
1934 J.1 and J.2 models, J.3 and J.4 super- charged, Magnette K models .....J-6	.025"
1935-1940 .....L-10	.025"
1939-1940 2-6 litre L-7 or L-10S	.025"
1946 on TC, Y and TD to Eng. No. 22734 L-7 or L-10S	.025"
TD from Eng. No. 22735 N-5 or NA-8	.025"
TF .....N-5 or NA-8	.025"
TD Mk. II to Eng. No. 17028.....L-5 or L-11S	.025"
TD Mk. II Eng. No. 17029 on .....N-3 or NA-10	.025"

## Passenger Cars—contd.

	Plug Gap
<b>M.G.—continued</b> YB Eng No. XPAG/SC/2 IT994 on....N-8 or N-8B	.025"
M.G.A. 1-5 litre N-5 or NA-8	.020"
YB up to Eng. No. XPAG/ SC2/17993 L-7 or L-10S	.025"
1954-57 Magnette Series ZA .....N-8 or N-8B	.025"
1957 on Magnette N-5 or NA-8	.025"
M.G.A. 1-6 litre (Twin O.H.C.) N-3 or NA-10	.025"
<b>Morgan</b> to 1935 K-11 or 17	.025"
1936, 1939 all models L-10	.025"
1946 on Ford engine...L-10	.025"
Standard engine N-8 or N-8B	.025"
Vanguard engine.....L-10	.025"
Triumph TR2 engine L-7 or L-10S	.025"
4/4 Aquaplane Head N-8 or N-8B	.025"
<b>Morris</b> Six to 1942.....7	.025"
Minor O.H.V.....7	.025"
1933 Minor S.V. Ten, Cowley and Isis.....7	.025"
1933 Major and Oxford...7	.025"
1934 All models.....7	.025"
1935 8 h.p. and 10/6...J-8	.025"
1935 Other models.....7	.025"
8 h.p. Series I.....L-10	.025"
All series 2, 3, E and M L-10	.025"
Minor (S.V. Series MM) L-10	.025"
Minor (O.H.V. Series II) and Minor Traveller N-5 or NA-8	.025"
Minor 1000...N-5 or NA-8	.025"
Oxford (Series MO)...L-10	.025"
Six (Series MS)...L-10	.025"
Cowley 1200, Isis N-8 or N-8B	.025"
To 1958 Oxford (O.H.V. models), Oxford Travel- ler, Cowley 1500 N-8 or N-8B	.025"
1959 on Oxford, Oxford Traveller, Cowley 1500 N-5 or NA-8	.025"

## Plug Gap

<b>Nash</b> 1934-42 14 mm. UJ-12 or J-12	.025"
1946-53 except Dual Jet H-8	.028"
1953 Dual Jet.....J-10	.028"
1954-55 Statesman Dual Carb. ....H-10	.030"
Single Carb. ....J-8	.030"
1956 Statesman.....H-10	.035"
1954-1955 Ambassador Dual Jet Fire.....J-8	.030"
Alum. heads.....H-10	.028"
Super Jet Fire.....J-8	.030"
V-8 (1955) 7/16" reach.....H-10	.035"
¾" reach...N-8 or N-8B	.035"
1956 Ambassador Six J-8	.030"
1956 Ambassador V-8 N-18	.035"
1956 Ambassador Special V-8.....H-10	.035"
1957 Ambassador V-8 H-10	.035"
Metropolitan N-5 or NA-8 Ramblor (See Ramblor).	.025"
<b>N.S.U.</b> (Great Britain) Prince, Sport Prince N-5 or NA-8	.025"
<b>Oldsmobile</b> 1937-1950 6 cyl. UJ-12 or J-12	.040"
1937-1948 8 cyl. UJ-12 or J-12	.030"
1949-59 V-8.....J-8★	.030"
★For sustained high speed driving use J-6.	
<b>Opel</b> P4 Cadette.....J-8	.025"
Super 6.....L-14 or L-8	.025"
18mm.....7	.025"
Admiral; Olympia; Rekord; Kapitän; Caravan .....L-10	.025"
<b>Packard</b> 1937-1949 UY-6 or Y-6	.025"
1950-1954 .....J-8	.025"
1955 V8 (7/16" reach) H-10 (¾" reach).....N-8 or N-8B	.035"
1956 V8 .....N-18	.035"
1957-58 .....H-10	.035"
<b>Panhard &amp; Levassor</b> 12CV, 14CV, 16CV, 6 cyl. 8 Com	.025"
20CV, 6 cyl.....K-11 or 17	.025"



## Passenger Cars—contd.

	Plug Gap
● <b>Panhard &amp; Levassor</b> —continued	
Dyna 3CV, 2 cyl.....H-10	-.025"
Dyna 1950-55 Sprint	-.025"
Junior.....H-9	-.025"
1956 on Dyna, Tigre, Dyna de Luxe, Dyna Z12, Z16 N-5 or NA-8	-.025"
● <b>Peerless</b>	
GT Coupe.....L-7 or L-10S	-.025"
● <b>Peugeot</b>	
To 1939 18 mm....8 Com.	-.025"
14 mm. Alloy Cylinder Head.....L-10	-.025"
14 mm. Cast Iron Cylinder Head.....J-8	-.025"
1939 on except 403....L-10	-.025"
403.....L-7 or L-10S	-.025"
● <b>Plymouth</b>	
1932-421 ... UJ-12 or J-12	-.025"
1946-48 6 cyl. UJ-12 or J-12	-.025"
1949-56 6 cyl. UJ-12 or J-12	-.030"
1955-58 V8, Fury...XJ-8	-.035"
1957-59 6 cyl....XJ-8	-.035"
1959 V8 Commando...J-6	-.035"
1959 Other V8 engines	-.035"
● <b>Pontiac</b> 1932 to 1942	
UJ-12 or J-12	-.025"
1946-54.....J-8	-.025"
1955-59.....J-8★	-.035"
★ For sustained high speed driving use J-8 348	
1959 Canadian V-8 348 eng. normal service	-.035"
N-8 or N8B	-.035"
Sustained high speed	-.035"
N-5 or NA8	-.035"
● <b>Porsche</b>	
356 Standard 1600...L-8S	-.025"
356 Super 1600	-.025"
L-5 or L-11S	-.025"
Carrera 1600, Gran Turismo, Spyder 1500	-.016"
N-3 or NA-10★	-.016"
★ N-58R or NA-12 for competition,	
● <b>Powerdrive</b> .....L-10	-.025"
● <b>Progress</b>	
Tourette.....L-5 or L-11S	-.020"

● Original Equipment

Plug Gap

● <b>Puch</b>	
500.....L-8S	-.020"
● <b>Railton</b> Terraplane to 1936	
J-6	-.025"
1937-1940 All models	-.025"
● <b>Raleigh</b> .....7	-.025"
● <b>Rambler</b>	
1954-55.....J-8	-.030"
1956 6 cyl.....H-10	-.030"
1957-59.....H-10	-.035"
● <b>Reliant</b> Coupe.....L-10	-.020"
● <b>Renault</b> All models 18mm.	
8 Com.	-.025"
4CV, 1063 Competition	-.025"
L-7 or L-10S	-.025"
750, 4CV, 1062, 1060, Juvaquatre, Prairie Savane, Fregate, Dauphine, Domaine, Floride and Others 14mm. L-10	-.025"
● <b>Riley</b>	
1935-1936.....16	-.025"
1935-1938 9 h.p.....16	-.025"
1936 1.5 litre special series 18mm.....16	-.020"
1936-1937-1939 1½ litre, 15 and 16 h.p.....L-10	-.025"
Sprite 14 mm.....J-6	-.025"
18 mm.....K-11 or 17	-.025"
1939-1940 12 and 16 h.p. L-7 or L-10S	-.025"
1946 onwards 1½ litre L-7 or L-10S	-.025"
1946 onwards 2½ litre Pathfinder 2.6 litre N-5 or NA-8	-.025"
One-point-five, Two-point-six, 4/68...N-5 or NA-8	-.025"
● <b>Rolls-Royce</b> to '35.....7	-.025"
1935-1939 All Models except Phantom III...LB-8	-.025"
Phantom III, Silver Dawn N-8 or N-8B	-.030"
Silver Wraith to 1955 N-8 or N-8B	-.030"
Silver Wraith Series "E" 6-6:1 Silver Cloud 6-6:1 RN-8 or N8B/R	-.025"
Silver Wraith 8:1 cr., Silver Cloud 8:1 cr. N-5 or NA-8	-.025"

## Passenger Cars—contd.

	Plug Gap
● <b>Rover</b>	
Early Models 18mm.....7	-.020"
1934, 1935 10, 12 and 14 h.p.....J-8	-.020"
1936-1939 10, 12, 14, 16, 20 h.p.....L-10	-.020"
1939-1947 10, 12, 14, 16, 20 h.p., N-8 or N-8B	-.020"
Models 60 and 75 to 1954...N-8 or N-8B★	-.020"
1954 on Models 60, 75 and 90...N-8 or N-8B★	-.030"
105R, 105S N-5 or NA-8★	-.030"
3 litre F5...N-5 or NA-8★	-.030"
★ WL-548 Terminals required on N-8B and NA-8 only.	
● <b>Saab</b>	
92.....J-8	-.025"
92B.....L-10	-.025"
93, 93B.....K-11 or 17	-.025"
● <b>Salmon</b> 94.....J-8	-.025"
S4C, S4D, S4DA K-11 or 17	-.025"
S4E, 72.....L-10	-.025"
● <b>Scoutcar</b> .....L-5 or L-11S	-.025"
● <b>Simca</b>	
5 h.p., 6 h.p., 508.....J-8	-.025"
6-8 Aronde 1200.....H-10	-.025"
Sports.....L-7 or L-10S	-.025"
Aronde 1300 Elysee, Grand Large, Chate-laine.....H-10	-.025"
8 and 9 Sport, Aronde 1300 Sport.....H-9	-.025"
Monthery, Monaco, Plein Ciel, Oceane.....H-10	-.025"
Ariane 4 and 8 cyl...H-10	-.025"
● <b>Simca-Vedette</b>	
Marly, Chambord, Beau-lieu, Trianon, Versailles, Regence, F52A.....H-10	-.025"
● <b>Singer</b>	
1933 9 and 14 h.p.....J-8	-.025"
12 h.p. and Silent Six.....J-8	-.025"
1934 Touring.....J-8	-.025"
1936-1940.....L-10	-.025"
Sports.....J-6	-.025"
Le Mans...L-58R or LA-11	-.016"
1946-1951 All models except 1500...L-7 or L-10S	-.025"
1500 model 1948 on N-8 or N-8B	-.025"

● Original Equipment

## Singer—continued

	Plug Gap
1500 model, twin carb. N-5 or NA-8	-.032"
Hunter (single carb.) N-8 or N-8B	-.025"
Hunter (twin carb.) N-5 or NA-8	-.025"
Hunter 75 (twin o.h.c.) L-7 or L-10S	-.025"
SM Roadster (single carb) N-8 or N-8B	-.030"
(twin carb.) N-5 or NA-8	-.030"
Gazelle I, II...N-8 or N-8B	-.025"
Gazelle, Mark III c.r. 8-5:1 N-5 or NA-8	-.025"
● <b>Skoda</b>	
440, 445, 450, 900, 1201 L-10	-.030"
● <b>S.S.</b>	
Series I and II...K-11 or 17	-.025"
Series "100" L-7 or L-10S	-.022"
● <b>Standard</b>	
1933, 1934, 1935, 9, 10, 12 and 14 h.p.....J-8	-.025"
1933, 1934, 1935, 16 and 20 h.p.....K-11 or 17	-.025"
1936-1937-1938 all models L-10	-.025"
1939-1940, 8, 10, 12 h.p. N-8 or N-8B	-.038"
1939-1940 14 and 20 h.p. L-10	-.038"
1945-1948 8 h.p. N-5 or NA-8	-.025"
1946-1947 12 h.p., 14 h.p. N-8 or N-8B	-.035"
1948 on Vanguard...L-10	-.025"
1953 on "Eight", "Ten" N-5 or NA-8	-.025"
Sportsman...L-7 or L-10S	-.025"
"Companion" Pennant N-5 or NA-8	-.025"
Ensign.....L-10	-.025"
● <b>Studebaker</b>	
1933-1941 except 1941 Champion D-16 or 8 Com.-K	-.025"
1941-59 6 cyl.....J-8	-.030"
1942-1950 except Cham-pion.....J-8	-.025"
1951-56 V8 except 1956 Goldenhawk.....H-10	-.035"
1956 Goldenhawk...N-18	-.035"
1957 on.....H-10	-.035"

Passenger Cars—contd.

	Plug Gap		Plug Gap
●Sunbeam to 1935		Vespa	
K-11 or 17	-.025"	400.....	.16
Mk. III; 90...N-5 or NA-8	-.030"	Volkswagen	
Alpine, Alpine Special	-.025"	All models.....	L-85
N-5 or NA-8	-.025"	●Volvo EB and DC.....	.7
Rapier.....N-8 or N-8B	-.030"	EC, ED	J-8
Rapier, Series II	-.025"	B4B, PV 444, PV 445, 10mm.	UY-6 or Y-6
N-5 or NA-8	-.025"	UY-6.....	-.025"
●Sunbeam-Talbot		14mm.....	J-8
All model. to 1940...L-10	-.025"	DA, DB.....	8-Com
1946 on 2 lures.....L-10	-.030"	PV444K.....	J-8
1946 on 10 h.p.	-.025"	B14A 10mm.....	UY-6 or Y-6
N-8 or N-8B	-.025"	14mm.....	J-6
80, 90 and Alpine	-.025"	B16A (Amazon PV444C) J-8	-.025"
N-5 or NA-8	-.025"	B16B (Amazon S, Amazon	122S, PV544 Sport) J-6
●Swallow Doretti		122S, PV544 Sport) J-6	-.025"
L-7 or L-10S	-.032"	●Willys 1939.....	.7
Talbot		1940-1942...UY-12 or J-12	-.030"
Lago sp. 4 1 18mm.....	.16	1942-45+ Jeep.....	J-8
Lago and 4 1, 1 14 mm.	-.025"	H.C. alum. heads.....	H-10
L-10	-.025"	1946-1959.....	J-8
All other models		●Wolseley to 1933	...7
K-11 or 17	-.025"	1933 Hornet Special	
Talbot Darracq K-11 or 17	-.025"	K-11 or 17	-.025"
●Terraplane		1934 Hornet.....	J-6
UY-12 or J-12	-.025"	1934 16 and 21 h.p.....	-.025"
Tourette		1934 9 h.p. 14mm.....	L-10
197 c.c.....L-5 or L-11S	-.020"	18mm.....	-.025"
●Triumph		1934 9 h.p. 14 mm.....	L-10
1934-1936.....	.16	18 mm.....	-.025"
Vitesse 4-6 cyl. 18mm.....	.16	1935 9 h.p., 10 h.p.....	L-10
14mm.....L-7 or L-10S	-.025"	1935 12-6, 14 and 18 h.p.	-.025"
1937-1938 All models	L-10	K-11 or 17	-.025"
Model 1800.....	L-10	1936 Hornet, New 14,	18mm.....K-11 or 17
Model 2000, Renown	L-10	18mm.....	-.025"
Mayflower.....N-8 or N-8B	-.032"	1936-1940 Other models	14mm.....L-10
TR2, TR3.....L-7 or L-10S	-.025"	1940-1952 All models	L-10
Herald.....N-5 or NA-8	-.025"	1953 on 6/80.....	L-10
Trojan 18mm.....	.7	1953 on 4/44 N-8 or N-8B	-.025"
14mm.....	L-10	1954-1957 6/90	-.025"
Turner		N-8 or N-8B	-.020"
950 Sports...N-5 or NA-8	-.025"	1958 on 6/90, Series III	N-8 or N-8B
Coventry Climax Sports	-.025"	To 1958 1500, 15/50	N-8 or N-8B
N-3 or NA-10	-.025"	N-8 or N-8B	-.025"
Vauxhall to 1933.....	.7	1959 on, 1500, 15/50,	15/60.....N-5 or NA-8
1934-1938 All models...J-8	-.025"	●Champion Spark Plugs	used as Original Equip-
1939 on All models...J-8	-.030"	ment in some or all	models.
Vernons			
Gordon.....L-5 or L-11S	-.020"		

