



MOTOR CYCLES



SCOOTERS and MOPEDS



GO-KARTS

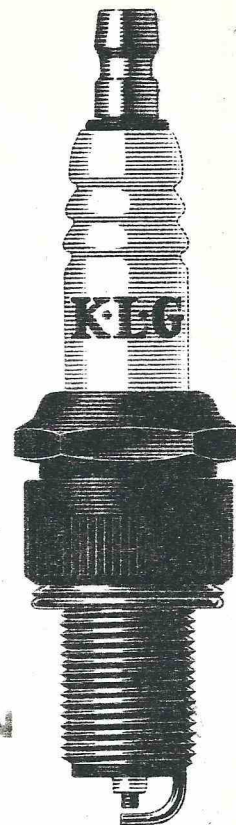
1971

RECOMMENDATIONS

RECOMMANDATIONS

EMPFEHLUNGSTABELLEN

RECOMENDACION



K&L G

INTERNATIONAL SPARK PLUG MANUAL

K.L.G.

SPARK PLUGS

RECOMMENDED
RETAIL
PRICE LIST

STANDARD PLUGS

THREAD SIZE		REACH	HEAT VALUE	TYPE	RETAIL
10MM	1/4"	HOT COLD	T30	31.5p	
			T70		
			T90		
12MM	3/8"	HOT COLD	TW270		
			TW275		
			TW280		
14MM	3/4"	HOT COLD	FS20		
			FS50		
			FS75		
			FS100		
14MM	1 1/4"	HOT COLD	F20		
			F50		
			F70		
			F75		
			F80		
			F100		
			F220 PRICES AS GT PLUGS.		
14MM	1 3/4"	HOT COLD	FE20	31.5p	
			FE50		
			FE70		
			FE75		
			FE80		
			FE100		
FE220 PRICES AS GT PLUGS.					
18MM	2 1/4"	HOT COLD	M30	31.5p	
			M50		
			M60		
18MM	2 3/4"		ML30		

PROJECTING NOSE PLUGS

THREAD SIZE	REACH	HEAT VALUE	TYPE	RETAIL
14MM	9/16"	HOT	FS35P	31.5p
		COLD	FS45P	
			FS55P	
14MM	1 1/8"	HOT	F55P	
		COLD	F65P	
			F85P	
			FT85P	
14MM	1 1/2"	HOT	FE45P	31.5p
		COLD	FE55P	
			FE65P	
			FE125P	
			FE135P	
			FE145P	
			FE155P	
18MM	TAPER SEAT	HOT	MT45P	31.5p
		COLD	MT55P	
			MT65P	

GT SUPER PLUGS

THREAD		HEAT VALUE	TYPE	RETAIL
SIZE	REACH			
14MM	3/4"	HOT COLD	GT5L	42p
			GT6L	
			GT7L	
14MM	1/2"	HOT COLD	GT5	42p
			GT6	
			GT7	
MISCELLANEOUS ITEMS				
Plug covers				20p
P.S. Suppressed (Displayed on cards of 24)				
Diesel Starting Aids				£1.47
Heater Plug GF210T				
Ballast Resistor BRQ.3				
Heater Plug GS103L				
Heater Plug GS104L				
Heater Plug GS105L				
Plug Spanners				74p
KPS				
KPS-1				£1.25

POPULAR BRITISH SPARK PLUG EQUIVALENTS

KLG	FS50	FS75	F50	*F65P	F75	FE50	*FE55P	FE70	FE75	*FE85P	*FE125P
CHAMPION	J8 J8J	J5, J6 J6J	L10, L90	L87Y	L7, L85, L86	N8	N11Y UN12Y	N5, N84	N4	N10Y, N8Y	N6Y, N64Y
AUTOLITE	A7, AT6	A3, AT3	AE6	AE32	AE3	AG5	AG42	AG4	AG3	AG32	AG22
LODGE	CAN	HAN	CN	HNY	HN	CLNH	CLNY	HBLN	HLN	HLNY	2HLNY

*Projecting Nose Plugs

CHOOSING THE RIGHT PLUG Selecting a plug would be a simple matter if size were the only consideration. Unfortunately, the running temperature, type of duty and general condition of the engine play equally big parts. A cool-running engine may develop insufficient heat to burn off the oil and fuel deposits which would form on a normal type of plug, in which case the plug will become fouled and cease to function. Cool engines, therefore, and also badly worn ones, using excessive quantities of oil, may require a type with a lower heat value – i.e. a 'hotter' plug than the one recommended – to avoid fouling. Similarly a hot-running engine may overheat the plug and cause pre-ignition; abnormally severe duty and tuning for weaker mixture or higher power can produce this effect. In this instance a plug with a higher heat value – i.e. a 'colder' type – should be fitted to withstand the increased temperatures.

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COMPARISON CHART

LISTE DE COMPARAISON / VERGLEICHSLISTE / TABLA DE COMPARACION

PROJECTING NOSE PLUGS

THREA D Size	Reach	Heat value	K-L-G	APPROXIMATE EQUIVALENT HEAT RANGE									
				Champion	A.C.	Autolite	Beru	Bosch	Lodge	Marelli	N G K		
14mm	3/8"	HOT	FS35P	J18Y, J14Y		A82		W75T6	BBANY				
		COLD	FS45P	J12Y, J13Y	45S	A52		W95T6	BANY		BP4		
			FS55P	J10Y, J11Y	44S	AT42, A42		W145T6, W175T6	CANY		BP6		
14mm	1/2"	HOT	FS65P	UL12Y, L92Y, L95Y	43FS	AE52		W145T7, W145T35	CNY		BP4H		
		COLD	FS65P	L87Y		AE32		W175T7	HNY	CW8NP	BP6HS		
			FS65P	L82Y, UL82Y	42FS	AE22		W200T35, W225T7	2HNY		BP7HS		
14mm	3/4"	HOT	FS65P	N14Y	45XLS	AG52		W145T30	BLNY		BP5ES		
			FS65P	UN12Y, N11Y, N12Y	44XLS	AG42		W160T30, W175T30	CLNY	CW225LP	BP6ES		
			FS65P	N10Y, N9Y	43XLS	AG32		W200T36, W225T30 W200T30, W200T27	HLNY	CW230LPS	BP7ES		
			FS65P	N64Y, N6Y, N7Y	42XLS	AG22		W230T30, W215P21 W225T27, W225T28 W215T28	2HLNY	CW240LP CW8LP	BP8ES		
			FS65P	N63Y	41XLS	AG12		W235P21, W240T28	3HLNY		BP9ES		
		COLD	FS65P	N62Y				W240T21, W250P21	4HLNY	CW9LP			
			FS65P	N60Y					5HLNY				
			TAPER	FS65P	UBL13Y, BL7Y, BL9Y	42TS	AF22		WA200T40	2HTY		BP7FS	
			TAPER SEAT	HOT	MT45P	F14Y	85TS	BF82		MA125T7	BTNY		AP4F
				COLD	MT55P	F11Y	84TS	BF42		MA145T7	CTNY	CM3TP	AP6F
18mm			MT65P	F9Y	83TS	BF32		MA175T7	HTNY				

STANDARD PLUGS

10mm	$\frac{1}{2}$ " $\frac{5}{8}$ " Hex	HOT	T30								
		COLD	T70								
			T90	Z10, Z8		PE3		U200T1	2HL10		C7HW, C7HS, C9H
12mm	$\frac{1}{2}$ "	HOT	TW270			HE3			HB12		D8H
		COLD	TW275	P7		HE2, HE1			H12		D8HS, D9H, D10H
			TW280						2H12		D12H
14mm	$\frac{3}{8}$ "	HOT	FS20	UJ12	48	A11, AT10	95/14/5	W95T3		CW3C	B2
			FS30	J11	46, C46, 47 C47, 46-5	A9, AT8		W125T3	BAN		B4
			FS50	J8	45, C45, VF9	A7, AT6	145/14/5	W145T3	CAN	CW150P, CW4C	B6
			FS70	J7	44, C44 44-5, 44-5V	A5, AT4	175/14/5	W175T3		CW175P, CW5C	
			FS75	J6	43, C43, 43COM	A3, AT3	225/14/5	W225T3	HAN	CW5CJ, CW6C	B7
		COLD	FS75H	J6J					HAN/M		
			FS100	J2, J4	42	AT2			3HAN	CW7C	B10
			FS100H	J4J					3HAN/M		
			FA50	H10	45L	AL7, ATL8		W125T4	CSN		
			FA70	H8	43L	AL4, ATL3					
14mm	$\frac{1}{2}$ "	HOT	F30	L14	46FF		95/14	W95T1	BN	CW50N	B4H
			F50	L10, L90	45F, 45FF	AE6	145/14	W125T1	CN	CW150N	
			F70	L88	44F, 44FF	AE4	175/14	W145T1	HBN	CW175N	B6HS
			F75	L7, L85, L86	43F, 43FF, 43FC	AE3	225/14	W175T1	HN	CW225N	B7HS
			F80	L5, L81	42F	AE2	240/14	W225T1, W240T1	2HN	CW240N	B8HS
		COLD	F100	L4, L78	41F		260/14	W260T1	3HN	CW260NCW275N	B9HS
			F220								
			F30	N21		AG9	95/14/3		BL14	CW50L	B4E
			F50	N18	47XL	AG7		W95T2		CW100L	B5ES
			F50	N8	46XL, 46N	AG5	175/14/3	W125T2	CLNH	CW150L	B6ES
14mm	$\frac{3}{4}$ "	HOT	F70	N5, N6, N84	45XL, 45N	AG4		W145T2	HBLN	CW200L	B7ES
			F75	N4, N88	44XL, 44N	AG3	225/14/3	W160T2, W175T2	HLN	CW225L	B8ES
			F80	N3	43XL, 43N	AG2	240/14/3	W225T2, W240T2 W240T17	2HLN	CW240L	B9ES
			F100		42XL		260/14/3	W260T2, W270T17	3HLN	CW275L	B10ES
			F220								
		COLD	M30	D21	86	BT9		M45T1	3BL		
			M50	8COM, D16	87	BT8	95/18	M95T1	BBL, BV	CM100A	
			M70	7COM, D14, K13	C85H	BT6	145/18	M145T1	CV	CM150A	
			M90	D10, UK10	83COM, C83H	BT4	175/18	M175T1	HBV	CM200A	A6
			M75	D9, K9	C82	BT3	225/18	M225T1	HV	CM225A	A7
18mm	TAPER SEAT	HOT	M40	D6, K7, UK7		BT2	240/18	M240T1	2HV		
		COLD	MT150	860, 870	85T	BTF6	145/18K	MA145T1, MA95T1	CTN18		A4F

DISCONTINUED PLUGS AND THEIR REPLACEMENTS

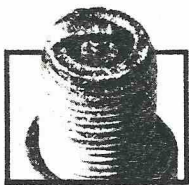
DISCONTINUED	DF50	DF75	DF80	DFE50	DFE75	F50H	FE70A	FE75H	FE1003pt	F80 3pt	F100 3pt	FE50H	TENL50
REPLACEMENT	F50	F75	F80	FE50	FE75	F50	FE70	FE75	FE100	F80	F100	FE50	T70

DISCONTINUED	TFS20	TFS30	TFS50	M30H	M60H	MT50	TENL30	TENL70	TENL100	TW100	TW220	TW240	
REPLACEMENT	FS20	FS30	FS50	M30	M60	TMT50	T30	T70	T90	TW270	TW275	TW280	

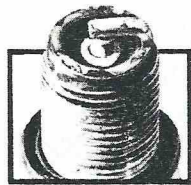
Choosing the right plug

PLUG SELECTION

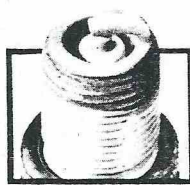
The nose of a spark plug is subjected to extremely high temperatures and to oil and carbon fouling. Under these conditions, the nose of the plug insulator must be sufficiently hot to burn off the deposits which would otherwise adversely affect the efficiency of the plug but, at the same time, not so hot as to cause self-ignition. Plugs are therefore designed to operate in varying heat ranges to suit different engines and motoring conditions. Thus a hot or high compression engine should be fitted with spark plugs designed to rapidly dissipate the heat to which they are exposed. Such plugs are called cold-running. Conversely, in a cool engine, 'hot running' plugs, designed to retain sufficient heat to burn away fouling deposits, should be fitted.



