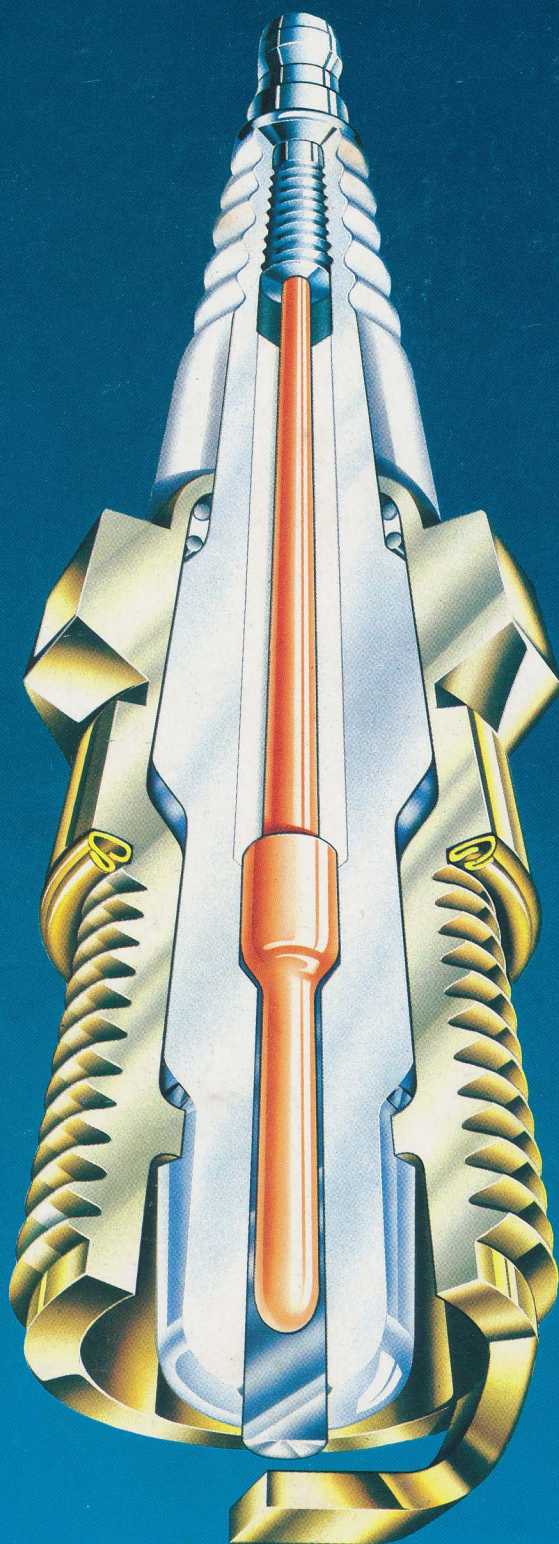


NGK

SPARK PLUGS



MOTOR CYCLES

1983-1984

NGK wide range spark plugs

WIDE HEAT RANGE. A wide heat range spark plug is more flexible. Performs equally well in a hot or cold engine, under stop and go city driving or fast motorway cruising.

Different engines require different kinds of plugs. Engines that tend to run hot need cold type plugs. Those that run cold demand a hotter type. The specific plug for any engine is determined by the plug's *heat range*. That is, the minimum and maximum temperatures between which the plug will offer optimum performance.

The heat range in NGK Plugs is wider than ordinary plugs. So they are suitable for both high speed and low speed driving. Compared with conventional plugs of the same pre-ignition rating, they have more resistance to fouling. And, compared to ordinary plugs with equal anti-fouling resistance, NGK Wide Range Spark Plugs have a higher pre-ignition rating.

NGK'S "HEART OF COPPER". Copper wire used in place of the silver cores in conventional plugs is the secret of NGK's Wide Heat Range.

Copper's superior heat conductivity dissipates heat quicker. Cools the electrode tip and insulator tip. Prevents hot spots on the firing tip that could cause pre-ignition.

Increased heat resistance does not affect fouling resistance, which is primarily determined by the insulator nose length. The longer the nose, the more susceptible it is to heat and the more free from fouling.

By raising the pre-ignition rating with the high conduction copper and leaving the insulator nose long, NGK produces the Wide-Range Plug. One that meets the broad thermal requirements of engines under high and low RPM conditions.

This catalogue lists only motorcycles imported into or manufactured in the U.K., and is to be used as a guide. Different driving conditions and/or engine conditions may require a hotter or colder spark plug. This catalogue is effective from June 1983 and supersedes all previous catalogues.