● Original Equipment

COMMERCIAL VEHICLES

	Plug Gap		Plug Gap
A.E.C.....	.11 Com.	Bedford	
"Q" type.....	.9 Com.-L	18mm. All models.....	.7
●Albin		14mm. All models.....	J-8
FT3 6 cyl., F227, FT7	4 cyl.....	(for oily engine condi-	tion, or short journeys)
EN248.....	.11 Com.	UY-12 or J-12	★
EN256.....	.11 Com.	★Normal coil .022", H.V.	coil .030".
EN257A and EN257C...16	-.025"	Caledon.....	.11 Com.
EN277, EN275 18mm...7	-.025"	Chevrolet	
EN271, EN272 14mm.	L-10	1933-36...UY-12 or J-12	-.032"
EN282A 18mm.....	-.025"	1937-40.....	J-8
EN271, EN272 18mm...7	-.025"	1941-48...UY-6 or Y-6	-.037"
EN275, EN277 14mm.	L-10	1949-53.....	J-8
18mm. Long-reach models	7-Com.-L	1954-59 6 cyl. and V-8 J-6	-.035"
●Austin		1 1/2 ton, 1 1/2 ton.....	J-6
Early models 18mm.....	-.020"	2 ton, 2 1/2 ton (own V-8)	-.025"
14mm.....	L-10	J-6	-.032"
1937-1947 6-cwt., 5 cwt.,	10 cwt. vans.....	1959 W series V-8 normal	service...N-5 or NA-8
A30 Van, Pick-up, Coun-	tryman.....N-5 or NA-8	Heavy duty	N-3 or NA-10
A40 Van, A50 Van Pick-up,	Countryman	1935-37...P32-36-38-39-45	7
N-8 or N-8B	-.025"	500 and 850 kg. P23...J-8	-.025"
A70 Pick-up, Countryman	N-8 or N-8B	Autocars 18mm.....	-.025"
"Champ" 5-cwt.	N-5 or NA-8	Autocars 18mm.....	H-10
"3-way Van" N-8 or	N-8B	1954 on 5-cwt. Van and	Pick-up.....H-9
1-ton, 30-cwt., 2-ton, 3-ton	N-8 or N-8B	Clyde.....	.11 Com.
5-ton.....N-8 or N-8B	-.020"	Clydesdale	
Except 1956 on Series III	4-litre engined trucks	30-HO, 50-HO	K-97F or D-8
4-litre engined trucks	XN-8 or XN-8B	18mm.....	8 Com.
5-ton.....N-8 or N-8B	-.020"	25-cwt. 1/2" reach.....	L-10
Ambulances...N-8 or N-8B	-.020"	25-cwt. 3/4" reach	N-8 or N-8B
To 1958 101 and 152 Series	XN-8 or XN-8B	8-cwt., Express Delivery	Van, S.V., Cob S.V. L-10
1959 on 101 and 152 Series,	A55 Van...N-5 or NA-8	Express Delivery Van,	O.H.V. ....N-8 or N-8B
●Beardmore 18mm.....	.7	1939-59 All other models	N-8 or N-8B
Taxi (Ford Eng.) 14mm.	N-8 or N-8B		-.025"

● Original Equipment



Commercial Vehicles—

contd.

	Plug Gap
<b>Crossley</b> .....11 Com.	-.020"
<b>Daimler</b> 18mm.....11 Com.	-.020"
DC27 Ambulance	
N-8 or N-8B	-.020"
● <b>Dennis</b> 4 cyl. 18mm.	
7 Com -L	-.025"
6 cyl. 18mm.....11 Com.	-.020"
F.17 Fire Engine	
N-8 or N-8B	-.025"
F.15 Fire Pump	
N-8 or N-8B	-.025"
F.24 Fire Engine	
N-5 or NA-8	-.025"
Fleet Special, 4-Cylinder	
N-8 or N-8B	-.025"
● <b>Dodge</b> $\frac{3}{8}$ " heads...1 Com.	-.025"
18mm. heads	
D-16 or 8 Com. K	-.025"
14mm. heads to 1949 J-6	-.025"
1949 on 10 cwt., 15 cwt.	
and 20 cwt.....J-8	-.030"
1949-1954 2-ton and over	J-6
V8 (VT348-350)	
N-5 or NA-8	-.030"
V8 (VT334-346)	-.030"
1955 on All models...J-8	-.025"
● <b>Fageol</b> All 18mm. 8 Com.	-.025"
$\frac{3}{8}$ " thread.....1 Com.	-.025"
Freighter.....J-6	-.020"
● <b>Fargo</b> 18mm.....8 Com.	-.025"
$\frac{3}{8}$ " thread.....1 Com.	-.025"
T2C, T2E UJ-12 or J-12	-.032"
T3E, T3G UJ-12 or J-12	-.032"
Other 14mm. alum. heads	
J-6	-.027"
Other 14mm. C.1 heads	J-8
-.027"	
● <b>Ford and Fordson</b>	
$\frac{3}{8}$ " thread.....C-5	-.030"
18mm. thread.....7	-.025"
14mm. thread $\frac{3}{8}$ " Reach	L-10
-.025"	
"Thames" 5 cwt., 7 cwt.,	
10 cwt. and 2-ton Vans	
L-10	-.025"
"Thames" $1\frac{1}{2}$ /2/3/4 ton	
(Costcutter)	
N-8 or N-8B	-.040"

Ford and Fordson—continued

	Plug Gap
"Thames" 10/12, 15, 30-	
cwt., 2-ton, 3-ton	-.025"
N-8 or N-8B	
"Thames" 2, 3, 4, 5-ton	
V8	-.025"
"Thames" Traders 4 and	
6-cyl. ....N-8 or N-8B	-.025"
● <b>Ford (U.S.A.)</b>	
1933-1937 18mm. ....7	-.025"
1937-1954 14mm. ....H-9	-.025"
1955 on .....860	-.030"
Garner .....11 Com.	-.020"
Gilford $\frac{3}{8}$ " .....C-5	-.030"
18mm. ....11 Com.	-.020"
● <b>Guy</b> 18mm.....11 Com.	-.020"
14mm.....N-8 or N-8B	-.025"
Hesselman...K-97F or D-8	-.020"
Hudson 15 cwt.....J-8	-.032"
● <b>International</b>	
$\frac{3}{8}$ " thread.....1 Com.	-.025"
18mm.....D-16 or 8 Com-K	-.025"
14mm. ....J-8	-.030"
● <b>Jensen</b>	
Jen Tug...N-8 or N-8B	-.020"
25-cwt., 1500cc. Tempo	
Truck, 1500cc. Tempo	
Bus (14 seater), 1500cc.	
Hydraulic Tower Wagon,	
1500cc. Hydraulic Ele-	
vator Truck	
N-5 or NA-8	-.025"
● <b>Jowett</b> 18mm.....7	-.025"
14mm. (Bradford)...L-10	-.025"
● <b>Karrier</b> 18mm. Cob...7	-.025"
14mm Colt.....L-10	-.025"
Bantam, CK3, Gamecock,	
Loadmaster, Ambulance	
and Coach N-8 or N-8B	-.032"
Cruiser...N-8 or N-8B	-.025"
Latil .....11 Com.	-.020"
Long reach...7 Com.-L	-.025"
14mm. ....L-10	-.025"
Leyland	
Cast Iron Head...11 Com.	-.025"
Alloy Head...7 Com.-L	-.025"
1945 on 14mm.	
N-8 or N-8B	-.025"
Liberty .....1 Com.	-.025"
Lister Auto Trucks....7	-.025"
Manchester $\frac{3}{8}$ "...22 or 20	-.025"
18mm. ....11 Com.	-.020"

● Original Equipment

Commercial Vehicles—

contd.

	Plug Gap
● <b>Maudslay</b> 18mm. 11 Com.	-.020"
2-3 ton 1946 on.....J-8	-.025"
6-ton.....L-7 or L-10S	-.025"
● <b>Morris</b>	
Vans 18mm.....7	-.025"
15 and 20 cwt. to 1938...7	-.025"
1939 15 and 20 cwt.	
N-8 or N-8B	-.025"
1940-1952 PV, LC...L-10	-.025"
1 $\frac{1}{2}$ , 2, 3, 5 ton 18mm.	
7 Com.-L	-.025"
3 ton truck F.E.R.	
N-8 or N-8B	-.025"
SEA, LEA engines $\frac{1}{2}$ "	
reach .....L-10	-.025"
SEA, LEA engines $\frac{3}{4}$ " reach	
N-8 or N-8B	-.020"
1955 on 1, 1 $\frac{1}{2}$ , 5-ton LD	
N-8 or N-8B	-.020"
Except 4 L Series III engines	
XN-8 or XN-8B	-.025"
1956 on Series III 3-ton	
XN-8 or XN-8B	-.025"
Series III 5-ton	
XN-8 or XN-8B	-.025"
LC5 Lorry...N-8 or N-8B	-.025"
J and Y 10 cwt. (S.V. eng.)	
L-10	-.025"
Z 5 cwt. (S.V. eng.) L-10	
1954-57 5 cwt. Van, Pick-	
up (O.H.V. eng.)	
N-5 or NA-8	-.025"
1956-1958, J2 and JB	
models XN-8 or XN-8B	-.025"
Oxford Van To 1958	
N-8 or N-8B	-.025"
1959 on J2 and JB models,	
Oxford Van	
N-5 or NA-8	-.025"
Reliant	L-10
-.025"	
Rover	
Land Rover to 1954	
N-8 or N-8B★	-.020"
1954 on Land Rovers All	
models...N-8 or N-8B★	-.030"
★WL/548 terminals re-	
quired.	

● Original Equipment

Plug  
Gap

	Plug Gap
<b>S. &amp; D. FREIGHTER</b> to 1949	
1949 on.....7	11 Com. -020"
Com.-L	-.025"
<b>Saurer</b> .....7 Com.	-.025"
B.L., B.W. CR...11 Com.	-.020"
<b>Scammell</b>	
Scarab 3-ton, 6-ton 7 Com.	-.025"
18mm. other models	
11 Com.	-.020"
14mm.....N-8 or N-8B	-.025"
● <b>Singer</b> 18mm.....7	-.025"
14mm.....L-10	-.025"
● <b>Standard</b>	
12 cwt. Van, Pickup...L-10	-.025"
6 cwt. Van, Uteicon Pick-	
up .....N-5 or NA-8	-.025"
Atlas, 10-cwt. Van and	
Pickup, 948cc.	
N-5 or NA-8	-.025"
10-cwt. Van and Pickup	
2088cc. ....L-10	-.025"
● <b>Sterling</b>	
14mm. ....J-6	-.025"
$\frac{3}{8}$ " .....1 Com.	-.025"
18mm.....7 Com.	-.025"
● <b>Stewart</b> $\frac{3}{8}$ " .....1 Com.	-.025"
18mm. ....8 Com.	-.025"
● <b>Studebaker</b>	
1937 to 1940 $\frac{3}{8}$ "...1 Com.	-.025"
1933 to 1941 18mm.	
D-16 or 8 Com. K	-.025"
1941-53 14mm. ....J-8	-.025"
1954-59 V-8.....H-10	-.035"
● <b>Sunbeam Talbot</b>	
(Ambulances)	
18mm. ....K-11 or 17	-.025"
14mm .....L-10	-.025"
<b>Thornycroft</b> $\frac{3}{8}$ " reach	
7 Com.	-.025"
Long reach...7 Com.-L	-.025"
<b>Tilling Stevens</b>	
(T.S.M.).....11 Com.	-.020"
<b>Trojan</b>	
18mm. ....8 Com.	-.025"
15 cwt. 65 and 68	
L-7 or L-10S	-.025"
Other models 14mm....	
L-10	-.025"
<b>Volkswagen</b>	
All models.....L-8S	-.025"
<b>Vulcan</b> .....11 Com.	-.020"

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## Commercial Vehicles— contd.

● White $\frac{7}{8}$ ".....1 Com	Plug Gap
18mm. D-16 or 8 Com.-K	-025"
14mm. ....J-6	-025"

● Willys to 1939	Plug Gap
D-16 or 8 Com. K	-025"
1940 on .....J-8	-030"
● Champion Spark Plugs used as Original Equipment in some or all models.	