TOO COLD
Oil glistening on the insulator, thick deposit.



NORMAL
Light brown or grey coloured deposit on insulator. Greyish deposit on body.



TOO HOT
Absence of deposit bleached appearance to insulator.

Gap setting and replacement

Incorrect setting of the gap between the electrodes can result in misfiring, loss of power, early fouling and poor idling. Plugs are normally supplied with a general setting which will not necessarily be correct for all engines. Electrode gaps should therefore be correctly set to the gap recommended by the engine manufacturer before initial installation, by bending the earth electrode only. Electrical erosion of the electrodes gradually increases the gaps in service, and every spark contributes to this. The plugs should therefore be removed periodically and the gaps checked and reset as necessary. Electrode erosion can be compensated by resetting of the gaps only a limited number of times.

As the clean edges of the electrodes are eroded away a higher voltage is required to provide a satisfactory spark and the plug becomes progressively less efficient. Plugs should be replaced after approximately 12,000 miles (19,000 kms) if full efficiency is to be maintained.

Metric gap equivalents

Inches	.018	.020	.022	.024	.025	.028	.030	.032	.035
mm	.44	.50	.55	.60	.65	.70	.75	.80	.90

Installation

1 Make quite sure before you fit plugs that they are the correct type for the engine as quoted in the KLG recommendation lists, or as determined by procedure described under plug selection if abnormal conditions apply.

2 KLG plugs are normally supplied with spark-gaps between the central and earth electrodes set at .025"-.028" (.65-.70 mm), with the following exceptions:-

	Inches	Millimetres
5/16" reach types	.028-.032	.70-.80
10/12 mm. types	.019-.022	.50-.60
FE45P, FS35P, FS45P, FS55P	.032-.035	.80-.89

A slightly wider gap is permissible where a sports or other high-output coil is used. Where the engine manufacturers recommend a different gap from the KLG setting, it is important that the appropriate adjustment be made before fitting.

When adjusting the gap, never move or lever on the centre firing point, but move only the side, or earth electrode. To ensure maximum efficiency and long life, care should be taken to see that the gap setting is maintained within the prescribed limits.

3 See that each plug is fitted with its external seating-washer, and that the body threads are quite clean.

4 Tighten each plug firmly, but do not over-tighten. All that is required is a gas-tight joint. If you use the strength that you can comfortably exert with your hands and wrists only, using a normal spanner and/or tommy bar, nothing more is needed.

Over-tightening will cause damage. Where a torque-spanner is available, the tightening figures given below should not be exceeded.

TIGHTENING TORQUE

Thread size	lb./ft.	(m./kg)
10 mm/12 mm	10	(1.4)
14 mm	14	(1.9)
18 mm	25	(3.5)
18 mm Taper Seat	17	(2.4)

Symbol explanation

The initials in K.L.G. type numbers have definite meanings: individual letters/numbers describing individual aspects of the spark plug. The NUMERALS with these initials indicate heat value - see the comparison chart.

1st LETTER PREFIX

F	14 mm Diameter Thread
M	18 mm Diameter Thread
T	10 mm Diameter Thread
TW	12 mm Diameter Thread

2nd LETTER PREFIX

A	7/16" Reach
E	3/4" Reach
S	5/8" Reach
T	Taper Seat

SUFFIX LETTERS

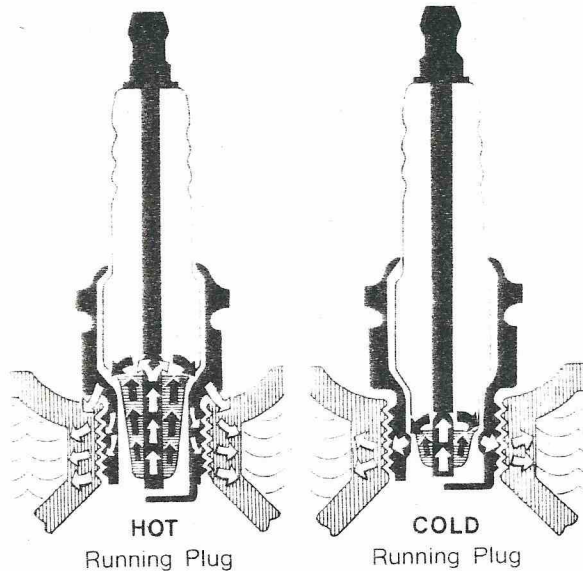
C	Compact Type
B	Bantam Type
H	Marine
P	Projecting Nose
S	Shorty Type

Heat range

The design of a spark plug is complicated by the wide variation in operating conditions in different engines. A plug may be subjected at times to deposits of oil and carbon, and at other times to extreme heat. Under these conditions, the nose of the insulator must be sufficiently hot to burn off the oil and carbon fouling, but not so hot as to cause self-ignition.

Self-ignition can occur at or about the same time as the spark, in which case it is called auto-ignition; if it occurs earlier than the spark it is called pre-ignition. Continued running after switching off is called after-firing or running-on. Any of these forms of self-ignition can, however, be caused by hot spots other than plugs. This can easily be checked by temporarily fitting a very cold-running plug; if the cold running plug ends the trouble it is obviously caused by the plugs and a different grade is required; if self-ignition still occurs, the cause will be found elsewhere.

Of the many features of design that control insulator temperature, the most important is the insulator nose length. The drawings on the left show the difference between 'hot' and 'cold' plugs. A cold running plug (right) has a short insulator nose, permitting a faster dissipation of heat. Thus in a high compression, hot running engine the plug can operate within its correct temperature range, and self-ignition due to overheating is avoided. A hot running plug (left) has a long insulator nose, providing a long path for the dissipation of heat. This means that the plug nose is maintained at a temperature high enough to burn off deposits of oil and carbon.



1000 ▶ °C

900 ▶

800 ▶

700 ▶

600 ▶

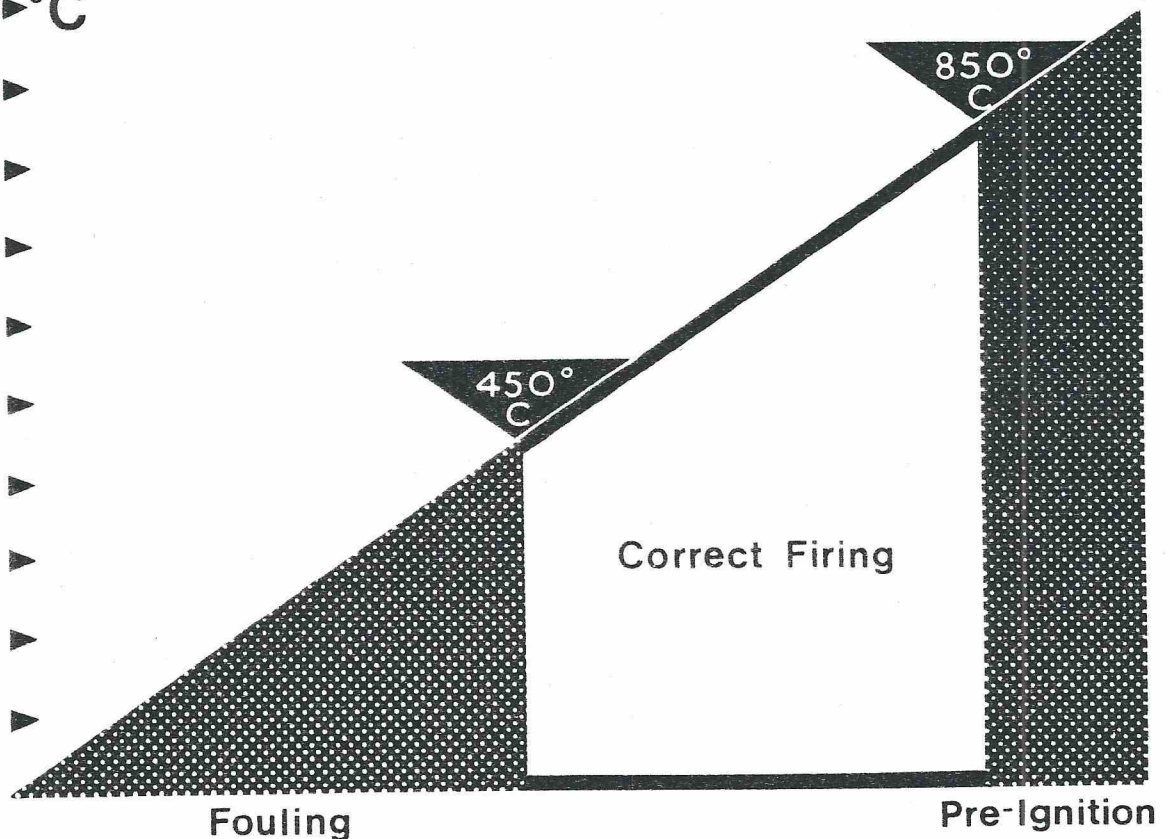
500 ▶

400 ▶

300 ▶

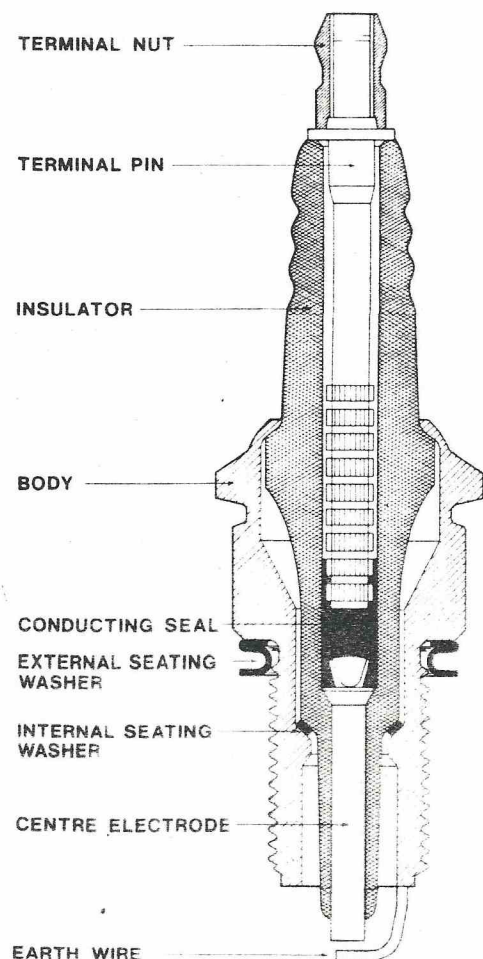
200 ▶

100 ▶



Trouble-recognition and cure

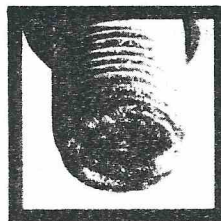
To save space under "Cause" and "Cure" it is assumed that the plugs are of the type recommended for the engine unless otherwise stated, and that all other aspects of the ignition system, such as coil, condenser, contact breakers, insulation of H. T. leads, etc., have been checked and proved satisfactory.



Corona discharge and Flashover

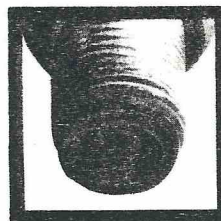
Corona Discharge is a blue glow which appears around the plug insulator. It is more obvious in plugs that employ alumina based insulators and is caused by an intense electric field. This discharge has no effect on ignition performance and should not be confused with flashover. Flashover is generally caused by grit and moisture on the plug insulator.

Fault



Oiled Insulator.

Wet oil — possibly black — covers the insulator and may have bridged the gap.

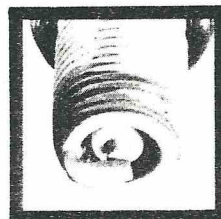


Sooted Insulator.

The insulator nose, and mouth of the body, are covered with soft, black carbon — similar to lamp-black.

Dry Fouled Insulator.

The insulator nose, electrodes and mouth of the body are dirty and to some extent encrusted.



Overheated Insulator.

The insulator nose is clean and dry, with a bleached white look possibly stained with coloured "blisters". The mouth of the plug body is dry and grey, streaked with a yellowish tinge. The barrel may be "blued" by heat.

Top of Insulator Broken.

Difficult Starting.

Misfiring.

(a) At low speeds.

(b) At high speeds.

Cause

Cure

Certain: Oil is passing the pistons and rings and being thrown on the plug.

Probable: Cylinder bores, pistons and rings are worn to a degree that calls for action.

Probable: Too much oil in petrol/oil mixtures in 2-stroke petrol systems.

Possible: In some engines, over-filling the sump with oil can produce the same effect.

Possible: Plug of much too high a heat value fitted.

A re-bore and new pistons and rings are needed. As an interim measure, plugs with lower heat rating than that recommended can be fitted (e.g., F20 instead of F50).

Reduce oil/petrol mixture to correct proportions.

If the dip-stick shows oil above the "full" mark, drain some oil from the sump.

Fit correct heat value plug.

Certain: The trouble is due to over-rich mixture.

Probable: The choke is sticking and does not fully open when released on the dashboard.

Probable: The choke is being used for too long after engine has warmed up.

Probable: The slow running adjustment of the carburettor needs attention.

Possible: The carburettor is flooding or maintaining too high a level in the float chamber.

Possible: Plug of too high a heat value fitted.

Adjustment of choke mechanism.

Close choke as soon as engine will run without it.

Adjustment of slow-running system.

Adjustment or renewal of float mechanism.

Fit correct heat value plug.

Certain: Accumulation of products of combustion on insulation, due to too long an interval between cleaning.

Clean, adjust and refit plugs.

Probable: (All plugs over-heating). Weak mixture, caused by restriction of fuel supply.

Probable: (One plug over-heating). Weak mixture, caused by:

(1) leak in induction manifold gasket.

(2) leaking cylinder head gasket.

(3) sticking valve or tappets out of adjustment.

Possible: (All plugs over-heating). Weak mixture caused by too small a main jet in carburettor.

Possible: (All plugs over-heating). It is possible that a motor-cycle or car has been fitted by a previous owner with special high compression pistons and/or high compression head. This makes the recommended type of plug no longer suitable for the engine.

Possible: Plug of too low a heat value fitted.

Possible: Ignition badly out of adjustment which will show itself in engine performance.

Check over fuel supply from tank to engine. Attention to fuel pump, possible leaky joints in pipeline, and possibly choked jet in carburettor.

Fit new gasket.

Fit new gasket.

Valves must be freed and/or tappets adjusted.

Fit correct jet.

Fit new plugs with a higher heat rating (e.g. FE70 instead of FE50).

Fit correct heat value plug.

Reset ignition timing.

Certain: Insulator has received a knock, possibly through the spanner slipping in fitting to, or removing from the engine.

A new plug of the correct type.

Certain: (Assuming battery, ignition and fuel systems O.K.). Gaps too wide and/or insulation fouled due, probably, to too long a period since last service.

Clean plug(s).

Reset gap(s).

Certain: (Assuming carburettor correctly set). Gaps too narrow.

Clean plug(s).

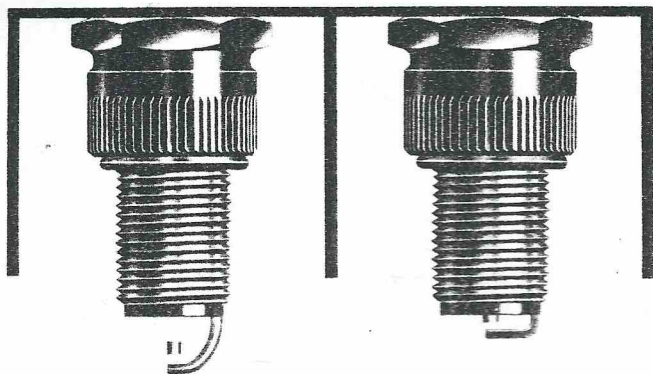
Reset gap(s).

Possible: Gaps too wide.

Clean plug(s). Reset gap(s).

Possible: Plugs over-heating.

See against "Overheated Insulator".



Projecting Nose Type

Normal Type

Projecting nose plugs

Modern driving conditions often result in cars capable of high performance running at low speed. This allows combustion deposits to build up on the spark plug insulators because of the lower engine temperatures and, when the high performance can be used, cause the engine to misfire.

Projecting nose plugs are designed so that the insulator tip, or 'Nose', is projected beyond the base of the plug body. The firing point of the plug is then penetrating deep into the mixture and subsequent flame in the combustion chamber. This promotes better combustion and more even firing under light loads.

A typical projecting nose plug is illustrated here. At wide-throttle openings the incoming charge cools the projecting insulator nose more effectively than with plugs of conventional design. These plugs should only be used in engines for which they are specifically recommended as the position of the inlet valve relative to the plug controls the effectiveness of the cooling, and the engine must accommodate the extra projection without danger of contact with piston or valves.

Sports plugs

When the power of an engine is increased by tuning, it will require a colder running plug due to the increase in combustion temperature. For most normal conversions FE125P should be satisfactory. The application of colder types will depend on additional tuning and driving conditions.

SPORTS PLUG CROSS REFERENCE		
Thread Dia. & Reach	K.L.G.	Champion
14 mm	FE125P FE135P FE145P FE155P	N64Y, N6Y N63Y N62Y N60Y
3/4" (19 mm)		

The following notes are intended for guidance to application according to the 'Stage' of tuning employed:

TUNE	COMPRESSION RATIO	RECOMMENDED PLUG
Stage 1	9:1	FE65P
Stage 2	9.5 to 10	FE125P
Stage 3	10 and higher	FE135P FE155P/FE145P depending on racing conditions

For racing (production car events, etc.) FE155P or FE145P are recommended: FE155P being the most likely choice due to the wide operating range.

N.B. — These notes are based on experience with B.M.C. "A" Series engines. Application in ALL engines depends mainly on compression ratio and power output achieved according to the state of tune, and essentially on experience under competitive conditions.

PROJECTING NOSE PLUGS

THREAD		Heat value	K.L.G.	APPROXIMATE EQUIVALENT HEAT RANGE							
Size	Reach			Champion	A.C.	Autolite	Beru	Bosch	Lodge	Marelli	N.G.K.
14mm	3/8"	HOT	FS35P	J18Y, J14Y		A82		W75T6	BBANY		
			FS45P	J12Y, J13Y	45S	A52		W95T6	BANY		BP4
		COLD	FS55P	J10Y, J11Y	44S	AT42, A42		W145T6, W175T6	CANY		BP6
14mm	1/2"	HOT	F55P	UL12Y, L92Y, L95Y	43FS	AE52		W145T7, W145T35	CNY		BP4H
			F65P	L87Y		AE32		W175T7	HNY	CW8NP	BP6HS
		COLD	F85P	L82Y, UL82Y	42FS	AE22		W200T35, W225T7	2HNY		BP7HS
14mm	3/4"	HOT	FE45P	N14Y	45XLS	AG52		W145T30	BLNY		BP5ES
			FE55P	UN12Y, N11Y, N12Y	44XLS	AG42		W160T30, W175T30	CLNY	CW225LP	BP6ES
			FE65P	N10Y, N9Y	43XLS	AG32		W200T36, W225T30 W200T30, W200T27	HLNY	CW230LPS	BP7ES
		COLD	FE125P	N64Y, N6Y, N7Y	42XLS	AG22		W230T30, W215P21 W225T27, W225T28 W215T28	2HLNY	CW240LP CW8LP	BP8ES
			FE135P	N63Y	41XLS	AG12		W235P21, W240T28	3HLNY		BP9ES
			FE145P	N62Y				W240T21, W250P21	4HLNY	CW9LP	
			FE155P	N60Y					5HLNY		
			FT85P	UBL13Y, BL7Y, BL9Y	42TS	AF22		WA200T40	2HTY		BP7FS
			MT45P	F14Y	85TS	BF82		MA125T7	BTNY		AP4F
18mm	TAPER SEAT	HOT	MT55P	F11Y	84TS	BF42		MA145T7	CTNY	CM3TP	AP6F
		COLD	MT65P	F9Y	83TS	BF32		MA175T7	HTNY		

Racing plugs

Unusually wide flexibility.

The exceptionally wide heat range of K.L.G. Racing Plugs is achieved by combining a high-conductivity centre electrode with Hylumina insulation. Hylumina has a thermal conductivity 20 times greater than ordinary porcelain. This more efficient heat dissipation makes it possible to expose the insulator to the combustion flame, thereby preventing carbon deposit 'burning-off'. Moreover, Hylumina possesses outstanding resistance to the effects of intense heat, shock and blows, and is impervious to attack by fuel deposits.

Compression ratio and warming-up.

In many cases where engines have a combustion ratio of no more than 8.5:1 it is possible for K.L.G. racing plugs to be used for starting, warming up and racing. Above this compression ratio, hotter plugs should be used to start and warm up the engine and the racing plug fitted to the warm engine immediately before the start of the race.

Choice of correct type.

It is absolutely essential that correct carburation of the engine be established before carrying out a plug check.

The correct type of racing plug for use in a particular engine, for a specific event, can be chosen by examining the plugs after a period of full throttle, full power running. The engine should be held at full power for at least 30 seconds. The ignition should then be switched off and neutral gear selected so that the engine will not be turned over by the transmission. The appearance of the plugs will then indicate their heat condition at maximum duty. Ideally, the insulator of the plugs should be discoloured to a light brown. The centre electrode should be shiny black, except

at the actual point where the H.T. current has jumped to the earth point. This portion should be normal colour. The earth point and the body should also be shiny black.

If the insulator is covered with a wet, black deposit it would indicate that too hard a plug is being used. If the original blue insulator nose has turned whitish and minute brown pinpoints have appeared this indicates that the plug is too soft. A reason why it is essential to establish correct carburation before a plug check is that a weak mixture gives the plug an appearance very similar to that given by too soft a plug. An over-rich mixture is indicated by a dry, black, sooty deposit.