## MOTOR CYCLES

<b>A.J.S.</b>	Plug Gap
S.V. models 18mm.....7	-022"
S.V. models 14mm.....L-10	-022"
O.H.V. models 18mm. 16	-022"
1946 350 c.c.....L-10	-022"
1946 500 c.c. L-7 or L-10S	-022"
1947-1949 All models Cast iron heads L-7 or L-10S	-022"
1950 onwards. All models Alloy heads N-5 or NA-8	-022"
Except:	
14 CR. 16 CS, 18CS	
N-3 or NA-10	-022"
7R...N-55R or NA-14	-016"
<b>Alcyon S.V.</b>	
D-16 or 8 Com.-K	-020"
O.H.V. 18mm. K-11 or 17	-020"
14mm. other models L-10	-020"
230cc. ....N-5 or NA-8	-020"
<b>Ambassador</b>	
197 c.c. Villiers	
L-5 or L-11S	-020"
Envoy, Embassy	
L-5 or L-11S	-020"
Zundapp engines	
L-7 or L-10S	-020"
Popular, Supreme	
L-7 or L-10S	-020"
Super S.....L-7 or L-10S	-025"
● Ariel O.H.V. models	
18mm. ....16	-020"
S.V. models 18mm.....17	-020"

● Ariel—contd.	Plug Gap
S.V. models 14mm. $\frac{1}{2}$ "	
reach .....L-10	-020"
Square 4 Cast iron and	★
Mk. 1 Alloy L-7 or L-10S	
Square 4 Mk. II Alloy	★
N-5 or NA-8	
O.H.V. models Cast iron	★
14mm. Except VB	
L-7 or L-10S	★
VB.....N-5 or NA-8	
O.H.V. models Alloy head	★
except FH, HS	
N-5 or NA-8	★
FH Standard 6.8:1, FH	
8.25:1, FH Star 7.5:1	★
L-7 or L-10S	
HS (Scrambles)	
N-3 or NA-10	-016"
Leader ...N-3 or NA-10	-030"
★ Magneto to -020" Coil	
-025"	
<b>Benson 125 c.c.... 8 Com.</b>	-020"
<b>Bianchi</b>	
125 and 250 c.c.... J-8	-020"
250 c.c Sports model J-6	-020"
500 c.c.....K-11 or 17	-020"
<b>Blackburne Engines</b>	
S.V. models .....7	-020"
O.H.V. models 14mm.	
L-7 or L-10S	-020"
O.H.V. models 18mm.....16	-020"

## Motor Cycles—contd.

<b>B.M.W.</b>	Plug Gap
R24, R25, R25/1, R25/2,	
R25/3, R26, R50, R51,	
R51/2, R51/3, R60, R66,	
R67, R67/1, R67/2, R68,	
R69 .....L-5 or L-11S	-020"
R17, R57, R63.....7	-020"
R4, R11, R16...K-11 or 17	-020"
R2, R3, R6, R12, R20,	
R23, R25, R35, R36,	
R37, R61, R71, R75	
L-7 or L-10S	-020"
<b>Bown</b>	
122 c.c. Villiers	
L-7 or L-10S	-020"
● Britax Hurricane	
L-58R or LA-11	-016"
● Brockhouse	
Indian Brave N-5 or NA-8	-025"
<b>Brough Superior</b>	
S.S. 100 from 1934	
N-8 or N-8B	-020"
Other 14mm. models	
L-7 or L-10S	-020"
S.V. models .....7	-020"
● B.S.A.	
All S.V. models 18mm....7	-020"
125 c.c. D1 Bantam to	
1954, Cast iron heads	
C10, M20, M21 .....L-10	-020"
C10, C10L, M20, M21,	
Alloy heads N-8 or N-8B	-020"
1954 on 125 c.c. D1 Ban-	
tam and 150 c.c. D3	
Bantam Major, D5 Ban-	
tam, Super, D7 Bantam	
Super .....L-7 or L-10S	-020"
C11, C11G, C12, B31,	
B33, M33, A7, A10,	
"Gold Flash," B32 and	
B34 Cast iron heads,	
A7, Star Twin	
L-7 or L-10S	-020"
A10 Gold Flash, Cast Iron	
L-7 or L-10S	-020"
Alloy .....N-3 or NA-10	-020"
A10 Super Rocket	
N-3 or NA-10	-020"
Gold Star B32 and B34	
Alloy...N-5 or NA-8	-020"

<b>B.S.A.—contd.</b>	Plug Gap
Gold Star Racer	
N-55R or NA-14	-016"
Gold Star Scrambles	
N-3 or NA-10	-016"
A7 Shooting Star, Cast	
Iron .....L-7 or L-10S	-020"
Alloy .....N-3 or NA-10	-020"
Road Rocket	
N-3 or NA-10	-020"
C15 .....N-5 or NA-8	-025"
<b>Commander</b>	
98 c.c. Villiers L-7 or L-10S	-020"
122 c.c. Villiers	
L-7 or L-10S	-020"
● Cotton	
S.V. ....7	-020"
O.H.V. 18mm. ....16	-020"
O.H.V. 14mm. L-7 or L-10S	-020"
O.H.V. 14mm. L-7 or L-10S	-020"
322c.c. Anzani L-7 or L-10S	-025"
<b>Coventry Eagle</b>	
O.H.V. 14mm. L-7 or L-10S	-020"
O.H.V. 18mm. ....16	-020"
125 c.c. 18mm....8 Com	-020"
125 c.c. 14mm.....L-10	-020"
147 c.c.....8 Com.	-020"
197 c.c.....L-5 or L-11S	-020"
<b>Csepel</b>	
125 c.c., 250 c.c.....L-10	-020"
<b>Dayton</b>	
Albatross 225 c.c.	
L-5 or L-11S	-020"
<b>D.K.W. (Auto Union)</b>	
18mm.....K-11 or 17	-020"
RT 3, RT 100, RT 125	
RT 200 VS...L-5 or L-10S	-020"
NZ 350 .....L-5 or L-11S	-020"
<b>D.M.W.</b>	
125 c.c., 150 c.c., 250 c.c.	
Twin .....L-7 or L-10S	-020"
197 c.c., 225 c.c., 250 c.c.	
L-5 or L-11S	-020"
Hornet 125 c.c.	
L-5 or L-11S	-020"
● Dot	
197 c.c.....L-5 or L-11S	-020"
197 c.c. Scrambler (Tuned)	
L-55R or LA-14	-016"
250cc. Vale Onslow Head	
Low Comp...L-5 or L-11S	-020"



Motor Cycles—contd.

	Plug Gap
<b>Dot—contd.</b>	
High Comp	
Trials...N-3 or NA-10	-020"
Racing...N-58R or NA-12	-016"
250 c.c. Twin	
reach...L-5 or L-11S	-020"
reach...N-3 or NA-10	-020"
350c.c. Twin...L-7 or L-10S	-020"
<b>Douglas</b>	
150 c.c. ....8 Com.	-020"
250 c.c. 14mm...L-10	-020"
250 c.c. 18mm...7	-020"
350 c.c. Mark V, Dragonfly	-020"
fly...L-7 or L-10S	-020"
350 c.c. Comp. model	
L-7 or L-10S	-020"
350 c.c. 80 plus, 90 plus	
L-5 or L-11S	-020"
<b>Ducati</b>	
Cucciolo, 14mm...J-8	-020"
65S, 65...J-8	-020"
175 Cruiser...L-7 or L-10S	-020"
125 c.c...L-5 or L-11S	-020"
<b>Dunelt</b>	
Whippet, Whippet Sports	
L-10	-020"
<b>Dunkley</b>	
Whippet, Whippet Sports	
L-10	-020"
<b>E.M.C.</b>	
125 c.c. J.A.P...L-10	-020"
350 c.c...N-5 or NA-8	-020"
125 c.c. RR L-58R or LA-11	-016"
<b>E.M.C.-Puch</b>	
250 c.c. and 125 c.c...L-10	-020"
<b>Excelsior</b>	
Models C1, C2, C3, C4	
TT1, TT2, TT3, STT1,	
STT2, STT5, TT4,	
Special Talisman S9,	
Super Talisman S8, 328	
c.c...N-5 or NA-8	-020"
Models R1, R2, R4, R5, F4	
L-5 or L-11S	-025"
Models V1, V2, U1, D12	
Condex U8, U8R, F4,	
Consort CA9, U9, Skuta-	
byke, SB1...L-7 or L-10S	-025"
500 c.c. Speedway eng.	
L-53R or LA-15	-016"
125 c.c. J.O...16	-020"
148 c.c. J.1 and J.D.1	
7 Com.-L	-020"
247 c.c. J.4 and J.D.4	
7 Com.-L	-020"

<b>Francis Barnett</b>		Plug Gap
125 c.c...16	-025"	
148 c.c. and 249 c.c.		
7 Com.-L	-025"	
125 c.c. 52, 53 and 57		
Merlin, 150 c.c. Kestrel		
69, Plover...L-7 or L-10S	-020"	
197 c.c. Falcon 54, 55, 58,		
67, 70, 81, 225 c.c.		
Cruiser 71, 75		
L-5 or L-11S	-020"	
Merlin 59 and Falcon 60		
L-58R or LA-11	-016"	
Trials and Scrambles		
L-55R or LA-14	-016"	
Cruiser 80, 84, 249 c.c.		
N-5 or N-8A	-020"	
Lightcruiser 79		
N-5 or NA-8	-020"	
Trials 83...N-5 or NA-8	-020"	
Scrambler 82		
N-3 or NA-10	-020"	
<b>Gilera</b>		
125 Standard 150-250		
sports, 175 Standard		
sports, 175 Extra, 500		
VT Mercurio L-7 or L-10S	-020"	
250 Standard, 500 Stand-		
ard...K-11 or 17	-020"	
500 sports...J-6	-020"	
G.150 Sports, Cast Iron		
Head...L-7 or L-10S	-020"	
Alloy Head...N-5 or NA-8		
B300...L-7 or L-10S	-020"	
<b>Greeves</b>		
250 c.c. Twin, 250 c.c.		
Single...L-7 or L-10S	-020"	
197 c.c. Villiers		
L-5 or L-11S	-020"	
325 c.c. Fleetmaster		
L-7 or L-10S	-020"	
<b>Guzzi</b>		
Galletto-Airone N...J-8	-020"	
Airone sports, Falcone		
L-5 or L-11S	-020"	
Astorre, Super Alce...J-8	-020"	
Aldetta Egretta Airone		
PE 250S, V, GTV		
K-11 or 17	-020"	
Alce GTW, moto chassis		
R, 3 wheeler...16	-020"	
Zigolo, Cardellino		
L-7 or L-10S	-020"	
Lodola 175...N-5 or NA-8	-020"	

Motor Cycles—contd.

<b>Harley Davidson</b>		Plug Gap
14mm...H-10	-025"	
18mm...K-11 or 17	-020"	
<b>H.J.H.</b>		
125 c.c. Villiers		
L-7 or L-10S	-020"	
197 c.c. Villiers		
L-5 or L-11S	-020"	
<b>Horex</b>		
200 c.c. S2, 300 c.c. S3		
K-11 or 17	-020"	
<b>Husqvarna 120 c.c.</b>		
K-11 or 17	-020"	
S.V...7	-020"	
O.H.V. 18mm. K-11 or 17	-020"	
<b>Indian</b>		
14mm. head models except		
Brave...J-6	-025"	
18mm...K-11 or 17	-025"	
Brave...N-5 or NA-8	-020"	
<b>Itom</b>		
Tabor Sports...L-10	-020"	
<b>James</b>		
125 c.c. 18mm...16	-020"	
148 c.c. 18mm. 7 Com.-L	-020"	
197 c.c. and 249 c.c.		
18mm...16	-020"	
122 c.c. Standard, De-		
luxe...L-7 or L-10S	-020"	
197 c.c. Standard and De-		
luxe...L-5 or L-11S	-020"	
Superlux Commodore 98		
c.c. Comet Cadet		
L-7 or L-10S	-020"	
Captain, Colonel, 197 c.c.		
Commando 197 c.c.		
Cotswold L-5 or L-11S	-020"	
Commodore 250 c.c., Com-		
mando Trials 250,		
Cotswold Scrambler 250		
Cavalier L17 175 c.c.		
N-5 or NA-8	-020"	
<b>J.A.P. Engines</b>		
350 c.c. O.H.V. Grass		
Track Racing		
L-55R or LA-14	-016"	
500 c.c. O.H.V. Speedway		
Racing...L-55R or LA-14	-016"	

<b>J.A.P. Engines—contd.</b>		Plug Gap
8-80 Racing 1,000 c.c.		
O.H.V. twin wet sump		
L-53R or LA-15	-016"	
8-80 Racing 1,000 c.c.		
O.H.V. twin dry sump		
L-55R or LA-14	-016"	
500 c.c. O.H.V. Mark I		
Racing...L-53R or LA-15	-016"	
1,000 c.c. O.H.V. Twin		
Mark I Racing		
L-53R or LA-15	-016"	
1,100 c.c. O.H.V. Twin		
Mark I Racing		
L-53R or LA-15	-016"	
250 c.c. and 350 c.c. Racing		
(1953)...N-55R or NA-14	-016"	
500 c.c. Racing Types 7		
and 8 (1952-53)		
LA-14 or LA-15	-016"	
<b>Jawa</b>		
18mm...J-8	-020"	
500 c.c...7	-020"	
1954 on 125 c.c., 150 c.c.,		
250 c.c., 350 c.c.		
L-7 or L-10S	-020"	
<b>Kieft</b>		
Scrambler 1LO 191 c.c.		
engine...K-11 or 17	-020"	
<b>Levis</b> 247 c.c. 2-stroke		
7 Com.-L	-015"	
All S.V. 18mm...7	-015"	
All S.V. 14mm...L-10	-015"	
All O.H.V. 18mm...16	-015"	
All O.H.V. 14mm,		
L-7 or L-10S	-015"	
All other 2-strokes 8 Com.	-105"	
<b>Maico</b>		
Models 18mm. K-11 or 17		
Typhoon Scrambler		
L-5 or L-11S	-020"	
Blizzard...L-7 or L-10S	-020"	
<b>Maserati</b>		
125/T2, 125 TV22, L160/T4		
75/T2...L-7 or L-10S	-020"	
250/T4...N-5 or NA-8	-020"	
<b>Matchless</b>		
S.V. models, 18mm...7	-022"	
S.V. models 14mm...L-10	-022"	
O.H.V. models 18mm...16	-022"	
1946 350 c.c...L-10	-022"	
1946 500 c.c...L-7 or L-10S	-022"	
1947-1949 All models Cast		
iron head...L-7 or L-10S	-022"	

Motor Cycles—contd.

	Plug Gap
<b>Matchless—contd.</b>	
1950 onwards all models	
Alloy heads except	
Scramblers and Racers	
N-5 or NA-8	-022"
Scramblers...N-3 or NA-10	-022"
G45, G50 Racers	
N-55R or NA-14	-016"
<b>Mercury</b>	
Grey Streak 98 c.c.	
L-7 or L-10S	-020"
<b>Motom</b>	
98T, 98TS...L-7 or L-10S	-020"
<b>Mobylux</b>	
123 c.c.....L-10	-020"
<b>Montesa</b>	
Brio 80 125 c.c.	
L-7 or L-10S	-020"
Brio 80 Sports 125 c.c.	
L-5 or L-11S	-020"
Brio 90, 125 c.c., Brio 110,	
125 c.c....L-5 or L-11S	-020"
<b>New Imperial</b>	
All models 14mm.	
L-7 or L-10S	-020"
All models 18mm.....16	-020"
<b>Norman</b>	
125 c.c. 18mm.....8 Com.	-020"
125 c.c., 98 c.c., 242 c.c.,	
150 c.c., 249 c.c.	
L-7 or L-10S	-020"
197 c.c.....L-5 or L-11S	-020"
<b>Norton</b>	
All S.V. 18mm.....16	-020"
Model 16H 500 c.c. S.V.	
N-5 or NA-8	-020"
Big Four 596 c.c. S.V.	
N-5 or NA-8	-020"
Model 18 490 c.c. O.H.V.	
30, 40 cast iron	
L-7 or L-10S	-020"
30, 40 Alloy...N-3 or NA-10	-020"
ES2, 88, 7, Cast iron	
L-7 or L-10S	-020"
ES2, 88, 7, 99, Alloy	
N-5 or NA-8	-020"
30M, 40M	
N-53R or NA-19	-016"
19R, 19S, 50, 77, 500T	
N-5 or NA-8	-020"
Jubilee 250...N-3 or NA-10	-020"

Plug Gap

<b>N.S.U.</b>	
Fox, Super Fox 125 c.c.,	
Super Lux 200 c.c.,	
Super Max 250 c.c.,	
Max 250 c.c., 300 c.c.	
L-7 or L-10S	-020"
<b>O.E.C.</b>	
18mm.....16	-020"
125 c.c....L-7 or L-10S	-020"
197 c.c....L-5 or L-11S	-020"
250 c.c. Appollo	
N-5 or NA-8	-020"
<b>O.K. Supreme</b>	
S.V. models.....7	-020"
O.H.V. and H.C.O.	
14mm.....L-7 or L-10S	-020"
18mm.....16	-020"
<b>Panther (P. &amp; M.)</b>	
All models 18mm.....16	-020"
35, 45, 50, 65, 75, 100,	
100S, 120S L-7 or L-10S	-020"★
Model 10, 25 L-5 or L-11S	-020"
★With suppressors -027"	
<b>Pelican</b> .....N-8 or N-8B	-020"
<b>Prior</b>	
K175.....K-11 or 17	-020"
<b>Puch</b>	
175 c.c. and 250 c.c.	
L-7 or L-10S	-025"
<b>Raleigh</b>	
S.V. models.....7	-020"
O.H.V. models.....16	-020"
<b>Rex Master</b> .....K-11 or 17	-020"
Speedy	-020"
<b>Royal Enfield</b>	
Model 350 c.c., 248 c.c.	
Clipper, Crusader, Cru-	
sader Sports 350 c.c.,	
Bullet, G350 c.c., J. &	
J 2 500 c.c. and Trials	
Bullets...L-7 or L-10S	-020"
150 c.c. Ensign, Prince	
L-14 or L-8	-020"
125 c.c. R.E....L-14 or L-8	-020"
500 c.c. Bullet	
N-5 or NA-8	-020"
700 c.c. Meteor Twin,	
500 c.c. Twin	
L-7 or L-10S	-020"
Meteor Minor, Super	
Meteor, Constellation	
N-5 or NA-8	-020"

Motor Cycles—contd.