Requests for advice should always be accompanied by the following information:

1. make & type of engine
2. details of plug thread (Dia. & Reach)
3. compression ratio
4. maximum engine revs.
5. type of fuel
6. type of event
7. experience with any other plugs used

Important additional safeguards.

It is suggested that K.L.G. rubber waterproof covers be fitted to ensure complete weather protection. They will also keep the insulator free of damp and thus prevent any tendency to 'tracking' which might otherwise be experienced.

Elbow types — 90° connection

(for 10 mm and 14 mm plugs) PR90

Gap Size.

The gap is factory set at 0.012" to 0.015" on all racing plugs. Any increase of these settings may result in misfiring at maximum duty due to the spark tracking over the insulator nose instead of jumping the gap.

Comparison chart

Complete range of K.L.G. Racing Plugs. AVAILABLE IN EXPORT MARKET ONLY.

Plugs are listed in heat range order, hot running to cold running e.g. F265 is hot F295 is cold. K.L.G. Racing Plugs are all non-detachable single point.

K.L.G.			APPROXIMATE EQUIVALENT HEAT RANGE				
			Champion	Autolite	Bosch	Lodge	NGK
THREAD DIA 14 mm REACH 12.5 mm (½") .812" HEXAGON	HOT	F265	L60R	AE903	W270T16	R49	B9HN
		F275	L57R, L87R	AE603	W310T16	R50	B10HN
		F285	L54R, L84R	AE403	W340T16	R51	B11HN
	COLD	F295	L83R	AE203	W370T16	R53	B12HN
THREAD DIA 14 mm REACH 18 mm (.710") .812" HEXAGON	HOT	FE265	N60R, N83R	AG903	W270T17	RL49	B9EN
		FE275	N57R	AG603	W310T17	RL50	B10EN
		FE285	N54R, N81R	AG403	W340T17	RL51	B11EN
	COLD	FE295	N52R	AG203	W370T17	RL52	B12EN

KLG GT

super plugs

The GT Super Plug was designed for the man who wants optimum performance from his standard production car. Then we found its wide operating characteristics gave the same big performance on cars modified for that extra performance.

GT Supers have a BIG projecting nose. KLG have given the GT Super a projecting nose to thrust deep into the combustion chamber. This means GT Supers keep cool at "top end" speeds — the incoming air fuel mixture sees to that. When you're loitering that projecting nose stays snug and warm deep down in the chamber.

GT Supers have BIG Electrodes. Thicker and tougher than standards to slow down erosion. So you cut down on voltage requirements and prolong the periods between regapping. BIG Electrodes on the GT Supers keep their sharp edge longer, too.

GT Supers are BIG on Insulation. The insulation has been developed from proved racing designs. The material we use is Ceramic Hylumina. It has an easy clean shape and a superior glaze. This is a "space age" material. The material they use for insulation on aircraft and jet igniters. The insulation to serve World Champions and T.T. winners.

GT Supers are BIG on Protection. The body of the GT Super is nickel plated. So are the terminal nuts. For BIG protection and long life. We even made a change to the External Seating Washer. Steel is out. Now they're Copper. Just to make sure the cylinder head is not damaged.

KLG GT SUPER		KLG Projecting Nose	EQUIVALENT HEAT RANGE					
			Champion	AC	Autolite	Bosch	Lodge	NGK
14 mm 3/4" Reach	GT4S	FS45P	J12Y J13Y	45S	A52	W95T6	BANY	BP4
	GT5S	FS55P	J10Y J11Y	44S	AT42 A42	W145T6 W175T6	CANY	BP6
14 mm 1/2" Reach	GT5	F55P	UL12Y L92Y L95Y	43FS	AE52	W145T7 W145T35	CNY	BP6H
	GT6	F65P	L87Y		AE32	W175T7	HNY	BP7H
	GT7	F85P	L82Y UL82Y	42FS	AE22	W200T35 W225T7	2HNY	BP7HS
14 mm 3/4" Reach	GT5L	FE55P	UN12Y N11Y N12Y	44XLS	AG42	W160T30 W175T30	CLNY	BP6E
	GT6L	FE65P	N10Y N9Y	43XLS	AG32	W200T36 W200T30 W200T27 W225T30	HLNY	BP7E
	GT7L	FE125P	N6Y N7Y N64Y	42XLS	AG22	W230T30 W215P21 W215T28 W225T27 W225T28	2HLNY	BP8ES
	GT8L	FE135P	N63Y	41XLS	AG12	W235P21 W240T28	3HLNY	BP9ES
18 mm Taper Seat	GT4T	MT45P	F14Y	85TS	BF82	MA125T7	BTNY	AP4F
	GT5T	MT55P	F11Y	84TS	BF42	MA145T7	CTNY	AP6F
	GT6T	MT65P	F9Y	83TS	BF32	MA175T7	HTNY	



MOTOR CYCLES

MAKE & MODEL	PLUG
ADLER	
M100, M125, M150	F80
MB150, M200, MB200	F80
MB201, M2011, M250,	
MB250	F80
MB250S	F220
AEREO CAPRONI	
Capriolo 75 c.c. Sport	F80
Capriolo 75, 150, 215	F70
AERMACCHI	
175 c.c. Ala, Bianci, Chimera	FE75
Ala Rossa Sport, Ala D'or	FE75
250 c.c. Ala D'or 4T	FE80
250 c.c. Ala Azzurra	FE75
250 c.c. Ala Verde, Chimera	FE75
Corsaro 150	F75
Zeffiro 125 & 150 1/2" Reach	F75
Zeffiro 125 & 150 3/4" Reach	FE75
Monson 125	F75
125U, C, M, N, S	F75
250 c.c. 2 Cyl.	F75
Autocar MB1	F75
Montofurgoncino MB8	F75
AJAX	
98 c.c. N.S.U. Eng.	M60
250 c.c. Model 14	FE75
350 c.c. Model 8	FE75
650 c.c. Model Twin 31	FE75
A.J.S.	
248 c.c. Model 14, Tourist,	
14CSR	FE80
248 c.c. Model 14CS,	
Scrambles	FE100
250 c.c. Model 14	FE75
347 c.c. Model 16, Trials,	
16 Sceptre	FE80
348 c.c. Model 8, Light	FE80
349 c.c. Model 7R Racer	
(Gap .016") (.40 mm)	on request
489 c.c. Model 18	FE80
497 c.c. Model 18CS,	
Scrambles	FE100
350 c.c. Models 16M, 16MS	
to 1950	F75
350 c.c. Models 16M, 16MS	
from 1951	FE75
350 c.c. Comp. Models 16	
16MC, 16MCS from 1949	FE75
18 Statesman, Experts 16C,	
33	FE75
350 c.c. Model 8	FE75

MAKE & MODEL	PLUG
A.J.S. /Cont	
500 c.c. Models 18 & 18S	
to 1950	F75
500 c.c. Models 18 & 18S	
from 1951	FE75
500 c.c. Comp. Models 18C	
& 18CS from 1949	FE75
500 c.c. Model 20 Twin	FE80
592 c.c. Model 30	FE80
650 c.c. Twin Model 31,	
31 Swift, 33CSR	FE75
Other O.H.V. Models 14 mm	F75
Other S.V. Models 14 mm	F50
O.H.V. Models 18 mm	M60
14CSR	FE80
ALDBERT	
160T, 175T	F70
160S	F80
ALLSTATE (SEARS)	
125 c.c. 810-94150, 810-	
94151, 810-94190, 810-	
94191	F50
175 c.c. 810-94160-61,	
810-94170-71	F50
250 c.c. 810-94180-1-2,	
810-94220	F50
250 c.c. 810-94200-1,	
810-9422	F75
250 c.c. 810-8952, 810-	
9409, 810-9439	F50
250 c.c. 810-8951	F80
AMBASSADOR	
Models with Zundapp Engs.	F75
Other Models see Villiers	
A.M.C. ENGINES	
(ENGLAND)	FE70
A.M.C. (FRANCE)	
125, 150, 175 O.H.V.	F75
150, 175, 250 Sport	F80
ANZANI	
242 c.c. Twin 2-stroke	F75
150 c.c. and 200 c.c.	F75
322 c.c. Twin 2-stroke	F75
ARIEL	
Leader TS Twin, Arrow	FE75
197 c.c. L.H. Colt	FE75
347 c.c. 'N.H.' Red Hunter	
to 1955	F75

MAKE & MODEL	PLUG
ARIEL /Cont	
347 c.c. 'N.H.' Red Hunter	
from 1956	FE75
497 c.c. 'V.H.' Red Hunter	
to 1952	F50
347 c.c. 'H.T3' Red Hunter	
from 1957	FE75
497 c.c. 'V.H.' Red Hunter	
H.T. and H.S.* 1953-58	FE75
497 c.c. 'K.H.' Red Hunter	
Twin Cyl. to 1952	F50
498 c.c. 'K.H.' Red Hunter	
1953-58	FE75
497 c.c. 'K.H.A.' Twin Cyl.	
with Alloy Head	FE75
498 c.c. H.T. and HS*	FE75
498 c.c. 'K.G.' Fieldmaster	FE75
598 c.c. s.v. 1936-51	F50
598 c.c. s.v. 1952-54	FE50
598 c.c. s.v. with Alloy	
Head, 1955-56 model VB	FE75
600 c.c. c.h.c. 4 Cyl.	
1934-36	F75
646 c.c. F.H. Huntmaster	
Twin	F75
997 c.c. Square Four to	
1952	F50
997 c.c. Square Four 4G,	
1953-58	FE75
O.H.V. Single Cyl. Models	
18 mm plug	M75
Pixie	T90
Arrow Super Sport	FE75
Golden Arrow, Arrow 200	FE75
BENELLI	
1950, 250 c.c. and 500 c.c.	
Normal	M60
1950, 250 c.c. Sport	M80
Leoncino 125 c.c. Letizia	
98 c.c.	F75
Two-stroke requiring 18 mm	
plug	M60
Model 125S	F80
Leonessa 250 c.c.	FE80
BIANCHI	
125 and 250 c.c.	FS50
250 c.c. Sports model	FS75
500 c.c.	M60
71 c.c. Gardina, 125 c.c.	
Mendola	F75
Bernina 123 c.c., Tonale	
175 c.c.	F75
48 c.c. Aquilotto Normale	F75
48 c.c. Falco Sports	F80
*For competitions apply for special recommendations.	

All Spark Plug Gaps should be set at .020" (.50 mm.) unless otherwise stated.



MAKE & MODEL PLUG

B.M.W.

R24, R25, R25/1, R25/2,	
R25/3, R26, R27, R50, R50S,	
R51, R52/2, R51/3, R60,	
R66, R67, R67/1, R67/2,	
R67/3, R68, R69, R69s ..	F80
R4, R11, R16 ..	M60
R2, R3, R6, R12, R20, R23,	
R25, R35, R36, R37, R61,	
R71, R75 ..	F75

BRIDGESTONE

(All gaps .030" (.75 mm) except racing plug)

C204-BSHMS, C206-BS7S,	
C207-BS7D ..	FS50
C208-BS90STD, C209-BS90T,	
C210-BS90M, C302-BS90SP,	
C308-BS90D, C309-BS90T,	
C310-BS90M, C312-BS90SP	F80
C301-BS60SP ..	FS100
C300-BS50SP ..	FS75
C305-BS175DT, C306-	
BS175HS, C320-BS350GTR	F80
C304-BS100 Racer,	
C307-BS175 Racer, BS90R	F275
90 Deluxe ..	F80
90 Sports, 175 Dual Twin,	
175 Hurricane Twin,	
350GTR ..	F100

B.S.A.

A7, A10GF ..	F75
A7SS, A10RGS, A10RR,	
A10SR ..	FE75
A50, A50C, A50CC, A65,	
A65LC, A65R, A65T ..	FE75
A50W, A65H, A65FS, A65L,	
A65SS ..	FE80
A75 Rocket 3 ..	FE80
B25 Starfire ..	FE80
B31, B33 ..	F75
B32 Cast Iron Head ..	F75
B32 Alloy Head ..	FE75
B32GS, B40 ..	FE70
B34 Cast Iron Head ..	F75
B34 Alloy Head ..	FE70
B34GS Clubmans	
Competition ..	on request
Road Use ..	FE80
Scrambler ..	FE80
Gold Star Racer	
Competition (Gap .016")	
(.40 mm) ..	on request
Road Use ..	FE80
B40SS90, Victor B44R,	
B44SS ..	FE75
Victor B44ET, B44GP,	
B44VS ..	FE75
C10L ..	FE50
C12 ..	F75
C15, C15T ..	FE70
C15S, C25 ..	FE80
C15SS80 ..	FE75
Bantam Models	
D1 to 1954 ..	F50
D1 1954 onward ..	F75
D3, D5, D7 ..	F75
B10, D14/4, D14/4S,	
Bantam 175, Bushman	FE75
K1 Beagle ..	T90
M21 Cast Iron Head ..	F50
M21 Alloy Head ..	FE50
M33 ..	F75

MAKE & MODEL PLUG

BUCKER

TZ 175, Ilona II ..	F75
TZ 200, Ilona I — to 1952	F80
TZ 200, Ilona I — 1953 on	M80
TZ 125, TR 125H ..	F80
Mofa ..	M60

BULTACO

200, Sherpa 'N', Sherpa 'S',	
Sherpa 'T', Matador ..	FE65P
Compera, 155 c.c. Mercurio	F75
Compera 175 c.c. ..	FE65P
Tralla 102 ..	F80
Metralia 62 ..	FE75
Senior 200 ..	FE70
Junior 74 c.c. ..	F80
250 ..	FE75

BUYDENS

175 c.c. two-stroke (Ydral	
engine) ..	F80
250 c.c. (Ilo M2 x 125	
engine) ..	F80

CECCATO

125 and 175 Tourer, 200	
c.c. Sport ..	F70
100 Lusso, 175 Sport ..	F80
75 and 125 Super Sport ..	F100

CSEPEL

100 and 125 c.c., 250 and	
350 c.c. ..	F50

C.Z.

125, 175 Roadster ..	F75
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D.K.W.

18 mm ..	M60
RT3, RT100, RT125,	
NZ350 ..	F75
RT200VS, RT127, RT200/2,	
RT250/2, RT350 ..	F80

DOUGLAS

150 c.c. ..	M30
250 c.c. 14 mm ..	F50
350 c.c. Mark V, Dragonfly	F75
350 c.c. Comp. Model ..	F75
350 c.c., 80 plus, 90 plus ..	F80

DUCATI

Puma, Cadet 125, 250	
Monza ..	F75
100 Sport, 200 Elite, 200	
Super — ..	
Sport, 200 Grand Sport	
250 c.c. ..	F80
55E, 55R, M55 ..	F75
T50, T3, 65T, 65TL, 65TS,	
65S ..	F70
98T, 98TL ..	F75
98S ..	F80
125T ..	F75
125TV, 160 Monza Junior,	
250 Mk.III ..	F80
125S ..	F100
175T ..	F75
175S, Cruiser Muletto, 175	
Silverstone Super ..	F80
350 Mk.III ..	FE75

DURKOPP

MF100 ..	M30
M125, MD150, MD200 ..	FS75

E.M.C.

350 c.c. 'Split-Single' two-	
stroke ..	FE75
250 c.c. E.M.C.-Puch,	
Touring ..	F75

MAKE & MODEL PLUG

E.M.C. /Cont

125 c.c. E.M.C.-Puch, Racing
model —
Recommendation on request
according to tune and fuel.

EXCELSIOR

122 c.c. Villiers eng.	
Universal 18 mm plug ..	M60
122 c.c. Villiers eng.	
Universal & Condor ..	F75
147 c.c. Villiers eng. Pioneer	
Courier & Condex ..	F75
148 c.c. Excelsior eng.	
Courier & Convoy ..	FE75
197 c.c. Villiers eng.	
Roadmaster & Autocrat ..	F80
244 c.c. and 246 c.c.	
Excelsior eng. Talisman	
Twin and Talisman Sports	FE75
Super Talisman Twin ..	FE75

FICHTEL & SACHS

Sachs 150, 175 ..	M60
Sachs 100 ..	M50
Sachs 50 ..	F75
Famo 98 — 14 mm heads ..	F50
Famo 98 — 18 mm heads ..	M30
Famo 98 M50 ..	M50
SM91 ..	M75
Stamo 98, 120, 160, 250,	
300, 360 ..	M50

FLANDRIA

125, 175, 200, 250 c.c. ..	F75
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F.N.

M60, M67, M80 ..	M60
M90 ..	M30
Model 20 and Series III	
Luxus ..	F75
M86 Super Sport and	
Lightweight M22 ..	M80
450 c.c. model ..	M60
250 Twin ..	F75

FRANCIS BARNETT

175 c.c. model 79 Light	
Cruiser ..	FE75
122 c.c. Villiers eng. Snipe	
and Merlin J48, K48 and	
L51 ..	M60
122 c.c. Villiers eng. Merlin	
and Kestrel N51, 052, 53, 57,	
59, 61, 63, 66 and 69 ..	F70
197 c.c. Villiers eng. Falcon	
054, 55, 58, 60, 62, 64, 65,	
67, 70 and 72 ..	F80
147 c.c. Villiers eng. Kestrel	
and Plover 69, 73 and 78 ..	F80
225 c.c. Villiers eng. Cruiser	
68, 71 and 75 ..	F80
249 c.c. A.M.C. eng.	
Cruiser 80 ..	FE75
Falcon, Villiers 10E engine	F80
Falcon Model 87 (199 c.c.	
A.M.C.) ..	FE75
Cruiser Model 84 (249 c.c.	
A.M.C.) ..	FE75
Trials Model 85 (249 c.c.	
A.M.C.) ..	FE75
Plover Model 86 ..	FE75
Fulmar ..	FE75
New 150 Model 96 (149	
c.c. A.M.C. 15T) ..	FE75



MAKE & MODEL	PLUG
FRANCIS BARNETT /Cont	
Plover Model 95 (149 c.c. A.M.C. 15T)	FE75
Fulmar Model 88 (149 c.c. A.M.C. 15T)	FE75
Sports Fulmar Model 90 (149 c.c. A.M.C. 15T) . .	FE75
Cruiser Twin Model 89 (250 c.c. Villiers 4T Twin)	F80
Sports Cruiser Twin Model 91 (250 c.c. Villiers 4T Twin)	FE75
Trials Model 92 (246 c.c. Villiers 32A)	FE75
Scrambler 82 (A.M.C. Eng.)	FE80

GARELLI	
50 c.c., 98 c.c.	F80
KL100	F75
Monza, Rekord, Cross, Minibike	FE80
Baby Mosquito, Minibat, Junior Turismo	F75

GEIER	
125 c.c. and 175 c.c. . . .	F75
150 c.c.	M80
100K (Ilo FM100 engine) . .	M60
100K (Famo 98 engine) . .	M30
100K, VM100 (Famo 98 M50 engine)	M50
200 (Ilo M200 engine) — up to 1952	F75
1953 on	M80

GILERA	
124 c.c., 125 c.c., 150 c.c., 8300, 175 c.c., Jubilee 500 V.T. Mercurio —	F75
1/2" reach	FE75
3/4" reach	FE75
250, 500 Standard	M60
500 Sports	FS75
G150 Sports, Cast Iron Head	F75
G150 Sports, Alloy Head . .	FE70
B300 Short Reach	F75
B300 Long Reach	FE80
98 c.c. Long Reach	FE75

GILLET	
125 c.c. Utilitaire; 150 c.c. Standard	F75
250 c.c., two-stroke	F50
250 c.c., four-stroke	F75
300 c.c.	F50
350 and 500 c.c.	M60
125 c.c. two-stroke	F70

GNOME ET RHONE	
350 c.c., o.h.v., 800 c.c. . .	M50
R3, R4, 125 c.c.	F80
L53, 175 c.c.	F75
R1, R2	F75

GORICKE-WERKE	
Go 98 (Famo 98 engine) . .	M30
Go 98 (Famo 98 M50 engine)	M50
Go 100K, Go 100TN	M60
Go 125K	F80
Go 150	M75
Go 175	F80
Also see engine make.	

GREEVES	
Recommendations on request	

MAKE & MODEL	PLUG
HARLEY-DAVIDSON	
Model K	F80
Model S, 125 c.c.	FA50
1952 models requiring 14 mm plugs	F50
E, EL, ES, F, FL, FS, requiring 14 mm plugs . .	FS75 or FS70
E, EL, F, FL, requiring 18 mm plugs —	
Front	M60
Rear	M60
FLHF, FLH, FL	FS75
G, GA, WL, U, UL	M50
14 mm	FA50
18 mm	M60

HECKER	
K125, K175K	F75

HERCULES	
Corvette	FS75
200 R	M75
Prior, 47 c.c., 215, 216, 217, 218	F70
312, 314, 322	F50
317, 321, (Ilo M200 engine) 1952	F80
317, 321, (Ilo M200 engine) 1953	M80
313, 320	M80
316	M50
315	M60
350, S204, S35/4, K125, K125/7	F50
S5, 500, S125	M50
MF2 (Famo 98 engine) . .	M30
MF2 (Famo 98 M50 engine)	M50

H.M.W.	F50
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HOFFMAN	
MF10/98 (Famo 98 engine)	M30
MF10/98 (Famo 98 M50 engine)	M50
175 Krad, MR125, HWL125	F80
MHF125	F75
MR120-2 Krad	M60
Gouverneur 250 and 300 c.c. 200 (Ilo M200 engine) — .	F80
1952	F80
1953	M80

HONDA	
CB450 (450 c.c.)	FE80
CB350 (350 c.c.)	FE80
CB250 (250 c.c.)	FE80
300 c.c. C77, CS77, CA77, CAS77, CB77 —	
10 mm Heads	T90
12 mm Heads	TW275
250 c.c. C72, CS72, CA72, CAS72, CB72, Super Sport, CL72 —	
10 mm Heads	T90
12 mm Heads	TW275
175 c.c. CB175, CD175, 160 c.c. CB160 —	
10 mm Heads	T90
12 mm Heads	TW275
150 c.c. C95, CA95 — . .	
10 mm Heads	T90
12 mm Heads	TW275
125 c.c. C92, CS92, CB92 Super Sport, CB125, 125SS —	
10 mm Heads	T90

MAKE & MODEL	PLUG
HONDA /Cont	
12 mm Heads	TW275
90 c.c. C200, CT200, Super 90, C90	TW275
CD90, CM90, CE90, CM91, CS125 Twin	TW275
65 c.c. S65, C65	T90
55 c.c. CD105, C105, C115 50 c.c. C100, C102, C110, C111, C114, P50, PC50 . .	T90
50 c.c. C50, CT50, CZ50, CZ50M, SS50, ST50	T90