<b>Royal Enfield—contd.</b>	
Trials Works Replica	
L-7 or L-10S	-020"
<b>Rudge Special and Ulster</b>	
14mm, Cast Iron	
L-5 or L-11S	-020"
14mm, Alloy N-5 or NA-8	-020"
18mm.....16	-020"
All other models	
18mm.....16	-020"
14mm...L-7 or L-10S	-020"
<b>Sarolea</b>	
S.V. models 18mm.....7	-020"
S.V. models 14mm...L-10	-020"
O.H.V. models 18mm...16	-020"
O.H.V. models 14mm:	
L-7 or L-10S	-020"
Aluminium heads	
N-5 or NA-8	-020"
<b>Scott 18mm.</b> .....7	-020"
14mm.....L-10	-020"
<b>Sertum 18mm.</b> K-11 or 17	-020"
120, new series.....J-8	-020"
250, 500 c.c. O.H.V.....J-6	-020"
<b>Suecia</b>	
18mm.....K-11 or 17	-020"
14mm.....J-8	-020"
<b>Sun 197 c.c., 225 c.c.</b>	
150 c.c....L-5 or L-11S	-020"
98 c.c., 122 c.c., 250 c.c.	
L-7 or L-10S	-020"
<b>Sunbeam 1946</b> on S7 and	
S8 Twins...N-8 or N-8B	-020"
All other models	
14mm...L-7 or L-10S	-020"
18mm.....16	-020"
<b>Tandon</b>	
125 c.c. Villiers	
L-7 or L-10S	-020"
150 c.c., 197 c.c., 225 c.c.	
L-5 or L-11S	-020"
250 c.c., 375 c.c., Anzani	
L-7 or L-10S	-020"
<b>Triumph</b>	
150 c.c. Terrier, T20, T20C,	
T20C Scrambler	
L-7 or L-10S	-025"
3T, 5T Speed Twin, 6T	
Thunderbird, and TR5	
Trophy, Cast iron	
L-7 or L-10S ★	

Plug Gap

<b>Triumph—contd.</b>	
TR5 Trophy alloy, TR6	
N-3 or NA-10	-020"
T100, T110 Cast Iron	
L-5 or L-11S	-020"
T100, T110 Alloy, 21, STA,	
T120, Bonneville	
N-3 or NA-10	-020"
Tiger 100 c.c.	
N-58R or NA-12	-016"
Grand Prix 500 c.c.	
LA-14 or LA-15	-016"
Other O.H.V. models	
14mm...L-7 or L-10S	-020"
O.H.V. models 18mm...16	-020"
S.V. models 14mm, except	
TRW.....L-10	-020"
S.V. models 18mm.....7	-020"
Model TRW S.V. (Army)	
L-5 or L-11S	-020"
★Magnetto to -018",	
Coil -022"	
<b>T.W.N.</b>	
Cornet.....L-5 or L-11S	-025"
<b>Velocette</b>	
G.T.P. 250 c.c. 2-stroke	
L-7 or L-10S	-020"
M.O.V. 250 c.c. O.H.V.	
L-7 or L-10S	-020"
K.S.S. 350 c.c. Mark II	
N-5 or NA-8	-020"
M.A.C. 350 c.c. Cast iron	
head...L-7 or L-10S	-020"
M.A.C. 350 c.c. Alloy	
N-5 or NA-8	-020"
M.S.S. 500 c.c. (Cast iron	
head)...L-5 or L-11S	-020"
M.S.S. 500 c.c. Alloy	
N-5 or NA-8	-020"
Viper, Venom, Endurance,	
350 Scrambler,	
Scrambler N-3 or NA-10	-020"
<b>Victoria</b>	
Swing.....L-5 or L-11S	-025"
<b>Villiers Engines</b>	
98 c.c. Midget.....8 Com.	-020"
98 c.c. Junior.....L-10	-020"
98 c.c. De Luxe...7 Com.-L	-020"
Marks IF, 2F, 4F, 6F,	
30C, 2H, 2T, 31C, 8D,	
9D, 10D, 11D, 12D,	
13D, & 78 c.c.	
L-7 or L-10S	-020"



Motor Cycles—contd.

	Plug Gap
<b>Villiers Engines—contd.</b>	
147 c.c. Mark 8C...8 Com.	-020"
148 c.c. Mark 12C	-020"
7 Com.-L	-020"
197 c.c. Marks 6E, 7E, 8E, 9E, 10E, 2L	-020"
L-5 or L-11S	-020"
197 c.c. Marks 1E, 2E, 3E	-020"
7 Com.-L	-020"
197 c.c. Mark 5E.....16	-020"
225 c.c. Mark 1H	-020"
L-5 or L-11S	-020"
249 c.c. Mark 14A	-020"
7 Com.-L	-020"
346 c.c. Mark 14B, 197 c.c. Super Sports 18mm.	-020"
7 Com.-L	-020"

Vincent (H.R.D.)

Black Shadow	-020"
N-5 or NA-8	-020"
Rapide.....N-8 or N-8B	-020"
Comet, Meteor, Lightning, Prince, Knight, Victor	-020"
N-5 or NA-8	-020"

**AUTOCYCLES, SCOOTERS AND BICYCLE ATTACHMENT ENGINES**

	Plug Gap
<b>Albatross</b>	
Scooter.....L-5 or L-11S	-020"
<b>Automoto</b> 125 c.c.....J-8	-020"
Sports .....L-10	-020"
<b>Bantamoto</b> ...N-8 or N-8B	-020"
<b>Berini</b>	
49 c.c.....L-10	-020"
26 c.c., 32 c.c. L-7 or L-10S	-020"
<b>Binetta</b> 47 c.c.....H-9	-020"
<b>Binz</b> .....L-10	-020"
<b>Bond</b>	
Minibyk.....L-7 or L-10S	-020"
Scooter P1...L-7 or L-10S	-020"
Scooter P2 ... L-5 or L-11S	-020"

	Plug Gap
<b>Vincent (H.R.D.)—contd.</b>	
Grey Flash 500 c.c.	-020"
N-3 or NA-10	-020"
Other models	-020"
14mm.....L-7 or L-10S	-020"
18mm. ....16	-020"
<b>Wooler</b> 14mm L-7 or L-10S	-020"
<b>Zenith</b>	
All models 14mm.	-020"
L-7 or L-10S	-020"
All models 18mm. .... 16	-320"
<b>Zundapp</b> 200 L-7 or L-10S	-020"

● Champion Spark Plugs used as Original Equipment in some or all models.

**Special Note for Competition Riders:—**

Where L-7 or L-10S is normally used fit L-5 or L-11S for Scrambles.

Where N-5 or NA-8 is normally used, fit N-3 or NA-10 for Scrambles.

	Plug Gap
<b>Bown</b> 98 c.c.	-020"
L-7 or L-10S	-020"
Moped 50 .....H-9	-020"
<b>Britax</b>	
● Scooterette 48 c.c.	-020"
L-7 or L-10S	-020"
Cucciolo 48 c.c.	-020"
L-7 or L-10S	-020"
<b>B.S.A.</b>	
● Winged wheel	-020"
N-21 or N-7	-020"
Dandy 70 c.c.	-020"
L-7 or L-10S	-020"

Autocycles—continued

	Plug Gap
<b>Centro</b>	
49 c.c. 75 c.c.	-020"
L-7 or L-10S	-020"
<b>Claeys</b> .....J-8	-020"
<b>Corgi</b> .....N-5 or NA-8	-022"
<b>Coventry Eagle</b>	
98 c.c. Junior.....L-10	-020"
98 c.c. Midget...8 Com.	-020"
<b>Csepel</b> 100 c.c.....L-10	-020"
<b>Cyc Auto</b>	
Fixed head (Scott)	-020"
L-14 or L-8	-020"
Detachable head (Scott)	-020"
N-8 or N-8B	-020"
Villiers 98 c.c. 14mm.	-020"
L-7 or L-10S	-020"
Villiers 98 c.c. 18mm.	-020"
8 Com.	-020"
Villiers 98 c.c. 18mm., Long Reach...7-Com.-L	-020"
<b>Cyclaid</b>	
10mm.....UY-6 or Y-6	-020"
14mm. ....L-10	-020"
<b>Cyclemaster</b> to 1953	-020"
L-14 or L-8	-020"
1953 on .....L-10	-020"
Cyclamate .....L-10	-020"
Piatti Scooter	-020"
L-7 or L-10S	-020"
<b>Cymota</b> .....L-14 or L-8	-020"
<b>Dayton</b>	
Albatross 225 c.c.	-020"
L-5 or L-11S	-020"
Flamenco, Continental	-020"
L-7 or L-10S	-020"
<b>Desela</b> .....L-10	-020"
<b>D.K.R.</b>	
Dove, Pegasus Manx	-020"
L-7 or L-10S	-020"
Defiant.....L-5 or L-11S	-020"
<b>D.K.W.</b>	
Hobby 74 c.c.	-020"
L-7 or L-10S	-020"
<b>D.M.W.</b>	
Bambi 98 c.c.	-020"
L-7 or L-10S	-020"
<b>Dot-Vivi</b>	
Moped, Racer, Scooterette	-020"
L-7 or L-10S	-020"
<b>Dunkley</b>	
S65, Popular.....L-10	-020"

	Plug Gap
<b>Dürkopp</b>	
Diana Scooter, Diana Sports, Dürkopp	-020"
L-5 or L-11S	-020"
Dianette 48 c.c. Moped	-020"
L-7 or L-10S	-020"
<b>Dunelt</b> .....L-10	-020"
<b>Excelsior Autobyk</b>	
14mm.....N-5 or NA-8	-020"
18mm. ....7 Com.-L	-020"
Scutabyke.....L-7 or L-10S	-020"
Monarch.....N-5 or NA-8	-020"
<b>Fichtel Sachs</b>	
Sachs 50, 50K, 50L, 50LK	-020"
H-9	-020"
Famo 98 .....8 Com.	-020"
Famo 98 M50.....7	-020"
Sachs 100K, 100KL, SM51, 175, 200.....17	-020"
● Flandria 49 c.c. ....L-10	-018"
<b>F.N.</b>	
Moped .....L-10	-020"
<b>Francis Barnett</b>	
14mm.....L-7 or L-10S	-020"
18mm. J.D.L. ....7-Com.-L	-020"
<b>Galetto</b> .....L-10	-020"
<b>Goggo</b>	
125, 150, 14mm.	-020"
L-5 or L-11S	-020"
125, 150, 18mm. K-11 or 17	-020"
200, 200 Luxus...K-11 or 17	-020"
Goggomobil 14 mm.	-020"
L-5 or L-11S	-020"
Goggomobil 18mm.....16	-020"
<b>Guzzi</b> 65 c.c.....J-8	-020"
<b>G.Y.S. Motomite</b>	
10mm.....UY-6 or Y-6	-020"
14mm.....L-14 or L-8	-020"
<b>Harper</b> .....L-5 or L-11S	-020"
<b>Heinkel</b>	
Peerie Moped...L-5 or L-11S	-020"
Scooter, Cabin Cruiser, Tourist.....L-7 or L-10S	-020"
<b>Hercules</b>	
Grey Wolf 49 c.c.....L-10	-020"
Her-Cu-Motor Mk. I, Mk. I	-020"
<b>H.M.W. (Engines)</b>	
75E, 75G.....L-7 or L-10S	-020"
50N3SG.....L-5 or L-11S	-020"
50N3, 50N5, 50H1...L-10	-020"
<b>Itom</b> .....L-10	-020"

## Autocycles—continued

	Plug Gap
<b>James</b>	
98 c.c. 14mm. L-7 or L-10S	-020"
18mm. J.D.L....7 Com.-L	-020"
<b>Jawa</b>	
Robot 99 c.c., Cezeta 172	
c.c. ....L-10	-020"
Model 550 49 c.c.	
L-7 or L-10S	-020"
<b>Jeanette Scooter</b>	
120 c.c. ....L-10	-020"
<b>Joybike</b>	
120 c.c. ....L-10	-020"
<b>Kieft</b>	
215 (K50) 49 c.c. ....L-10	-020"
Prior 200 c.c. ....K-11 or 17	-020"
<b>Kreidler</b>	
.....L-7 or L-10S	-020"
<b>Lambretta</b>	
1946-47 Model A....L-10	-020"
1948-51 Models B, C, LC	
L-7 or L-10S	-020"
1952 on Models D, FD,	
LD, E, LDA, LDB	
Moped.....L-5 or L-11S	-020"
TV175.....N-5 or NA-8	-020"
1959 on Li models	
N-5 or NA-8	-020"
<b>Leopard</b>	
.....H-9	-020"
<b>Levis</b> 80 c.c. ....L-7 or L-10S	-020"
<b>Maico</b>	
Maicoletta 247 c.c., 277 c.c.	
Mobil.....L-5 or L-11S	-020"
<b>Melson</b>	
50 c.c. 2-stroke	
UY-6 or Y-6	-025"
<b>Mercury</b>	
Marcette 48 c.c. ....L-10	-020"
Hermes 49 c.c. ....L-7 or L-10S	-020"
Dolphin Scooter, Pippen	
L-7 or L-10S	-020"
<b>Mini-Motor (Trojan)</b> ...J-8	-018"
<b>Mobylette</b>	
49 c.c. ....L-10	-020"
<b>Mo-cyc</b>	
1953 on.....L-10	-020"
10mm. to 1952	
UY-6 or Y-6	-020"
<b>Mosquito</b>	
.....L-10	-020"
<b>Motobecane</b>	
Mobylette, Mobymatic,	
Moby Scooter.....H-10	-020"