HOREX	
Resident 250 and 350 . . .	FE100
Rebell 50	F75
Rebell 100	M75
1954-55, Imperator, Regina 250, 350, 400	FE80
1951-53, Imperator	F80
1952-53, Regina	F75
1952-53, Regina Sport . .	F100
1948-51 SB, 35 Regina . .	FE80
S2, S3	M60

HUMMELL	
Sitta 100, 120	M60
Sitta 125	F75
Sitta 150	M75
Sitta 200-1952	F80
Sitta 200-1953	M75

HUSQVARNA	
Apollo, two-stroke	M50
170SV, 180SV, 190SV, 25SV, 30SV, 31SV, 35SV, 50SV, 61SV, 110SV, 112SV, 120SV, 130SV, 36SV, 40SV .	M50
30TV, 50TV, 50TVA, 50TVB, 50TVX	M50
35TV, 110TV, 112TV, 120 c.c., 175 c.c.	M60
Silverpilen A5	FE70

INDIAN	
Arrow, Scout, Chief 74", Blackhawk, Chief 80" . . .	FS75
Brave, Pinto G1, Scooter SC1, Pathfinder G2, Mohawk G80, Trials G3C, Forty-Five G15	FE70
Woodsman, Arrow G2CS, Westerner G80CS, Typoon G80TCS, Apache G12CS- CSR	FE80
Apache 3/4" reach	FE80
Apache 1/2" reach	F80
Trailblazer, Tomahawk, Fire Arrow, Fire Arrow Hound	F75

I.L.O.	
F48	F75
F60 Famo, F60H, F60R, 80, 33/80, 33/100	M30
FM48	M30
FM100, FM100V, FM100KV, FM120V, FK120KV	M60
FM100/120	M60
FP50, G50	F70
L200V	M30
LSU100	M60
LE145, LE175, LE200 (BK) LE2 x 200 (BK), LE250G3R, LE250DS	M50 M60



MAKE & MODEL PLUG

I.L.O. /Cont

LEGR200	M50
LEGR2 x 200, LEGR250,	
LEGR2 x 250	M60
M125V, M175, M175V	F75
M200 - 1952	F80
M200 - 1953	M80
M200V, MG200V	M80
M250, M2 x 125	F80
MG 100, MG 125, MG 125E,	
MG 124EF, MG 125VF	F75
MG 125ER, MG 125E/H,	
MG 125EL, MG 125V,	
MG 150V	M60
MG 150, MG 175, MG 175F	
MG 175S, MG 175T, MG 175TF	
MG 175V	F75
MGDY200, MGT200,	
MGT250	M60
MSL123	M30
MSL145	M50

ISO F80

ITOM

Tabor Sports F50

JAMES

98 c.c. Villiers eng. Comet,	
Commodore, Comet, MK.II,	
Comet De Luxe and Comet	
100	F70
122 c.c. Villiers eng. Cadet	
Comp. and Cadet Mk.II	F70
147 c.c. Villiers eng. Cadet	
and Cadet 150	F80
149 c.c. A.M.C. eng. Flying	
Cadet	FE75
172 c.c. A.M.C. eng. Cavalier	FE75
197 c.c. Villiers eng. Captain,	
Captain Comp., Colonel,	
Commando, Cotswold,	
Captain 200, Commando 200	
and Cotswold 200	F80
224 c.c. Villiers eng. Colonel	
and Colonel 225	F80
249 c.c. A.M.C. eng.	
Commodore, Cavalier	FE75
249 c.c. A.M.C. eng.	
Commodore Scrambler	+FE275
249 c.c. A.M.C. eng.	
Commodore Trials	FE80
250 c.c. Villiers Twin	F80
New 150, Model M16, 149	
c.c., A.M.C. 15T* eng.	FE75
Captain Model L20, 199	
c.c. A.M.C. 20T eng.	FE75
Captain from Sept. 1959 on,	
199 c.c. A.M.C. eng.	FE75
Captain Model L.20S, 199	
c.c. A.M.C. 20S eng.	FE75
Sports Super Swift Model	
M.25S, 250 c.c. Villiers 4T	
Twin-eng.	F75
Trials Commando Model	
M.25T, 246 c.c. Villiers	
32A eng.	F75
Cotswold Scrambler Model	
M.25RS, 247 c.c., Villiers	
Starmaker	+ FE275

+ Available on Export Market only.

MAKE & MODEL PLUG

J.A.P.

S.V. to 1350 c.c. except	
500 c.c. Twin	M50
O.H.V. models, 14 mm	F75
O.H.V. models, 18 mm	M60

JAWA-CZ

500 c.c.	FS50
1954 on 90 c.c. 125 c.c.,	
150 c.c.	F75
175 c.c.	F75
200 c.c., 250 c.c., 350 c.c.	F75
Other 14 mm Models	F50

KAWASAKI

85J1, 85J1T, 85J1TR,	
125B8	FS70
120C2, 125B8M, 150B8S,	
175F1TR, 175F1, 175F2,	
85J1	F75
250A1, 250A1SS, 350A7,	
Avenger	F80
650W1, Commander	FE75

MAICO

M125, M126, M150, M151,	
M153, M175, M175-1, M200	F75
M175-S11, M200-S11,	
MB200, M250-S	F80
M175-SS	F220
Blizzard M250-S1, M250-S11,	
M277-S	F75
Taifun-350 and -400	F80
Gelande-Sp (trials) - 175,	
250, 277	F220
Mobil MB-151, MB-175	F70
Mobil MB-200	F80
Maicoletta-175, -250, -277	F80
Wiesel-50	F75
F100 (Famo 98 engine)	M30
F100 (Famo 98 M50 engine)	M50
Typhoon Scrambler	F80

MASERATI

125/T2, 124TV22, L160T4	
75/T2	F75
250/T4	FE70

MATCHLESS

1964 on G3C Maestro, G3C	
Trials	FE75
1964 on G80 Major, G12	
Maestic	FE75
1964 on G15, G15CS,	
G15CSR, P11A	FE125P
G3 Mercury, G12 CSR	
Monarch	FE80
G2 CSR Monitor Super	
Sports	FE80
S.V. Models 14 mm	F50
1946 350 c.c.	F50
1946 500 c.c.	F75
1947-49 All models Cast-	
Iron Heads	F75
1950-64 All models Alloy	
Heads except Scramblers	
and Racers	FE70

MAKE & MODEL PLUG

M.M.

51AS, 54A, CTS Spinta	FE80
51AS Spinta	FE100
500VL, CT, 51A	FE75
Motocarro	F80
47D	F80
47A, 47C	F70
47AS	F100

MONDIAL

48, 125, 160, 175	F75
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MONTESSA

D51	F50
Brio 80-Sports 125 c.c.	F80
Brio 80, 125 c.c.	F75
Brio 90, 125 c.c.	F80
Impala Sport	F80

MORINI

125T & S, 175T, Briscola	F80
175 G.T., 98 4T	FE80
175 Settebello, Re Bello	FE100

MOTOBECANE

Velomoteur	F50
S.V. 14 mm	F50
Other models 14 mm	F75
350 c.c. 2 cyl. long reach	FE80

MOTO-GUZZI

Galletto-Airone N	FS50
Airone Sports, Falcone	F80
Astoria, Super Alice	FS50
Aldette Egretta Airone	
PE250S, V, GTV	M60
Alice GTW, moto chassis R.3	
wheeler	M75
Zigolo, Cardellino	F75
Lodola, Stornello	FE70
Galetto 175	FE50

MOTO-MORINI

125 c.c., 175 c.c.	FE75
Gyromat	FE70
SA, S5, F2, 3M, 3MK, 3MV,	
4MP	F80
3M/SS, 3CV, 4MP/V	
4MP/S, 4MP/SV	F100

M.V. AUGUSTA

83 c.c., 99 c.c.	F80
125T, 150T	F70 or FA70
125S, 150S, 175, CS	F80
175CST, L	FE50
235 c.c.	FE75

NORMAN

Anzani Engs.	F75
Others - See Villiers Engs.	

NORTON

All S.V. 18 mm	M80
Model 16H, 500 c.c. s.v.	FE70
Big Four 596 c.c. s.v.	FE70
Model 18 490 c.c. o.h.v. - 30,	
40 Cast Iron	F75
30, 40 Alloy	FE80
ES2, 88, 7, Cast-Iron	F75
ES2, 88, 7, 99 Alloy	FE70
19R, 19S, 50, 77, 500T	FE70
650 Dominator, 650 Mercury	FE75
1964-on, all model except	
Atlas	FE75
Atlas 750 c.c., Commando,	
P11A	FE125P

All Spark Plug Gaps should be set at .020" (.50 mm.) unless otherwise stated.



MAKE & MODEL	PLUG
N.S.U.	
25 10SL	F75
Fox, Super Fox 125 c.c., Super Lux 200 c.c., Max 250 c.c., Super Max 250 c.c., 300 (OHC)	F75

PANTHER	
60, 65, 70, 75, 100, 100S and 120S	F70
Stroud, Mk.II and Mk.III ..	F70
10/3, 10/4, 25, 35, 45, 50, 120	F75

PARILLA	
125, 150	F75
125S, 175S, 250S	F80
98, 250T	F75
250C	FE80

PEUGEOT	
150 c.c., P155, P156	F70
175 c.c.	F50
250 c.c. 2 cyl. 256	F75
175 c.c. 176 Grand Sport ..	FE80

PUCH	
60 c.c., 125 c.c., 175 c.c., 250 c.c.,	F75

RABENEICK	
LM100E (Famo 98 engine)	M30
LM100E (Famo 98 engine)	M50
KM100	M60
SM125, SM175	F75
SM150	M80
SM500	F70
Binetta (47 c.c. Sachs engine)	F75
Also see Ilo Engines	

ROYAL ENFIELD	
350 c.c. Clipper and G, 248 c.c., Clipper and Crusader and J2 500 c.c., 248 c.c. Olympic	F75
Continental, Continental G.T.	F80
Ensign, R.E. Prince	F50
350 c.c. Bullet, 500 c.c. Bullet —	
1/4" reach	F75
1/2" reach	FE70
Meteor Minor Sports	FE70
Super Meteor, Meteor Minor 1/2" reach	F75
3/4" reach	FE70
700 c.c. Meteor Twin, 500 c.c. Twin 1/2" reach	F75
700 c.c. Constellation	FE70
Trials Works Replica	F75
249 c.c. Turbo Twin	F80
736 c.c. Interceptor	FE75

SAROLEA	
Simoun	F80
Model AS, 350 c.c. s.v.	F50
T. Shoco, 500 c.c.	M50
B35, 50BL, Sports and Vedette, 350 c.c. o.h.v. ..	F80

MAKE & MODEL	PLUG
SAROLEA /Cont	
T6 Tourist, 50T6, 50TL6 ..	F50
S6 Super Sport 50, SL6, 600 c.c., o.h.v. & s.v.	F70
50LW Bluebird, 125 c.c.	F75

SUZUKI	
50 c.c. M15, M15D	FS100
M12 Super Sport	FS100
30 c.c. K10, K11 Sport	FS100
125 c.c. 531	FS100
125/150 c.c., 530/532	FS100
250 c.c. T10 Twin	FS100
T20	F100
AS50, A100, T200, T500 ..	F100
All other models	FS100

TANDON	
Anzani Eng.	F75
Others — See Villiers Engs.	

TRIUMPH	
150 c.c. Terrier, T20, T20C, T20T, T20SL, Tiger Cub, T20SH, TR20, Trials Cub	F75
TS20 Scrambler	F80
3 T, 5T Speed Twin, 6T Thunderbird and TR5 Trophy, Cast Iron	F75
TR5 Trophy Alloy, TR5A, 6 T Alloy	FE75
T100, T110 Cast Iron	F80
T100, T110 Alloy, 21, 5TA, T100A, Bonneville, T120R, TR7A	FE75
Other O.H.V. models 14 mm S.V. models 14 mm except TRW	F50
Tiger 90	FE75
T150 Trident	FE80
TR6, T120 to 1968	FE75
TR6, T120 1968 on	FE80
Saint 650 c.c.	FE80

Grand Prix and T100C racing models—
Recommendations on request
according to tune and fuel.

VELOCETTE	
G.T.P. 250 c.c. 2-stroke	F75
M.O.V. 250 c.c. o.h.v.	F75
K.S.S. 350 c.c. Mark II	FE70
M.A.C. 350 c.c. Cast Iron Head	F75
M.A.C. 350 c.c. Alloy	FE70
M.S.S. 500 c.c. Cast Iron Head	F80
M.S.S. 500 c.c. Alloy	FE70
Viper Sports, Viper Clubman, Venom Special, Venom Sports (.025") (.65 mm.) ..	FE75
Viper, Special, Venom Clubman, Venom Endurance, 350 Scrambler, 500 Scrambler and Vee-line models	FE80
LE, Valiant, Vogue (.025") (.65 mm.)	T90
Viceroy	FE70
Venom Thruxton	FE80

MAKE & MODEL	PLUG
VILLIERS ENGINES	
75 c.c. Mk.7	F20
75 c.c. Mk.7/1	F50
98 c.c. Junior	F50
98 c.c. Mk.1F	F75
98 c.c. Mk.2F	F75
98 c.c. Mk.4F	F75
98 c.c. Mk.6F	F75
122 c.c. Mk.10D	F75
122 c.c. Mk.11D Comp.	F75
122 c.c. Mk.12D	F75
122 c.c. Mk.13D	F75
122 c.c. Mk.8D, 9D	F75
147 c.c. Mk.8C	M50
147 c.c. Mk.24C	M60
147 c.c. (Mk.24C) Invalid Carriage	M60
147 c.c. (Mk.26C) Invalid Carriage	M60
147 c.c. Mk.29C	F80
147 c.c. Mk.30C Fan cooled	F80
148 c.c. Mk.31C	F80
148 c.c. Mk.12C	ML30
172 c.c. Sports	ML30
173 c.c. Mk.2L, 3L	F80
197 c.c. Mk.6E	F80
197 c.c. Mk.7E	F80
197 c.c. Mk.8E, 10E, 11E ..	F80
197 c.c. Mk.9E and 35F, 45F	F80
225 c.c. Mk.1H	F80
246 c.c. Mk.2H	F75
246 c.c. Mk.31A, 32A, 31A/ 3S, 31A/4S	F80
246 c.c. Mk.33A, 34A, 36A ..	FE80
249 c.c. Mk.2T Twin, 35A, 37A	F80
249 c.c. Mk.14A, 17A, 18A ..	ML30
324 c.c. Mk.3T Twin 4T Twin	F80
353 c.c. Mk.28B	F80

VINCENT (HRD)	
Black Shadow	FE70
Rapide	FE50
Comet, Meteor, Lighting Prince, Knight, Victor	FE70
Grey Flash 500 c.c.	FE80

YAMAHA	
Standard YE, YDS-1, YL-1E, YA-5, YA-6	F75
YA-1	FS50
YA2-3, MF2K, MF3D, MJ-2, U-5, YF1, YG-1, MG-1T, YA-6, YG-1K, YDT-1, YL-1, YGS-1, YL2, YL2-C, YCS-1, YJ1, U7, YG-1TK, YG-1SK, YDS-1T	F80
YD3, YM-2C, YR-1, YJ-2, YDS-3, YM-1, YDS-2, YDS-5, YDS-3C, YDS-6	F80
YASI	F265*
TDI Racer	FE275*

ZUNDAPP	
18 mm,	M60
KS50, KS75, KS100, 600/ 601 and 601 Sport	F80
K500, DBK200, 250	F50
DB200, 201, 202, Norma, Luxus, Komfort, Elastic ..	FS75
200, 200S, Combinette	F75

*Export only

All Spark Plug Gaps should be set at .020" (.50 mm.) unless otherwise stated.



SCOOTERS and MOPEDS

MAKE & MODEL	PLUG
A.B.G.	F50
ACHILLES	
Lido	F70
AGUSTA	F75
A.J.W.	
48 c.c.	F75
ALBATROSS	
Scooter 225 c.c.	F80
Scooter 250 c.c.	F75
ALCYON	
Models 20, 22, 23Z	F70
Model 21 125 c.c.	
(A.M.C. Eng.)	F75
Model 19 175 c.c.	
(A.M.C. Eng.)	F75
250 c.c. O.H.V.	
(A.M.C. Eng.)	F80
98 c.c. Cyclomoteur	
(V.A.P. Eng.)	F50
175 c.c. (Surcher Eng.)	F80
350 & 550 c.c. Models	F80
Velomoteurs 62 & 63	F50
S.V. Models using 18 m.m. Plugs	M50
ALMA	
125 c.c. & 175 c.c.	F50
ALPINO	
98 c.c.	F75
48 c.c. Models F, T, R	F75
75 c.c. & 125 c.c. Scooters	F75
75 c.c. & 200 c.c.	FE75
A.M.C.	
Mustang	F80
A.M.I.	
Scooter	M60
A.M.O.	FS20
AMSTEL	F75
ANKER	
Ankermatic	F75
APOLLO MOTORETTE	
Motorette 80 c.c.	F50
55L, 58L	F50
68F, 68F2, X1	F50
Z1, Z3, Z5	F50
Z7, Z9, Z11	F50
Biet	M30
Mopeds Z & X	F50
ARDITO	
48, 75	F50
AUBIER-DUNE	
100 125 c.c.	F50
AUTOMOTO	
49 c.c., 100 c.c.	F50
125 c.c. Sports	F50

MAKE & MODEL	PLUG
AUTOPEDE	F50
AUTOVAP	
Moped	F50
AVADA	F70
AVARDS	F70
BANTAMOTO	FE50
BATAVUS	F70
BENELLI	
49 c.c. G.T. Moped	FE80
49 c.c. Scooter & Leoncino	
4T	FE80
52 c.c. Scooterino	FE80
BERINI	
M35, M35S	F80
M36	F80
M23	F50
M19, M21, M22	F70
26 c.c. & 32 c.c.	F75
BERNADET	
Scooter	F75
BIANCHI	
45 Aguilotto	F50
Falco	F75
78 c.c. Scooter	F75
Berina 125 c.c. Scooter	F75
Orsetto 50 c.c.	F80
BINETTA	F75
BINZ	
47 c.c. Scooter	F50
BOND	
P1, P2, P3, P4 Scooter	F80
BOWN	
98 c.c. Moped 50	F75
BREDA	
65	F50
BRIERN	
175 c.c.	F75
BRITAX	
48 c.c. Cucciolio	F75
B.S.A.	
Dandy 70 c.c.	F75
Sunbeam B1, 175 c.c.	F80
Sunbeam B2, B2S, 250 c.c.	
(Gap .025") (.65 mm)	F75
Beagle	T90
CAPITANO	
Moped	F80
CAPRI	
50, 70, 80, 98	F75
100, 125, 150	F75

MAKE & MODEL	PLUG
CAPRIOLO	
124	F75
75 Normal	F75
75 Sport	F80
Centro 50	F70
Capriolo	F80
CAPRONI	
Vizzola Cavilux, Cavimax	F80
CARNIELLI	
48, 65, 125 c.c.	F75
CAZENAVE	
48 c.c.	F50
CACCATO	
48 Romeo, 75, 98	F70
CENTRO	
49 c.c., 75 c.c.	F75
CIMATTI	F70
CLAEYS	
Majestic	F80
Vedette	F50
CLUA	
49 c.c.	F75
COMET	
BP40	F50
63 c.c.	FE50
CORGI	FE70
CSEPEL	
100 c.c.	F50
CYCLEMASTER	F50
CYCLEMATE	F50
CYCLEX	F50
CYCLONETTE	F50
CYRUS	F70
DAYTON	
Albatross	F80
Fiamenco Continental	F75
DELIUS	
YM100S-K	M60
Cityfix (Famo 98M50 Eng.)	M50
Cityfix (Famo 98)	M30
Elitex Standard (Lutz M58 Eng.)	F20
VM150	M50
DEMM	
49 c.c. Moped	F75
DERBI	
Scooter	F75
DERNY	
48 c.c. & 65 c.c.	F50
DIESALLA	
Moped	F50

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MAKE & MODEL	PLUG
D.K.R.	
148	F70
173, 197	F80
Dove, Pegasus, Defiant ..	F75
Manx, Capella	F75
D.K.W.	
Hobby 74 c.c. & 50 c.c.	F75
D.M.W.	
Bambi	F75
DOT-VIVI	
Moped, Racer	F75
Scooterette	F75
DUCATI	
55E, Puma de Luxe	F75
250 Davtona, 200 Super Sport ..	F80
200 Gran Turismo, 80 c.c., 48 c.c.	F80
DUCBOCK	F75
DUNLET	
49 c.c. Moped	F50
DUNKLEY	
Whippet, Sports, Popular, S65	F50
DURKOPP	
Diana, Diana Sports ..	F80
Durkopp	F80
Dianette Moped	F75
E.M.C.	
125 c.c.	F50
EMPO	F70
EXCELSIOR	
Autobyk 14 mm., Monarch ..	FE70
Scutabyke	F75
Golden V	F80
Minor	F70
EYSINK	F70
FERBEDO	F75
FITCHEL-SACHS	
47 c.c. Mopeds	F75
Sachs 50/3LKH, 50/3, 50/4LKH	F80
Sachs 100/3A, 175, 200 ..	M60
FITMOTOR	F50
FLANDRIA	
Majestic, King, Sporta ..	F80
Vedette, Velocette	F50
FLINK	F50
F.N.	
T52, 49 c.c.	F75
125T, 50 Scooter	F75
FONGERS	F70
FUCHS	F50
FURETTO	
Scooter	F50

MAKE & MODEL	PLUG
GALETTA	F50
GARELLI	
70 c.c., 95 c.c., 94 c.c.	F75
Monaco, Como	F75
38 c.c., 49 c.c.	F50
Garellino	F50
GAZELLE	F70
GENIAL	
Lucifer	F50
GERMAAN	F70
GILERA	
49 c.c., G50 Scooter	F75
GILLET	
Rene 100	F50
125 c.c. Scooter	F50
GIMA	
125 c.c. & 175 c.c.	F75
GNOME & RHONE	
125 c.c.	F80
GOGGO (GLAS)	
125, 150, 14 mm.	F80
125, 150, 18 mm.	M60
200, 200 Luxus	M60
Goggo 123 c.c.	
(MG125V Eng.)	M60
Goggo 147 c.c.	M60
(MG150V Eng.)	M60
Goggo 198 c.c.	
(MG200V Eng.)	M80
GORICKE	F75
GUILLER	
48 c.c. & Scooter	F50
GUZZI	
65 c.c.	FS50
49 c.c. Dingo	F70
HALLEIN (H.M.W.)	
MW 50 c.c., MW 75 c.c.	F75
75E, 75G	F75
50N3SG	F80
50N3, 50NS, 50HI	F50
HEINKEL	
125 c.c. Scooter	F75
150 c.c., 174 c.c. Tourist ..	F75
Perle 49 c.c. Moped	F80
HERCULES	
Grey Wolf 49 c.c.	F75
Corvette	F75
Her-cu-Motor Mk.I & Mk.II ..	F50
HERVO	F70
HOFMANN	
Vespa	F75
HONDA	
50 c.c. Models	T90
HUSQVARNA	
Novelette	F50
50 c.c. HVA	F75