	Plug Gap
<b>● Motom</b>	
Moped .....J-8	-020"
<b>M.V.</b>	
425 (3M) 4M Scooter	
L-7 or L-10S	-020"
<b>● Nannucci</b>	
Parilla Greyhound	
N-5 or NA-8	-020"
50 c.c. ....L-7 or L-10S	-020"
<b>New Hudson Autobyk</b>	
14mm. ....L-7 or L-10S	-020"
18mm. ....16	-020"
<b>Norman</b>	
98 c.c. XXA... 7 Com.-L	-020"
98 c.c. 2F...L-7 or L-10S	-020"
Nippy 49 c.c. ....L-10	-020"
<b>N.S.U.</b>	
Prima 150 c.c. Scooter	
L-8S	-025"
Lambretta 125 c.c. Scooter	
L-5 or L-11S	-020"
Quickly .....L-8S	-020"
<b>Oscar</b>	
197 c.c. Scooter	
L-5 or L-11S	-020"
125 c.c. Scooter	
L-7 or L-10S	-020"
<b>Panther</b>	
Princess.....L-7 or L-10S	-020"
<b>● Parilla</b>	
Greyhound...N-5 or NA-8	-020"
49 c.c. ....J-8	-020"
150 c.c. Scooter	
N-3 or NA-10	-020"
<b>Peugeot</b> .....L-7 or L-10S	-020"
<b>Phillips</b> .....L-14 or L-8	-020"
<b>Phoenix</b>	
150 c.c., 250 c.c. Twin,	
325 c.c. Twin, 200 c.c.	
L-5 or L-11S	-020"
.....L-7 or L-10S	-020"
<b>● Powerpak</b> .....L-14 or L-8	-020"
<b>Prior</b>	
125R, 200R.....K-11 or 17	-020"
47 c.c. ....H-9	-020"
<b>● Puch</b>	
Scooter Mopeds	
L-7 or L-10S	-020"
<b>● Raleigh</b>	
Moped .....L-5J	-020"

## Autocycles—continued

	Plug Gap
<b>● Rex</b>	
FM31, FM34, FM40	
L-14 or L-8	-020"
FM50, FM50LI, Luxus	
FM50LI .....L-10	-020"
504, VII, Standard, Luxus	
VI, Luxus VIII, X, XX,	
17 .....L-7 or L-10S	-020"
<b>Rohr</b>	
Roletta 197 c.c.	
K-11 or 17	-020"
<b>Rudge Autocycle</b>	
7 Com.-L	-020"
<b>Rumi</b> .....N-5 or NA-8	-020"
<b>Sun</b>	
Geni, Wasp...L-7 or L-10S	-020"
<b>● Sunbeam</b>	
B1, B2, B2S...L-7 or L-10S	-025"
<b>Swallow Gadabout</b> .....16	-020"
122 c.c. ....L-7 or L-10S	-020"
197 c.c. ....L-5 or L-11S	-020"
<b>Talbot</b>	
Moped .....L-10	-020"
<b>● Teagle</b> .....UJ-12 or J-12	-025"
<b>Terrot</b>	
VMS3 .....L-7 or L-10S	-020"
<b>● Triumph</b>	
Tigress 173 c.c., 249 c.c.	
L-7 or L-10S	-025"
<b>T.W.N.</b>	
Tessy 125, 150 c.c.	
Scooters ...L-7 or L-10S	-020"
Contessa Scooter	
L-5 or L-11S	-020"
Fipps Moped .....L-10	-020"

	Plug Gap
<b>V.A.P.</b> .....L-14 or L-8	-020"
<b>● Velosolex</b> ...L-14 or L-8	-018"
<b>Vespa</b>	
98 c.c. ....J-8	-020"
125, 150 c.c. $\frac{1}{2}$ " reach	
L-7 or L-10S	-020"
125, 150 c.c. $\frac{3}{8}$ " reach	
N-5 or NA-8	-020"
150GS, 175 c.c.	
N-5 or NA-8	-020"
<b>Vicoped</b>	
38 c.c. ....UJ-12 or J-12	-020"
LYX 48 c.c. ....L-10	-020"
<b>Victoria</b>	
Mopeds, Nicky Scooter	
J-6	-020"
Peggy Scooter	
L-7 or L-10S	-020"
<b>Villiers—Refer Motor-</b>	
<b>cycles</b>	
<b>Vincent Firefly</b>	
L-14 or L-8	-020"
<b>Zundapp</b>	
Bella 150 c.c. ....L-5 or L-11S	-025"
200 c.c. ....L-7 or L-10S	-025"
Combinette 50 c.c. ....J-6	-025"

● Champion Spark Plugs used as Original Equipment in some or all models.

## TRACTORS

	Plug Gap
<b>Allis-Chalmers</b>	
14 mm. ....J-8	-030"
.....1 Com.	-030"
"B" Tractor (Kerosene)	
UJ-12 or J-12	-030"
D270 D272 UJ-12 or J-12	-025"

	Plug Gap
<b>● Avery</b> Using Herc. IXB,	
ZXB .....J-8	-025"
Using Herc. IXK...1 Com.	-025"
Using other Herc. engs	
0 Com.	-025"
<b>Bale-o-matic</b> .....8 Com.	-025"



## Tractors—continued

Plug Gap	Tractor	Plug Gap
	<b>Citroen 18mm.</b> .....7 Com. 14mm. ....J-8 -030"	
	<b>Cietrac A and E Petrol</b> 1 Com. -025"	
	Paraffin .....20 -025"	
	HG, OC-3 ¾".....1 Com. -025"	
	AG, CG, DG, EG, EH, EHG, EN, FG, GG, 15, 20, 20C, 25, 30G, 35, 40, 40-30, 55, 80 1 Com. -025"	
	AG 6.....8 Com. -025"	
	BG, BGS 14mm.....J-8 -025"	
	BG, BGS ¾".....1 Com. -025"	
	AD, BD, DD, FD...J-8 -025"	
	BGS .....H-10 -025"	
	<b>Cockshutt (Canada)</b> Using Chrys. engine...J-8 -025"	
	Using Herc. IXB3, Buda 4B-153...UJ-12 or J-12 -025"	
	<b>Coleby</b> Shire Mark I.....7 -020"	
	Mark II .....L-10 -020"	
	Mark III J.A.P. model 55 Petrol.....L-10 -020"	
	Mark III J.A.P. model 55 T.V.O. ....L-7 or L-10S -020"	
	Handy and Senior.....7 -020"	
	<b>Coltmate</b> .....7 -025"	
	<b>David Brown Petrol and T.V.O.</b> .....7 Com.L For light load or oily engine conditions fit K-97F or D-8. ★ ★ Magneto -030" Coil -020"	
	<b>Eagle</b> Model 6A.....8 Com. -025"	
	Models 6B, 6C.....1 Com. -028"	
	<b>Elgin</b> .....1 Com. -025"	
	<b>F.A.R.</b> 14mm. ....L-10 -025"	
	18mm. ....7 Com. -025"	
	<b>Emerson</b> .....1 Com. -025"	
	<b>Fageol</b> .....1 Com. -025"	
	<b>Farmhouse</b> .....C-5 -030"	

## Tractors—continued

Plug Gap	Tractor	Plug Gap
	<b>Ferguson</b> Petrol TE-20 (Continental Eng.).....7 Com. -030"	
	Petrol TE-A 20, TE-C20, TE-K 20, TE-P 20...L-10 -028"	
	T.V.O. TE-D 20, TE-E 20, TE-L 20, TE-R 20, N-21 or N-7 -030"	
	L.O. TE-H 20, TE-J 20, TE-M 20, TE-S 20, N-21 or N-7 -030"	
	T.V.O. Conversion, TE-A 20, TE-C 20 L-14 or L-8 -030"	
	Model 35 V.O. and L.O. N-21 or N-7 -030"	
	Model 35 Petrol...L-10 -025"	
	<b>Fiat</b> OCI 40.....K-97F or D-8 -020"	
	600, 601, 602, 18mm 8 Com. -025"	
	600, 601, 602, P. 14mm. UJ-12 or J-12 -030"	
	30, 700 A, 700 C.....7 -025"	
	25 C, 25 R, 18mm, 8 Com. -025"	
	55L (Starting Engine) J-8 -025"	
	<b>Ford-Ferguson</b> UJ-12 or J-12 -025"	
	<b>Fordson</b> ¾" (Major).....C-5 -033"	
	New Fordson Major N-21 or N-7 -040"	
	<b>Gray</b> .....1 Com. -025"	
	<b>Gusmith (J.A.P. eng.)</b> L-10 -020"	
	<b>Huber Harvest King Com- bines using Cont. F-1247</b> Using Herc. IXB3...1 Com. -025"	
	Other models ¾" heads 20 -025"	
	<b>Hurliman</b> .....8 Com. -025"	
	<b>International Harvester</b> Farmall B-64 N-8 or N-8B -025"	
	Farmall A-1, AV, B, BN, C, H, HV, M, MV, Super A, AV, O-4, OS-4, O-6,	
	<b>International Harvester—continued</b> OS-6, T-6, W-4, W-6, BM and Farmall Cub D-16 or 8 Com.-K -025"	
	10-20, 10-20 Orchard, 15-30, 22-36 Standard Farmall .....20 -025"	
	W-9, WR-9 .....0 Com. -025"	
	F-12, F-14, F-20, F-30, Fairway 12 and 14, O-12, O-14, T-9, W-12, W-14, W-30, W-40, WA-40, WK-40 .....1 Com. -025"	
	WD-40 .....44 -025"	
	TD-14, TD-18, TD-24...44 -025"	
	MD, MDV, ODS-6, WD-6, WD-9, WDR-9, TD-6, TD-9 .....49 -025"	
	BTV-6 Crawler, BWD-6 Tractor, Super BMD Farmall Tractor BC264 D-16 or 8 Com.-K -025"	
	Combine (Petters Engine) N-8 or N-8B -020"	
	B.M.C., 1500cc. engine to 1958 .....N-8 or N-8B -025"	
	B.M.C. 1500cc. 1959 on N-5 or NA-8 -025"	
	<b>John Deere</b> 18mm. ....7 Com. -030"	
	¾" .....1 Com. -030"	
	Model 55 14mm.....J-8 -030"	
	Models 11-A, 12-A, M H-10 -030"	
	<b>Karrier</b> 18mm. ....7 Com. -025"	
	14mm. ....L-10 -025"	
	<b>Lauson Model LB.</b> .....7 Com. -025"	
	Models UAS, W, WA, WB, ZW, ZWR 1 Com. -025"	
	Models RLC, RSC, RC, TLC .....J-8 -025"	
	Models RAY, LA, LF, LFR 8 Com. -025"	
	Other models.....20 -025"	
	<b>Le Roi</b> Ku-Tractor and Mi-Mower D-16 or 8 Com.-K -025"	
	Model 105 Tractair UJ-12 or J-12 -030"	
	Other 14mm. ....J-8 -025"	
	¾" .....1 Com. -025"	

## Tractors—continued

	Plug Gap		Plug Gap
● <b>Massey Harris</b>		● <b>Oliver</b>	
Combine (Austin engine)		Models 60HC, 70HC, 88HC.....7 Com.	-.025"
N-8 or N-8B	-.020"	Models 60KD, 70KD, 88KD, 8.....8 Com.	-.025"
Combine (Morris eng.)		Models 80HC, 99...0 Com.	-.025"
7 Com.	-.025"	Models 80KD, 90, 18-28, 28-44.....1 Com.	-.025"
Others 14mm.....J-8	-.025"	"Grainmaster" Combines $\frac{3}{8}$ ".....1 Com.	-.025"
Others 18mm.....8 Com.	-.025"	18mm.....8 Com.	-.025"
Models PA, CH, 251 C	-.025"		
M.H.C. Combine (Ferguson engine)		● <b>Olymp 1 and 2 cyl....8 Com.</b>	-.025"
N-21 or N-7	-.020"		
750 Combine (Petrol) L-10	-.025"	● <b>Ota</b>	
780 Combine		"Monarch".....L-10	-.025"
N-8 or N-8B	-.020"		
● <b>Minneapolis-Moline</b>		● <b>Plattypus</b>	
Models AT, JTO, JTS, JTU, TY.....1 Com.	-.028"	Ferguson Petrol.....L-10	-.028"
Models FT, FTA, GT, GTB, KT, KTA, MT, MTA, UDLX, Low Compression...1 Com.	-.028"	Ferguson T.V.O. N-21 or N-7	-.030"
High Compression 0 Com.	-.025"		
Models GTA		● <b>Ransomes</b>	
Low Compression		18mm.....8 Com.	-.020"
1 Com.	-.028"	14mm.....L-10	-.020"
High Compression		● <b>Roanoke Balers...8 Com.</b>	-.025"
0 Com.	-.025"	● <b>Rushton</b>	
Models UT1, UTS, UTU		.....7 Com.	-.025"
Low Compression		● <b>Ruston Hornsby...8 Com.</b>	-.025"
1 Com.	-.028"		
High Compression		● <b>Silver King</b>	
0 Com.	-.025"	Using own engine Model 41.....8 Com.	-.025"
Models RTE, RT1, RTN, RTS, RTU, ZTE, ZTN		Using Herc. IXB3.....J-6	-.025"
ZTS, ZTU		Using Cont. F124, F126	8 Com. -.025"
Low Compression			
8 Com.	-.028"	● <b>Singer</b>	
High Compression J-8	-.025"	"Monarch".....L-10	-.015"
Model S Combine 7 Com.	-.030"		
● <b>Morris FX.....7 Com.</b>	-.025"	● <b>Toro Using Ford engine</b>	
		Husky 1 h.p.; Model AT	H-10 -.025"
● <b>Nuffield Universal</b>		Husky $\frac{1}{2}$ h.p.....J-8	-.025"
1948-51.....7 Com.	-.025"	Model ME.....8 Com.	-.025"
Tractor ETD Petrol			
N-21 or N-7	★	● <b>Trusty 18mm.....8 Com.</b>	-.025"
Tractor ETC, T.V.O.	★	14mm.....N-8 or N-8B	-.030"
N-21 or N-7	★		
M4, PM4, M3V		● <b>Champion Spark Plugs used as Original Equipment in some or all models.</b>	
N-21 or N-7	★		
★ Magneto .025" Coil .030"			