MAKE & MODEL	PLUG
ILO	
48 c.c.	F75
I.S.O.	
Isomoto, Milano	F80
ITOM	
Astor Competition	F75
Astor Super Sports	F75
Astor	F50
50 c.c. Junior, Esperia	F50
JAMES	
A.M.C. Engines	FE70
JAWA	
Robot 99 c.c.	F50
Cezeta 172 c.c.	F50
550 49 c.c., 555	F75
05, Manet	F75
M20, Tartan 125	F75
JAWETTA	F75
J.B. MOTORS	
48 c.c.	F50
JEANETTE	
Scooter	F50
JONGHI	
100 c.c., 125 c.c.	F50
JUNCKER	F70
KERRY	
Capitano	F80
KIEFT	
215 (K50) 40 c.c.	F50
Prior 200 c.c.	M60
KREIDLER	
All Models	F80
K.T.M.	
Rotax Motor	F75
LAVALETTE	
40 c.c., 60 c.c.	F75
100 c.c., 125 c.c.	F75
LAMBRETTA	
1946-47 Model A	F50
1948-51 Models B, C, 4C ..	F75
1952 on Models D, FD, LD, E ..	F80
1952 on Models LDA, LDB & Moped	F80
TV175, TV200	FE75
All Models 1959 on	FE75
LAVERDA	
75T	F50
75S, 200 c.c., 60 c.c. Scooter ..	F75
LEOPARD	F75
LE POULAIN	F50
LEVIS	
80 c.c.	F75



MAKE & MODEL	PLUG
LOCOMOTIEF	
B8, B9	F70
B10, B11, B12	F50
Sachs Motor	F70
Berini M23 Motor	F50
LUTZ	F50
MAGNEET	F70
MAGNET DEBON	
50 c.c., 100 c.c.,	F50
125 c.c. & Scooter	F50
MAICO	
Wiesel Moped	F75
Maicomobil, Maicoletta	F80
MALAGUTI	F75
MANURHIN	
74 c.c.	F75
MARS	
Sachs 50 c.c.	F75
Stella 175	M60
98S, 98J (Famo 98 Eng.)	M30
98S, 98J (Famo 98 M50 Eng.)	M50
M.A.S.	
175 Zenith	F70
125 Stella Alpina	F70
175 Sport	F80
125 S	FE75
MERCURY	
Mercette 48 c.c.	F50
Whipple 60	F50
Hermes 49 c.c., Dolphin, Phippen	F75
MESSERSCHMITT	
Kabinen Scooter	M60
MINARELLI	
Kapitano	F80
48 c.c., 75 c.c.	F75
MI-VAL	F75
MONARK	
M50, M55, M57	FS20
M10, M20, M40, M41, M42	F50
M45 (JB), M56, M56F	F50
M24, M31, M32, M33, M34	F75
M34F, M35, M36, M38	F75
M60, M61, M62	F75
MOSQUITO.	
38, 48, BMG, 49	F50
MOTOBECANE	
Mobyette, Moby Scooter	
125 c.c. (Gap .016")	
(.40 mm)	F75
D45, Mobymatic, Standard (Gap .016") (.40 mm)	F75
Luxamatic, All 49 c.c. Models (Gap .016")	
(.40 mm)	F75
1.5 H.P., 2.5 H.P. (Gap .016") (.40 mm)	F75
Z22, Z23, Z46, Z56 (Gap .016") (.40 mm)	F75
L4C, 147 c.c. (Gap .016")	FE70
(.40 mm)	FE70
Cady (Gap .016") (.40 mm)	F55P

MAKE & MODEL	PLUG
MOTOBI	
48, 98, 125	FE70
MOTOM	
48 c.c.	F50
MUSTANG	F50
M.V.	
425 (13M) 4M	F75
Chicco 150 c.c.	FE70
Autobyk 14 mm	F75
NORMAN	
98 c.c. XF	F75
Nippy & Lido (Villiers Eng.)	F80
Nippy & Lido (Mi-Val Eng.)	F75
Nippy & Lido (Sachs Eng.)	F75
Nippy & Lido (Motobecane Eng.) (Gap .016") (.40 mm.)	F75
N.S.U.	
Prima 150 c.c., 175 c.c.	F80
Quickly, Quick 50	F75
Lambretta	F80
N.S.V.	
50 c.c. Nanni	F50
N.V.	
Automoped, Mopedscoter	F50
70 Hobby	F75
80 Progress	M60
OSCAR	
125 c.c.	F75
197 c.c.	F80
PACHANCHO	F50
PALOMA	
49 c.c. Minor, Dasi, Pal	F75
PANTHER	
Princess	F75
PARILLA	
48 c.c.	F50
125 c.c.	FE70
150 c.c.	FE80
PEUGEOT	
Scooter S57C, 125 c.c.	F75
49 c.c., Birba, Leopard	F50
PHANOMEN	
Bob, 100 c.c., Ahoi, 125 c.c.	M50
Model 71, 123 c.c.	M60
Model 72, 98 c.c.	M50
Model 78, 173 c.c.	F80
PHILLIPS	
Rex Eng.	F75
Motobecane Eng. (Gap .016") (.40 mm)	F75
Villiers Eng.	F80
PIATTI	F75
PIROTTA	
43 c.c., 49 c.c., 75 c.c.	F50
PONETTE	F50

MAKE & MODEL	PLUG
PUCH	
Scooter & Moped	F75
RALEIGH	
Moped Mk.I	F80
Roma, Wisp	F75
Supermatic, Ultramatic	F75
Automatic Runabout	F75
R.A.P.	F75
REX	
FM31, FM34, FM40	F50
FM50, Luxus	F50
504 VII, Standard	F75
Luxus VI, Luxus VIII, X, XX, 17	F75
RIEDEL	
R100	F70
Till, 150 c.c.	F70
Scooter 150 c.c.	F75
RHOR	
Rolletta	M60
ROTAX	
125	F75
ROYAL ENFIELD	
Fantabulus	F80
ROYAL NORD	F70
RUMI	
Tiposport 125 c.c.	FE80
Little Ant, Standard	FE70
Squirrel	FE70
200 c.c. G.T.	FE80
SAFARI	F75
S.E.R.	
49 c.c. Moped	F50
SERWA	
Cvciemotor	F50
SIMPLEX	
11, 12, M23	F50
S7, S8, S9, S14	F70
SOLIFER	
Super Sport	F75
SOLEX	F20
SPARTA	F70
SUPERIA	F70
SUZUKI	
Suzy 50	FS100
Suzy Mk.II	F80
TALBOT	
Moped	F50
TEAGLE	
49 c.c.	F50
TERROT	
100 c.c. & 125 c.c. Scooters	F75
48 c.c.	F50
VM 53	F75

All Spark Plug Gaps should be set at .020" (.50 mm) unless otherwise stated.



MAKE & MODEL	PLUG
TESTI	F70
TORPEDO	
48 c.c. Moped	F50
TRIUMPH	
Tigress TS 11, (Gap .025") (.65 mm)	F80
Tigress TW2, TW2S, 250 c.c. (Gap .025") (.65 mm)	F75
Tina 100 c.c. Short Reach (Gap .030") (.75 mm)	F75
Tina 100 c.c. Long Reach	FE70
T10 Automatic	FE70
T.W.N.	
Fips	F50
Contessa & Tessy	F80
TYPHOON	F70
UNION	
Sachs Eng.	F70
Pluvier M23	F50

MAKE & MODEL	PLUG
V.A.P.	F50
VELOCETTE	
Viceroy 250 c.c.	FE80
VESPA	
Grand Sports Models 1M, 2M, 3M, 4M	FE70
VS5, 160GS, Messerschmitt 180SS	FE70
All other 125 c.c. & 150 c.c. Models	F75
90, 90SS, Vespino	F80
Sportique, Primavera	F75
Ciao Moped	F50
38 c.c.	F50
VICOPED	
38 c.c.	F50
Lyx 48 c.c.	F50

MAKE & MODEL	PLUG
VICTORIA	
Vicky 1, 2	F50
Vicky 3, 4	F75
Tory, Nicky, Peggy	F75
Precosia, Avanti-K	F75
VINCENT	
Firefly	F50
YAMAHA	
MJ2 (Gap .025") (.65 mm)	F80
MF2K, U5, U7	F80
U5A, U7A	F80
YDRAL	
125 c.c., 175 c.c.	F75
ZUNDAPP	
KS75	F100
Bella 150, Bella 200	F75
Falconette	F70

All Spark Plug Gaps should be set at .020" (.50 mm) unless otherwise stated.

GO-KARTS

MAKE & MODEL	PLUG
ASPERA	
AH58, AH81	FS75
BRIGGS & STRATTON	
6BS	FS75
BULTACO	
125, 175	*F285
CLINTON	
A40 E65, A400, A490, GK590, 990	FS50
CONTINENTAL	
AU85	FS75
GUAZZONI	
Guazzoni	*FE285
GARELLI	
70-90 c.c.m.	*F265
38-49 c.c.m.	F75
HOMELITE	
All models	FS100
KOHLER	
K91	FS75

MAKE & MODEL	PLUG
KONIG	
K91	*F285
LAUSON	
H25	FS75
LAVALETTE	
Lavalette	F80
LIBERIA	
Liberia	FS75
MONTESA	
100, 125	*F285
PEUGEOT	
BB	F80
POWER PRODUCTS	
AH.51, AH.82	FS100
AH.61 (Bushing engine)	FS100
AH.61 (Std. & Super engines)	F100
AH.58 — $\frac{3}{8}$ " reach	FS100
Other $\frac{1}{2}$ " reach models	F100
RUMI	
100, 125 c.c. TT	FE80

MAKE & MODEL	PLUG
SOLO	
Solo	FS100
STANDON	
XM-82	FE80
XM-62	FS100
STIHL	
Stihl	F80
VAP	
Vap	F80
VILLIERS	
Villiers	F100
WEST BEND	
390	FA70
510, 580, 580V5, 645, 700, 700V5	FS100
610, 820, 61001, 61002, 82001, 82002	F100
WISCONSIN	
Wisconsin	FS75
YDRAL	
Ydral	F75
ZURCHER	
Zurcher	F75

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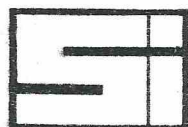
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F75	L7, L85, L86	AE3	HN
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*F65P	L87Y	AE32	HNY
FE50	N8	AG5	CLNH
*FE55P	N11Y, UN12Y N12Y	AG42	CLNY
FE70	N6, N5, N84	AG4	HBLN
FE75	N4, N88	AG3	HLN
*FE65P	N9Y, N10Y	AG32	HLNY
*FE125P	N6Y, N64Y N7Y	AG22	2HLNY

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