● Original Equipment

## MARINE ENGINES—OUTBOARD AND INBOARD

	Plug Gap		Plug Gap
<b>Ailsa Craig</b>		● <b>Austin 18mm.....8 Com.</b>	-.020"
D-16 or 8 Com.-K	-.025"	14mm. to 1948.....L-10	-.020"
<b>Albinco, motortyper:</b>		1948 on, Skipper, Chief, Austin Healey 55	N-8 or N-8B -.020"
A-4, A-6, O-2L, S-4, U-1			
1948 on O-I-L.....L-10	-.025"		
A1-22, A1-23, E-4, E-6, T-4			
7	-.025"		
E-4, sprutmotor.....7	-.025"	● <b>Bianchi</b>	
O-1, O-2, O-4 to 1948	-.025"	125 c.c. engine.....J-8	-.025"
$\frac{3}{8}$ " S.A.E.....C5 (or 20)	-.025"	● <b>B.M.C.</b>	
O-1, O-2, O-4 1948,		Navigator...N-8 or N-8B	-.025"
O-11, O-21, O-41 18mm,	-.025"	Vedette...N-5 or NA-8	-.025"
7	-.025"		
O-I-L to 1947, O-4 Special to 1948 $\frac{3}{8}$ " S.A.E.	-.025"	● <b>Brit</b>	
O-4 Special, 1948 on 18mm,	-.025"	Minor, Skippy.....L-10	-.020"
O-6-B.....K-11 or 17	-.025"	Other models 18mm.	8 Com. -.020"
Other 18mm.....8 Com.	-.025"		
● <b>Amanda Water Scooter</b>		● <b>Britannia.....K-11 or 17</b>	-.020"
100 c.c., 200 c.c. $\frac{1}{2}$ " reach			
L-10	-.020"	● <b>British Anzani</b>	
$\frac{3}{8}$ " reach.....N-5 or N-A8	-.020"	Super Single	
		D-16 or 8 Com.-K	-.025"
● <b>Archimedes</b>		Pilot Outboard 60 c.c.	L-10 -.025"
BS, BSO, BST, BS2, ABEA		Minor 35 c.c.....L-10	-.025"
A-25	-.020"	Unitwin 250 c.c., Magna-twin.....L-7 or L-10S	-.025"
A1, A2, A3, B1, BSL, BSP, BSMM, B2, B3, B6		Unitwin 350 c.c.	L-5 or L-11S -.025"
K-11 or 17	-.020"	Competition "A" Class,	L-58R or LA-11 -.016"
BSM, BBS3.....C-5	-.025"	"B" Class	L-10 -.025"
B20, S 20.....H-10	-.025"		
B22, B23, M1, S35, S50, S80		● <b>British Motor Boat</b>	
L-10	-.025"	K-11 or 17	-.020"
A30A.....L-10	-.025"		
A60A.....L-7 or L-10S	-.025"	● <b>British Seagull</b>	
		All models.....8 Com.	-.020"
● <b>Aspin</b>		● <b>Brockhouse Engineering</b>	
5-5 h.p.....L-10	-.020"	Swordfish 14mm.	
Other models		N-8 or N-8B	-.020"
UJ-12 or J-12	-.020"	Swordfish, Britannia 18mm.	K-11 or 17 -.020"
Aster.....8 Com.	-.025"		
● <b>Atco Boat-Impeller</b>		● <b>Chris-Craft</b>	
K-11 or 17	-.020"	14mm.....J-8	-.028"
● <b>Atlantic</b>			
.....8 Com.	-.025"	● <b>Clinton</b>	
		All models.....H-10	-.025"

● Original Equipment



## Marine Engines—Outboard and Inboard—contd.

	Plug Gap
<b>Coventry Apex</b>	
50, 75.....L-14 or L-8	-.020"
85.....L-10	-.020"
<b>Coventry Climax</b>	
FWM 750 c.c. Outboard	
N-5 or NA-8	-.025"
FWA Mk III, FWE, FPF	
Vertical Outboard	
N-3 or NA-10	-.025"
<b>Coventry Victor</b>	
All Models 14mm.....	-.020"
18mm. Inboard.....	-.025"
18mm. Outboard...8 Com.	-.020"
<b>Elto</b>	
Ace, Handitwin...8 Com.	-.025"
Cub (½ h.p.) 1939	
UI-12 or J-12	-.025"
1940-41...UI-12 or J-12	-.025"
Pal (1.1 h.p.) 1937-41 H-10	-.025"
Lightwin (5 h.p.) 1934-41	
Service Twin 1936-37,	
Fisherman, Lightwin,	
Imperial, Service "A,"	
Super "A," Fleetwin,	
Senior Speedster, Fold-	
light (2½ h.p.), Single,	
Super-Single.....7	-.025"
Big Quad, Speeditwin,	
Super "C," Senior	
Quad, Junior Quad,	
Handifour, Lightfour	
Imperial.....K-11 or 17	-.025"
Spec. Speedster, Speed-	
ster 1928-31.....7	-.025"
1949.....7	-.025"
1950 on.....J-6	-.030"
Sportster.....J-6	-.025"
<b>Evinrude</b>	
Big Four 1931-32	
K-11 or 17	-.025"
1946-50 (50 h.p.)	
K-61R or R-7	-.020"
Big Twin 1931-32 (4 h.p.)	
1-Com.	-.030"
1951-55 (25 h.p.)...J-6	-.030"
1956-57 (30 h.p.)...J-6	-.030"
1958-59 (35 h.p.)...J-6	-.030"

### ● Evinrude—contd.

	Plug Gap
Single "A" (2 h.p.)	
1-Com.	-.025"
Fleetwin 1928-29 (6-7 h.p.)	
1-Com.	-.025"
1930-34 (8-11 h.p.)...7	-.025"
1950-58 (7½ h.p.)...J-6	-.030"
Speeditwin 1927-29	
(16 h.p.).....1-Com.	-.025"
1930-31 (2½ h.p.)	
D-16 or 8 Com.-K.	-.025"
1950-52 (2½ h.p.)	
K-11 or 17	-.030"
Fastwin 1927-29 (4-14 h.p.)	
1 Com.	-.025"
1930-33 (14 h.p.)...7	-.025"
1950-52 (14 h.p.)...J-6	-.030"
1955-57 (15 h.p.)...J-6	-.030"
1958-59 (18 h.p.)...J-6	-.030"
Ducktwin (3 h.p.)...J-6	-.030"
Sup. Fastwin 1953-54	
(15 h.p.).....J-6	-.030"
Lightwin 1931-38	
(4-5-6 h.p.).....7	-.025"
1952 (5-2 h.p.)...J-6	-.030"
1953-59 (3 h.p.)...J-6	-.030"
Fisherman (5-4 h.p.)...7	-.025"
Fisherman 1956-59 (5-5	
h.p.).....J-6	-.030"
Sturdiwin (8 h.p.)...7	-.025"
Foldlight (2½ h.p.)...7	-.025"
Port Single (2-2 h.p.)...7	-.025"
Light Four (9-7 h.p.)	
K-11 or 17	-.025"
Lark (30 h.p.)...J-6	-.030"
Lark (35 h.p.) 1958-59 J-6	-.030"
Speedifour, Speedquad,	
Speedquad Imperial	
K-11 or 17	-.025"
Sport Four, Sport Four	
Imperial...K-11 or 17	-.025"
Mate (½ h.p.), Ranger	
(1-1 h.p.).....J-6	-.025"
Four Fifty, Starflite	
(50 h.p.).....J-6	-.030"
Scout.....J-8	-.025"
Sportsman 1935-38 (1½	
h.p.)...D-16 or 8 Com.-K	-.025"
1939-47 (2 h.p.)...H-10	-.025"
1948-51 (1½ h.p.)...J-6	-.030"

## Marine Engines—Outboard and Inboard—contd.

	Plug Gap
<b>Evinrude—contd.</b>	
Sportwin 1936-38 (2½-3	
h.p.)...D-16 or 8 Com.-K	-.025"
1939-47 (3 h.p.)...H-10	-.025"
1948-51 (3-3 h.p.)...J-6	-.030"
1956-59 (10 h.p.)...J-6	-.030"
Zephyr (5½ h.p.)...J-6	-.025"
<b>Evinrude-Racing</b> .....R-11	-.016"
<b>Feltham</b> .....8 Com.	-.020"
<b>Ferrier</b>	
¾" reach.....J-8	-.020"
¾" reach.....L-10	-.020"
<b>Ford</b> ¾".....C-5	-.025"
18mm.....7	-.025"
14mm. ¾" reach.....L-10	-.025"
¾" reach.....N-8 or N-8B	-.032"
<b>Gray</b>	
Lugger Light Four-69, Sea	
Scout Four-91	
UI-12 or J-12	-.035"
Lugger Four-22, Four-52,	
Four-112, Four-162,	
Six-51, Six-121, Six-186,	
Six-330	
D-16 or 8 Com.-K	-.025"
Lugger Four-40, Four-140,	
Six-91, Six-244...7-Com.	-.025"
Lugger Six-71, Six-77, Six-	
226.....K-11 or 17	-.025"
Express Sea Scout-91	
UI-12 or J-12	-.035"
Express Four-140, Four-	
162, Six-121, Six-186,	
Six-244, Six-330, Super	
Six-117, Super Six-427	
K-11 or 17	-.025"
Express Four-112	
D-16 or 8 Com.-K	-.025"
Express Six-71, Six-77, Six-	
91, Six-224, Six-226...16	-.025"
Express Four-52, Six-427,	
Super Six-363...7 Com.	-.025"
Phantom Four-45.....J-8	-.025"
Phantom Four-62, Four-75,	
Six-88, Six-90, Six-103,	
Six-104, Six-112, Six-125	
K-11 or 17	-.025"
Phantom Four-86...7 Com.	-.025"
Phantom Six-135.....16	-.025"
Model 70, 100, 110, 620	
K-11 or 17	-.025"

### Gray—contd.

	Plug Gap
Model 120, 135, 136, 150,	
165, 175, 185, 205, 750	
7 Com.	-.025"
Model 115, 200.....16	-.025"
Fireball Four-50.....J-8	-.025"
Fireball Six-40, Six-150,	
Six-160	
Fireball Four-90...7 R-7	-.020"
Fireball Racing-225, 244	
K-55R or R-11	-.016"
Fireball V-8.....H-10	-.035"
Super Six-330...K-11 or 17	-.025"
Super Six-427...7 Com.	-.025"
<b>Johnson</b>	
A & AA Series (2-4½ h.p.),	
BN, F70, F75 (3-3 h.p.),	
J25 to J75 (1½ h.p.),	
OA55 to OA65 (3 h.p.),	
SD20 (16 h.p.), 200, 210	
(3-3 h.p.)...K-11 or 17	-.030"
AD Series (7½ h.p.), CD	
Series (5½ h.p.), FD,	
FDE, FDEL, FDL Series	
(15-18 h.p.), HD Series	
(2½ h.p.), JW Series	
(3 h.p.), MD20, MS20	
(1½ h.p.), QD, QDL	
Series (10 h.p.), RD,	
RDE, RDEL, RDL,	
RDS, RJ, RJE, RJE,	
Series (25-35 h.p.), TD,	
TN, TS Series (5 h.p.),	
V410, V4510 (50 h.p.)	
J-6	-.030"
AT10 to AT39 (5 h.p.),	
DS37, DS38 (2 h.p.),	
DT10 to DT39 (5 h.p.),	
HA10 to HA39 (2½ h.p.),	
HD, HS Series (2½ h.p.),	
J-80 (1-7 h.p.), LS37,	
LS38, (2 h.p.) LT10 to	
LT39 (5 h.p.), MD, MS	
Series (1½ h.p.), 100,	
110 (1-7 h.p.), 300	
(3-7 h.p.).....J-8	-.030"
K35 (6-7 h.p.), PO15 1949-	
50 models (22 h.p.)	
K-61R or R-7	-.020"
K40, K45 (6-7 h.p.), OK55	
to OK75, P35 (8 h.p.)	
K-61R or R-7	-.020"

● Original Equipment

● Original Equipment

Marine Engines—Outboard and Inboard—contd.

	Plug Gap
●Johnson—contd.	
K50 to K70 (8-9 h.p.),	
F30 (6 h.p.)...K-11 or 17	-030"
K75, K80, KA37, KA38	
(8-9 h.p.), KA-10,	
KA39, KD15, KS15	
(9-10 h.p.), SD10, SD15	
(16 h.p.)...K-11 or 17	-030"
P40 (13 h.p.), P45 (12 h.p.),	
P50 (20 h.p.), P65, P70	
(21-5 h.p.), P75, P80,	
PA50, PE50, PO10 to	
PO39 (22 h.p.), S45 to	
S70, SA50, SE50 (13	
h.p.), TR40, V45 to V70,	
VA50, VE50 (26 h.p.)	
K-61R or R-7	-020"
Katamar	-025"
Kelston	
100 c.c. L-7 or L-10S	-020"
125 c.c....N-5 or NA-8	-020"
●Kelvin	
E2 7½ h.p. Petrol/VO	
8 Com.	-030"
●Kingfisher	
...K-11 or 17	-025"
●Kittiwake 8/28...8 Com.	-025"
●Meadows 18mm	
K-11 or 17	-025"
14mm	-020"
25/40 1946....L-10	-025"
●Morris 14mm....L-10	-025"
18mm	-020"
●Parsons	
with V8 Ford engine....7	-026"
with 10 h.p. Ford engine	
L-10	-025"
Sea Consul Sea Zephyr	
N-8 or N-8B	-032"
All other models...8 Com.	-025"
●Penta S2....16	-020"
U2, U2M, U21....17	-025"
SI, S21, V2, V21	-016"
U22....K-11 or 17	-025"
Z2....J-8	-025"
PB25, C23, U21S, C2,	
D16 or 8 Com.-K	-020"
MB16, BB70, BB71, BB25	
J-6	-025"
P600A .....L-7 or L-10S	-025"

	Plug Gap
●Perkins	
35 h.p....K-11 or 17	-028"
16 h.p. ....H-9	-028"
6 h.p. ....J-8J	-028"
Pike TR4M....C-5	-025"
●Scott Atwater	
3-6, 4, 5, 7-5, 10 h.p....H-10	-035"
16 h.p....K-11 or 17	-035"
30, 33 h.p....J-6	-025"
40 h.p....J-6	-030"
Sea-Bee	
All models 14mm....L-10	-020"
Sea Chief	
J.A.P. Engines....L-10	-020"
R.C.A. Engines	
L-7 or L-10S	-020"
Sharland....8 Com.	-020"
Racing	-016"
●Stuart Turner	
14mm. Standard....L-10	-020"
14mm. Screened Ignition	
SXL-10	-020"
18 mm....8 Com.	-020"
Thornycroft	
3" ....C-5	-030"
18mm....8 Com.	-025"
Trim E.T.A....K-11 or 17	-025"
C.P. ....16	-020"
Racing ....R-1	-016"
●Vedette Commodore	
8 Com.	-020"
Vedette 14mm. ½" reach	
L-10	-020"
¾" reach....N-5 or NA-8	-025"
Viking	
1950 on....J-6	-030"
Vincent	
75 c.c., 100 c.c., 200 c.c.,	
Twin....L-7 or L-10S	-020"
Vosper ½" ....C-5	-025"
18mm....16	-025"
Watermota	
18mm, K1, K2....8 Com.	-020"
14mm....L-10	-020"
West Bend	
35 h.p. Shark, 12 h.p.	
Barracuda, 8 h.p. Muskier	
H-9	-030"
6 h.p. Pike....H-10	-030"
2 h.p. Shrimp/UJ-12 or J-12	-050"

FARM, STATIONARY, LIGHTING  
AND MISCELLANEOUS ENGINE

	Plug Gap		Plug Gap
Albin ¾" ....C-5	-033"	Boulton & Paul...8 Com.	-025"
18mm....7	-025"	Bradford Gas Engine	
14mm....L-10	-025"	1946 14mm....L-10	-025"
Allis Chalmers		18mm....7 Com.	-025"
60 Harvester & Rotobaler		British Steel Piling	
UJ-12 or J-12	-030"	Engine ....20	-025"
Aspin		●Brockhouse	
5-5 h.p. ....L-10	-020"	248 c.c....N-5 or NA-8	-025"
Other models		123 c.c....N-8 or N-8B	-032"
UJ-12 or J-12	-020"	Hoemate...N-8 or N-8B	-020"
Atco ....8 Com.	-020"	Culmate....7	-020"
●Austin Industrial Engines		Lewin Roadsweeper	
18mm....8 Com.	-020"	N-8 or N-8B	-020"
14mm. Short Reach L-10	-020"	Broomwade-Compressors	
14mm. ¾" Reach	-020"	14mm....L-10	-025"
N-8 or N-8B	-020"	18mm....K-11 or 17	-025"
With Suppressor		Brush....N-8 or N-8B	-030"
XN-8 or XN-8B	-020"	●B.S.A. Chore Horse...J-8	-020"
Autoculto Refer Villiers		80 c.c., 120 c.c., 150 c.c.,	
Avery ....0 Com.	-025"	2-str....L-10	-020"
Bamford....8 Com.	-025"	98 c.c., 120 c.c., 220 c.c.,	
●Barford Agricultural		320 c.c., 420 c.c., 4-str.	
¾" ....1 Com.	-025"	14mm....N-8 or N-8B	-020"
14mm....L-10	-025"	320 c.c., 420 c.c., 18mm.	-020"
Atom 15, Power Scythe,		Camplin Generating Set 7	-025"
Atom 30....7 Com.-L	-020"	●Clifford Aero	
Elevator...N-8 or N-8B	-020"	Refer B.S.A., Ford,	
●Beresford Pumps		Meadows, J.A.P.,	
Refer Austin, B.S.A.		Villiers	
Ford		Coburn ....7	-025"
Bernard		Coolwood....N-8 or N-8B	-025"
18mm. ....7 Com.	-025"	●Coventry Climax	
14mm....J-8	-025"	Engines	
Blackburne Mower 8 Com.	-020"	F, FF, FP....L-10	-025"
Blackstone		FW, FSM, FTD, SM,	
18mm. ....8 Com.	-020"	TSM, Z...N-8 or N-8B	-025"
14mm....L-10	-020"	FWA, FWB N-3 or NA-10	-025"
Blake ....7	-020"	FPF...N-58R or NA-12	-016"
●B.M.C. Industrial		★Magneto -018" Coil -020"	
1500cc. to 1958		●Coventry Climax Ind.	
N-8 or N-8B	-025"	Trucks	
1500cc. 1959 on		750 c.c. S.V., J.A.P. Engine	-025"
N-5 or NA-8	-025"	Others 14mm.	
2-2 litre...N-8 or N-8B	-025"	N-8 or N-8B	-025"
4 litre...XN-8 or XN-8B	-025"	Crossley Engines...8 Com.	-025"
B.P.M. ....J-8	-020"		



Farm, Stationary, Lighting and Miscellaneous

Engines—contd.

	Plug Gap
<b>Crossley Lighting</b>	
Plant.....K-11 or 17	-.020"
<b>Delco Light</b>	
1/2" S.A.E.....C-5 or 20	-.025"
18mm.....7	-.020"
14mm.....J-8	-.020"
10mm.....UY-6 or Y-6	-.025"
<b>Dennis Mower</b> .....8 Com.	-.020"
● <b>Dixon Hawkesworth</b>	
Road Roller.....L-10	-.020"
2-stroke petrol engine	
N-21 or N-7	-.020"
Type CM8 (J.A.P. engine)	
L-10	-.020"
Type CM1 (Petters eng.)	
N-8 or N-8B	-.020"
<b>Dorman Engines</b> .....8 Com.	-.025"
<b>Douglas 1000 c.c.</b> .....L-10	-.020"
450, 540, 630 Iron head	
L-10	-.020"
450, 540, 630 Alum. head	
N-8 or N-8B	-.020"
<b>Dudbridge Gas Eng.</b>	
K-11 or 17	-.025"
● <b>Easimow</b>	
16" 80 c.c. J.A.P. engine	
L-10 or XL-10	-.020"
24" Villiers Mark 25C	
7 Com.-L	-.020"
● <b>Economil</b> .....L-10	-.020"
<b>Ferro</b> .....C-5	-.033"
<b>F.M. (Johnston)</b> .....L-10	-.025"
● <b>Ford Industrial</b>	
18mm.....7	-.025"
14mm, 3/4" reach.....L-10	-.025"
3/4" reach.....N-8 or N-8B	-.032"
<b>Fowler</b>	
4 h.p.....N-8 or N-8B	-.025"
Others.....7	-.025"
<b>Gardner</b> .....7	-.025"
<b>Garret Cultivator</b> 8 Com.	-.020"
<b>Green Mower</b> .....8 Com.	-.020"
<b>Hesselman</b> .....K-97F or D-8	-.020"
<b>Hymatic</b> .....L-7 or L-10S	-.020"
Compressor J.A.P. engine	
J-8	-.020"
<b>ILO (Engine)</b>	
50 c.c. ....H-9	-.020"
<b>Ingersoll-Rand</b>	
K-97F or D-8	-.020"
Air Compressor	
L-7 or L-10S	-.020"

	Plug Gap
● <b>J.A.P.</b>	
Models 2A, 2S, 2SB, 3, 3B,	
4F, 4/2, 4/3, 4/3B, BBV,	
5, 6, 16, 25, 55 and	
125 c.c., two strokes	
L-10	-.020"
Paraffin Versions of above	
models.....L-7 or L-10S	-.020"
350 c.c., 600 c.c., 750 c.c.,	
980 c.c., 1323 c.c.,	
18mm.....8 Com.	-.020"
Model 5 (Type 8 Ransome	
& Rapier) L-7 or L-10S	-.020"
34 c.c., 80 c.c., 3/4" reach	
N-8 or N-8B	-.020"
3/4" reach.....L-10	-.020"
Jet III, Type 5.....8 Com.	-.020"
Mark 3.....XL-10	-.020"
160cc. ....L-7 or L-10S	-.018"
<b>Jo-Bu</b>	
Saw.....L-14 or L-8	-.020"
18mm.....7	-.020"
● <b>John Bull</b> 18mm.....7	-.020"
14mm. ....XL-10	-.020"
<b>Johnson</b>	
18mm.....7 Com.-L	-.025"
14mm. ....L-10	-.025"
● <b>K.E.F.</b>	
Motoblow Spray	
L-7 or L-10S	-.020"
Landspray, Autoblaster	
Spray.....7	-.020"
Moto-Hac Cultivator	
L-7 or L-10S	-.020"
Stationary Engine 125 c.c.	
Climator.....L-7 or L-10S	-.020"
<b>J.P. Super Lawn Mower</b>	
C-5	-.020"
<b>K. &amp; L. Steelfounders, Ltd</b>	
C6 Petrol & T.V.O. 8 Com.	-.025"
B23 Petrol & T.V.O. 8 Com.	-.025"
<b>Kohler</b> 18mm.....7	-.020"
except Model K K-11 or 17	-.020"
14mm. ....L-10	-.020"
● <b>Landmaster</b>	
B.S.A. Engines 18mm.....7	-.020"
B.S.A. Engines 14mm.	
N-8 or N-8B	-.020"
J.A.P. engines 160cc.	
L-7 or L-10S	-.018"
J.A.P. engines other	
models.....L-10	-.020"
Villiers Engines 7 Com.-L	-.020"

Farm, Stationary, Lighting and Miscellaneous

Engines—contd.

	Plug Gap
● <b>Lipton Products</b> .....L-10	-.020"
● <b>Lister</b>	
ACL 4 cyl.	
D-16 or 8 Com.-K	-.020"
Elevator (J.A.P.) 4F.....L-10	-.020"
(B.S.A.) 98 c.c.	
N-8 or N-8B	-.020"
Shearer.....L-10	-.020"
● <b>Massey-Ferguson</b>	
Baler using VF4 or VE4	
Wisconsin 8 Com.	-.025"
Baler using Coventry	
Victor 4 cyl. engine L-10	-.025"
Baler 701 (Ferguson engine)	
T.V.O. ....N-21 or N-7	-.030"
Baler 710 (Ferguson engine)	
Petrol.....L-10	-.028"
Combine Model 890	
(Chrysler Eng.).....J-8	-.028"
Combine (Austin Eng.)	
N-8 or N-8B	-.030"
Petrol Combine using	
Austin/Newage 1-5	
Litre 4-cylinder B Series	
Engine.....XN-8	-.025"
Petrol Combine using	
Austin/Newage 4-Litre	
6 Cylinder Engine XN-8	-.025"
<b>Maxim Motors</b> .....20	-.025"
● <b>Meadows</b>	
12/20 Model.....7 Com.-L	-.020"
25/40 Model.....L-10	-.020"
<b>Monarch Mower</b> .....8 Com.	-.020"
● <b>Monro</b>	
Rototiller 35, 56, 57	
8 Com.	-.020"
Monrotiller Mk. 1, 2	
7 Com.-L	-.020"
Mk. 3.....L-10	-.020"
Major.....L-10	-.020"
Rowtrac 5.....7 Com.-L	-.020"
● <b>Morris Industrial</b>	
Models MEB/4A and	
MEB/5A.....N-21 or N-7	-.020"
16 h.p. Petrol.....L-10	-.020"
V O.....L-14 or L-8	-.020"
Other Models	
18mm.....7-Com.	-.020"
<b>National Gas Engines</b>	
K-11 or 17	-.025"

● <b>Newage Refer Austin and B.M.C.</b>	
<b>Parsons Oil Engines</b>	
8 Com.	-.025"
<b>Penta</b>	
A4, A2, C, DC6, E, K11,	
K21, L2, L4, L6, F	
K-11 or 17	-.025"
HA6, P, Hesselman	
K-97 F or D-8	-.020"
M.....8 Com.	-.025"
Portable Compressor, F17	-.025"
<b>Petters Engines</b>	
M types.....8 Com.	-.020"
PUB and Universal	
7 Com.-L	-.020"
2A and AH.....J-8	-.020"
1948 onwards N-8 or N-8B	-.020"
<b>Power Mower</b> .....J-8	-.020"
<b>Qualcast Mower</b>	
Early Models, 18mm	
8 Com.	-.020"
80 c.c. J.A.P. Engines,	
80 c.c. Qualcast Engines	
L-10	-.020"
34 c.c. J.A.P. Engine...L-10	-.020"
● <b>Ransome</b>	
TS50, 54, 55, 59, 63, 64,	
EP3G1.....8 Com.	-.020"
Vibro-Hoe.....8 Com.	-.020"
Mowers 18mm. ....8 Com.	-.020"
14mm. ....L-10	-.020"
Bale and Stack Loader	
N-8 or N-8B	-.020"
"Cyclone" Vertical Shaft	
Mower 80 c.c. J.A.P.	
1-cyl. air-cooled ....L-10	-.020"
"Mastiff" 30" Lawn Mower	
412 c.c. J.A.P. model 5	
L-10	-.020"
<b>Ricardo</b>	
Warsop S-7 Road Breaker	
18 mm.....7	-.020"
14 mm.....L-10	-.020"
● <b>Rotary Hoes</b>	
"700".....L-5 or L-11S	-.020"
Howard engine models	
7 Com.	-.020"
B.J. ....7-Com.-L	-.020"
Others Refer B.S.A., J.A.P	
Villiers	

● Original Equipment

● Original Equipment

## Farm, Stationary, Lighting and Miscellaneous Engines—contd.

	Plug Gap
● <b>Rotosythe</b>	
18 mm.....8 Com.	-.020"
14 mm.....L-10	-.020"
<b>Rototiller</b> .....8 Com.	-.020"
<b>Rowtrac</b> .....8 Com.	-.020"
<b>Royal Enfield Mower</b>	
14 mm.....J-8	-.020"
18 mm.....8 Com.	-.020"
<b>Ruston Hornsby</b> .....8 Com.	-.020"
<b>Sachs (Engine)</b>	
50 c.c.....H-9	-.020"
98 c.c., 125 c.c.	
L-7 or L-10S	-.020"
● <b>Shay</b>	
Rotosythe, Rotogardener,	
Rowcrop, T.V.O. or	
petrol.....L-10	-.020"
<b>Simar</b>	
All models.....7 Com.	-.020"
<b>Smart &amp; Brown</b> .....8 Com.	-.020"
<b>Steel Piling Engine</b> .....20	-.025"
● <b>Stuart Turner</b>	
8 mm.....8 Com.	-.020"
14 mm.....L-10	-.014"
<b>Suffolk Iron Foundry</b>	
Punch 4-str.....J-8	-.020"
Poly 2-str.....L-14 or L-8	-.020"
<b>Tange Engines K-11 or 17</b>	-.020"
<b>Tarpen</b>	
18 mm.....8 Com.	-.020"
14 mm.....UJ-12 or J-12	-.020"
Generator 14 mm.	
N-21 or N-7	-.020"
<b>Thor</b>	
49 c.c., 75 c.c.....L-10	-.020"
<b>Trojan</b>	
Industrial Eng.....L-10	-.020"
<b>Victoria Oil Engines</b>	
8 Com.	-.025"
● <b>Villiers</b>	
<b>Four Stroke Units:</b>	
10, 12, 20, 25, 40 and H.S.	
versions.....7 Com.-L	-.020"
Marvil.....8 Com.	-.020"
Mark 15, 15HS.....L-10	-.020"
7, 7/1.....L-14 and L-8	-.020"
<b>Two Stroke Units:</b>	
1F, 2F, 2G, 3G, 3 Fan	
Cooled, 4F, 4G, 5G, 6G,	
7G, 8G, 10D, 11D, 12D	
13D, 15, 30C, 78 c.c.	
L-7 or L-10S	-.020"

### Villiers—contd.

1H, 6E, 7E, 8E, 3F, 5F, 8F,	
26A, 28B.....L-5 or L-11S	-.020"
E, 1E, 2E, 3E, 5E, 2 Midget,	
3 Midget, 4 Midget, 5	
Midget, 10C, 11A, 15A,	
17A, 18A, 19A, 24A,	
25A, 11B, 17B, 24B,	
27B, 98 c.c. Junior,	
Junior de Luxe, 172 c.c.	
Sports, 172 c.c., Super	
Sports, 12KS, 10RG,	
12RG, 20RG, 25RG,	
40RG.....7 Com.-L	-.020"
11C, 25C (Unscreened),	
28C, Mark I Midget	
8 Com.	-.020"
8D, 9D.....K-11 or 17	-.020"
24C, 26C (Invalid Chair	
Units).....K-9 or 16	-.020"
25 C (Screened).....SX-7	-.020"
7F.....L-10	-.020"
79 c.c. (Atco), 98 c.c.	
(Atco).....8 Com.	-.020"

### Vincent

75 c.c., 100 c.c., 200 c.c.,	
Power Units.....L-10	-.020"

### Warsop

Road Drill.....8 Com.	-.020"
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<b>Waukesha</b> ...K-97F or D-8	-.020"
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### Wisconsin

ABN and W4.....8 Com.	-.025"
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### Wolseley Engineering

WDL WDM, WDH,	
WLB/L, WLB/M,	
WLB/H.....UJ-12 or J-12	-.020"
Air Cooled Versions Above	
N-21 or N-7	-.020"
Sheep Shearer:	
Villiers Eng.....8 Com.	-.020"
Suffolk.....J-8	-.020"

For models not listed  
check engine used and  
refer respective recom-  
mendation.

## Current.

## Original.

### Standard Types.

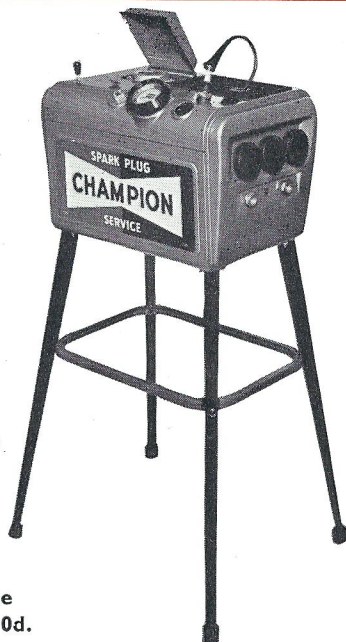
N-3	NA-10
N-5	NA-8
N-8	N-8B
RN-8	N-8BR
XN-8	XN-8B
N-21	N-7
L-5	L-11S
L-7	L-10S
L-14	L-8
UJ-12	J-12
UY-6	Y-6, Y-5, Y-4
D-16	8-Com.-K, 15A, 15
K-97F	D-8
K-11	17
K-9	16
J-6	J-10Com.
20	22
C-5	C-4, C4D, C-4S, XC-4

### Racing Types.

K-61R	R-7
K-58R	R1, R2S
K-55R	R11, R11S
K-53T	R-2
L-58R	LA-11
L-55R	LA-14
N-58R	NA-12
N-55R	NA-14



## SERVICE UNIT



**Price**  
**£22 0s. 0d.**

All makes of plugs of the following sizes:—18 mm., 14 mm., 10 mm.,  $\frac{3}{8}$ " and  $\frac{1}{4}$ " taper, can be tested for:—

(a) Insulation efficiency; (b) Gas tightness; (c) Spark intensity. Spark Indicator Tester Dial.—A new simpler method of testing spark plugs. Set indicator dial to gap setting of plug to be tested—read condition of plug directly off gauge.

Double Filter Cleaner Bag.—Separates dirt and dust from abrasive compound. Faster, more dust free cleaning action.

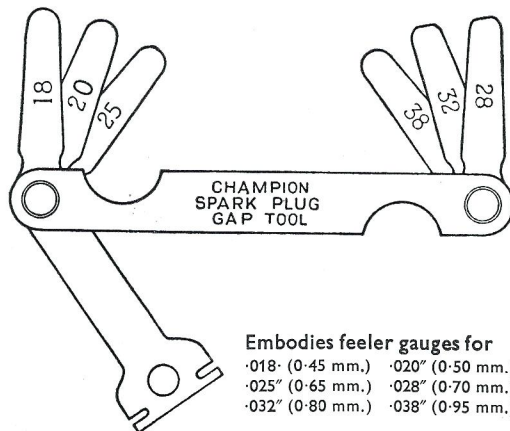
### SPECIFICATIONS

#### Floor Model Bench Model

Part Number	...	F800X	B800X
Height	...	41"	14"
Width of Cabinet	...	20"	20"
Depth of Cabinet	...	15"	15"
Floor Space	...	21" x 16"	—
Bench Space	...	—	20" x 15"
Shipping Weight	...	47 lb.	38 lb.
Carton Size	...	27 $\frac{3}{8}$ " x 19" x 16"	—

Electrical requirement for above:—110/115 or 200/250 Volts, 50/60 cycles A.C.

## GAP GAUGE AND ADJUSTER



Embodies feeler gauges for

·018· (0·45 mm.) ·020" (0·50 mm.)  
·025" (0·65 mm.) ·028" (0·70 mm.)  
·032" (0·80 mm.) ·038" (0·95 mm.)

**Price 2/- Each**

### NORMAL SPARK PLUG GAP SETTINGS

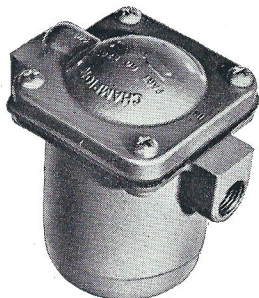
Coil ... .. ·025 in. 0·65 mm.

Coil (High Voltage) ·028"/0·32 in. 0·7/0·8 mm.

Motor Cycles  
(Magneto) ... .. ·020 in. 0·5 mm.

Please consult Manufacturers'  
Handbooks

## AUTOMATIC WATER TRAP

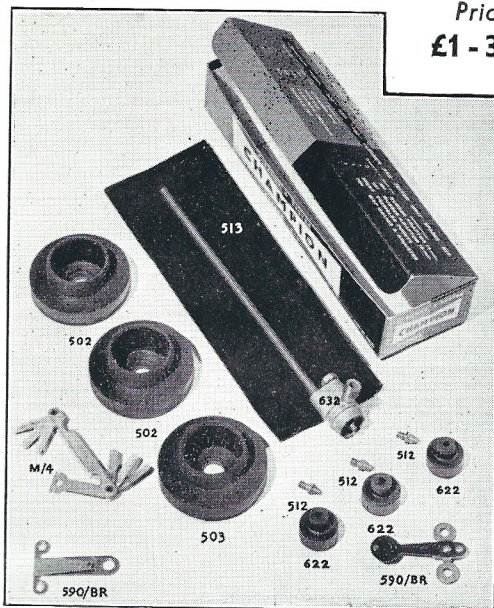


Price £1 16s. 0d.

The "Champion" L-200-C Automatic Watertrap with which the Series "800" Service Unit is equipped has been developed to remove water and other foreign substances from the compressed air supply. This trap can be fitted externally to the earlier models "600" and "700" Service Units.

It is especially useful in humid areas or where a compressor is located at some distance from a cleaner unit when dampness causes binding together of the abrasive compound within the Unit thereby reducing cleaning effectiveness. It is not necessary to drain this water trap manually, the foreign substances are collected and expelled automatically through the vent hole in the bottom of the trap each time the cleaning valve on the Unit is actuated.

Price  
£1 - 3 - 6



The Cleaner and Tester Spares Kit for the Champion Series 600 and 700 Service Units is designed to hold the following consumable parts:—

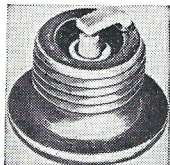
Part No.	Description
1. 513	... Cleaner Bag.
3. 622	... Nozzle.
1. 632	... Cleaner Casting.
3. 512	... Noz-le Jet.
2. 502	... Rubber Adaptor 14 mm.
1. 503	... Rubber Adaptor 18 mm.
1. 590/BR	... Trembler Points.
1. M/4	... Gap Gauge and Adjuster.



# 4 STEPS TO TOP

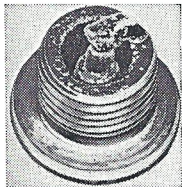
1. REMOVE PLUGS CAREFULLY AND INSPECT
2. ANALYSE CONDITION OF SPARK PLUGS

## CONDITION ANALYSIS



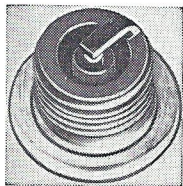
### Normal (Mixed high and low speeds)

Brown-greyish tan deposits and slight electrode wear indicate correct heat range. Clean and test Spark Plugs.



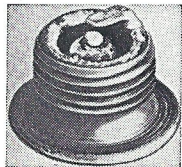
### Oil fouled

Caused by oil pumping. Overhaul engine or use hotter heat range of Spark Plug as a temporary measure to retard fouling.



### Petrol fouled

Caused by rich mixtures or Spark Plug heat range too cold. Use hotter type plug to retard fouling tendency.



### Burned

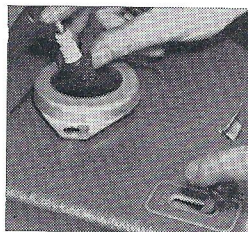
Caused by excessive temperature due to some contributory cause or Spark Plug heat range too hot. Use a colder type plug to avoid overheating.

# ENGINE PERFORMANCE

3. FOLLOW CORRECT SERVICE PROCEDURE
4. PROPERLY INSTALL USING NEW GASKETS

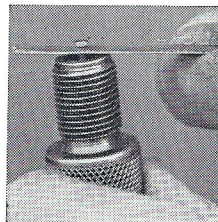
## SERVICE PROCEDURE

### "Wobble" the Plugs TO ASSURE THOROUGH CLEANING



### File Sparking Surfaces

TO OBTAIN CLEAN FLAT SURFACES, RESET GAP BY BENDING SIDE ELECTRODES ONLY



### Install with Torque Wrench

#### RECOMMENDED TORQUE

10 mm...11 to 14 lbs. foot  
14 mm...27 to 30 lbs. foot  
18 mm...32 to 34 lbs. foot

If a torque wrench is not available or is difficult to apply then after seating the plug on its gasket by hand tighten accordingly:

Size	Number of turns
10 mm.	1 to 1 1/2
14 mm.	1 to 1 1/2
18 mm.	1 to 1 1/2

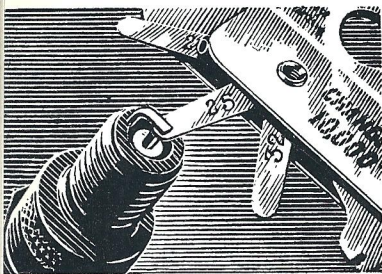


# The new aid to efficient motoring

The Motorist can check and adjust his own spark plugs like an expert!

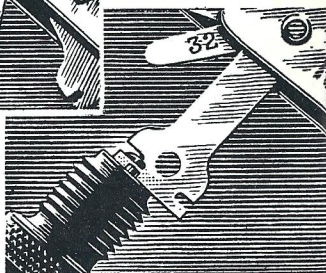
Take out plug and check with the CHAMPION 'PLUGOMETER'

It takes only one minute. Simply match the plug with one of the full-colour illustrations on the 'Plugometer.' See its true condition at a glance.



Check the spark gap with the built-in feeler gauges

Set the spark gap to specified clearance with the easy-to-use adjuster

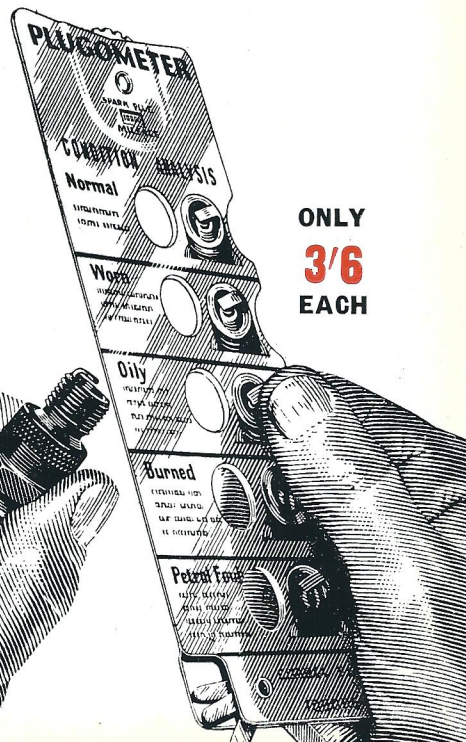


efficient motoring

THE CHAMPION

# Plugometer

Incorporating Gap Tool and Gauges

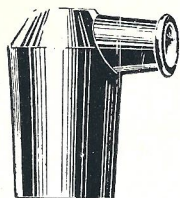


ONLY  
**3/6**  
EACH

A good spark is the key to peak performance



## CHAMPION WATERPROOF COVER



Gives complete plug protection by shielding entire insulator. Fits over A 548 post terminal.

**Model WC/548 (Push-on Type) with A 548 Terminal. Each ... 1/6**  
**Model WCX/548 with Suppressor insert Each 2/6**

## CHAMPION TERMINALS



A 146  
AB 146 (2 BA)

WL 548  
WLB 548 (2 BA)

A 548  
AB 548 (2 BA)

H.T.C.

Type	Use	Price
A 146 ...	For spade type or similar connectors ...	1/3 per 10
AB 146 ...	As above but tapped 2 BA thread ...	1/3 per 10
A 548 ...	Fitted to majority of plugs—for use with "push-on" type connectors as fitted to majority of vehicles ...	1/3 per 10
AB 548 ...	Similar to A 548 but tapped 2 BA thread to fit 18 mm. plug types 7; 11 Com; 7 Com-L ...	1/3 per 10
WL 548...	Similar to A-548 but increased length to enable the fitment of waterproof covers on plug types N 7; 8 Com; 7 Com; also to suit special Bakelite contact cap fitted to Models 60, 75, 90, and 105 Rover and Landrover—plug type N-8B and N-A8 ...	1/3 per 10
WLB 548	Similar to above but tapped 2 BA thread to enable waterproof cover to be fitted to plug types 11 Com; 7 Com-L; and 7 ...	1/3 per 10
H.T.C.	(High Tension Connector) Bakelite moulding, push-on type as fitted to M.G., Morris, Wolseley, Riley, etc. ...	each 9d.

## CHAMPION PLUG SERVICE

### SERIES '800' SERVICE UNITS SPARE PARTS PRICE LIST

Part No.	Description	Price £ s. d.
501	Rubber Cleaner Adaptor (10 mm.)	1 2
502	Rubber Cleaner Adaptor (14 mm.)	1 2
503	Rubber Cleaner Adaptor (18 mm.)	1 2
504	Rubber Cleaner Adaptor ( $\frac{3}{8}$ ")	1 2
510	Steel Adaptor (10 mm.)	1 0
512	Nozzle Jet Steel	9
813	Cleaner Bag	10 0
514	Steel Adaptor (14 mm.)	1 0
515	Bag Clamp	2 0
518	Steel Adaptor (18 mm.)	1 0
523	Abrasive Drain Cap	9
526	Adaptor Hold-down Cap	1 9
533	Abrasive Compound, per tin	2 6
534	Metal Spark Plug Tray	2 6
552	Compression Chamber Glass Repair Kit	1 5
554	Tester Valve Knob	11
560	Button Switch	8 5
607	Abrasive Shield	5 2
608	Abrasive Shield Springs	3
611	Air Hose	11 9
617	Cleaner Valve Assy. Complete	1 7 0
619	Cleaner Valve Stem Assembly	6 0
620	Cleaner Valve Handle Assembly	2 6
821	Cleaner Valve Knob	8
622	Rubber Nozzle Tip	2
623	Valve Washer	6
824	Cleaner Bag and Frame Assembly	2 8 11
828	$\frac{1}{4}$ " Pipe Nipple	2 9

# CHAMPION PLUG SERVICE

## SERIES '800' SERVICE UNITS SPARE PARTS PRICE LIST

Part No.	Description	Price		
		£	s.	d.
829	Airline to Abrasive Jet	4	2	
830	Airline to Blow-off Jet	4	5	
832	Cleaner Casting and Pick-up Tube...	6	6	
802	Compression Chamber Assembly	17	2	
707	Plastic Rim for 706 and 806 Assemblies	2	9	
708	Glass (Clear) for Plastic Rim No. 706 and 806 Assemblies		9	
709	Floor Stand	1	13	9
1013	Universal Clip		9	
1014	Clip Protector	1	3	
712	$\frac{1}{8}$ " Street Elbow	2	6	
835	Valve Nut and Packing	2	0	
801	Indicator Spring		9	
803	Cover Assembly	1	2	6
804	Indicator Connector...		1	8
806	Spark Indicator	1	13	5
807	Connector		1	3
809	Water Trap Airline	5	2	
810	Spark Indicator Airline	4	5	
812	Water Trap Elbow	2	9	
814	Indicator Valve Stem Assembly	5	3	
815	Outer Bag Clamp	2	0	
823	Outer Drain Cap and Gasket	1	0	
826	Mirror...		3	
L-200-C	Water Trap	1	16	0
880X	Electrical System 115/230 Volts 50/60 Cycles	3	15	0



# ROLLS-ROYCE

AND

# BENTLEY

CARS

ARE FITTED WITH

# CHAMPION

# SPARK PLUGS