	Normal	V Plug	Gap mm
AJS			
FB250 Trail	B8EG	B8EV/B8EGV	0.5
FB300 Trail	B8EG	B8EV/B8EGV	0.5
RD250 Moto-Cross	B8EG	B8EV/B8EGV	0.5
RD 300 Moto-Cross	B8EG	B8EV/B8EGV	0.5
RD 250 Enduro	B8EG	B8EV/B8EGV	0.5
RD 300 Enduro	B8EG	B8EV/B8EGV	0.5
Y4, Y5 Stormer	B8EG	B8EV/B8EGV	0.5
ARMSTRONG—CCM			
1972-9 MotoX 4 stroke 2 valve all models	B8EG	B8EV/B8EGV	0.5
1979-81 MotoX 4 stroke, 4 valve all models	B8EG	R017-8	0.5
1978 Trials 350	B6ES	B6EV	0.5
1979-81 MotoX Hi-ro 250	B9EG	B9EV/B9EGV	0.5
1979-80 MotoX Hi-ro 125	B10EG	B10EV/B10EGV	0.5
1982 CMX 250, CMX 450	B8EG	B8EV/B8EGV	0.5
CMX 500 4 stroke	D8EA	D8EV	0.5
Trials CMT250, CMT 310	BP5ES	BP5EV	0.5
1983 CMX 125 L/C, CMX 250 L/C	B9EG	B9EV/B9EGV	0.5
CMX 486	B8EG	B8EV/B8EGV	0.5
ASPES			
125cc R80	B8EG	B8EV/B8EGV	0.5
BATAVUS			
Mondial	B6HS	B6HV	0.4
Stargio, Pronto	B7HS	B7HV	0.5
BETA			
125 Trial, 240 Trial	B6ES	B6EV	0.5
125 E6G, 125/250 Enduro	B7HS	B7HV	0.5
125 RC/E	BP8ES	BP8EV	0.5
B12 Compact	B9HS	B9HCV	0.5
125TS, 125 Scrambler	B9EG	B9EV/B9EGV	0.5
MX4S	B7ES	B7EV	0.5
MX4 (1/2" reach)	B6HS	B6HV	0.5
BENELLI			
3G2, G2 Elle, Motorella, 50 Cross	B6ES	B6EV	0.5
250 Super	B8ES	B8EV	0.5
Quattro 500, Sei 750/900, 354, 654	D8EA	D8EV	0.5
250 (4Cyl)	C7HS	C7HV	0.5
125 Roadster/Cross	B7ES	B7EV	0.5
BMW			
R100S, R100RS, R100RT, R100CS	BP7ES	BP7EV	0.6
R906, R90S, R65, R65LS, R45	BP7ES	BP7EV	0.6
R807, R80GS, R80ST, R80RT	BP5ES	BP5EV	0.6
R756, R757, R100, R1007	BP6ES	BP6EV	0.7
R606, R607, R50/5	BP6ES	BP6EV	0.7
BSA			
ER1K, Junior, Easy Rider ER1/ER2	BP6ES	BP6EV	0.5
Beaver, Brigand, Boxer	B6HS	B6HV	0.5
NVT models: Easy Rider ER1/2/4, Ranger	BP6ES	BP6EV	0.5
Rambler 125, Tracker 125	B9ES	B9EV	0.5
Rambler 175, Tracker 175, Trials 175	B8ES	B8EV	0.5
Victor, B50 Moto-Cross	B8EG	B8EV/B8EGV	0.5
BULTACO			
250, 350, 370 Pursang	B8EG	B8EV/B8EGV	0.5
125, 127, 250, 325, 340, 350 Sherpa T.	BP5ES	BP5EV	0.5
CAGIVA			
SST125, SXT125N, SX250N, SST250N, SX350, SST350N	B8ES	B8EV	0.5
WMX125/Silver Streak	B10EG	B10EV/B10EGV	0.5
RX125, RX250, MXR250	B9EG	B9EV/B9EGV	0.5
DUCATI			
500 Desmo	B6HS	B6HV	0.5
750 GT/Sport, 750SS	BP7HS	BP7HV	0.5
860 GT/GTS	B5HS	B5HV	0.5
900SS/SSD/S2/Hailwood Replica	B7HS	B7HV	0.5
900 GTS/Darmah	B6HS	B6HV	0.5
Darmah Sport	BP6HS	BP6HV	0.5
450, 350 Desmo/Sebring	B6HS	B6HV	0.5
250 Desmo/Monza/Sebring	B6HS	B6HV	0.5
500/600 Pantah	B6HS	B6HV	0.5
ENFIELD			
350 India	B7HS	B7HV	0.5
FANTIC			
Gran Turismo, Lei 50, Issimo (all models)			
Trial 125/200/240	B6HS	B6HV	0.5
Caballero 80, 80 Enduro, 175 Enduro, TX160/250/260/330, RSX80	B8EG	B8EV/B8EGV	0.5
Caballero 125, Cross 125, RSX 125	B9EG	B9EV/B9EGV	0.5
Trial 50	B7HS	B7HV	0.5
GARELLI			
Katia: MK, New 2 speed, New K11S	B7HS	B7HV	0.5
Noi: Pedal, MK, Matic, New Matic Mag	B7HS	B7HV	0.5
New KL50F, New Ciclone, New Record 50	B8ES	B8EV	0.5
New KL5V, New RG330	B9ES	B9EV	0.5
Bimatic/Concorde, M3K, VIP	B7HS	B7HV	0.5
Bat Baby, Mini Prix, Bat Boy	B6HS	B6HV	0.5
GILERA			
CBA	B5HS		0.5
Trial/Enduro 50, 50TS	B7ES	B7EV	0.5
125TG1, 125GR1	B8ES	B8EV/B8EGV	0.5
HARLEY DAVIDSON			
1340cc FXR, FXRS, FXB, FLCH, FLTC, FX, FXB, FXE, FXEF, FXEF-80, FXS, FXS-80, FXWG, FLH, FLHS-80, FLT	BPR5EA-L	BPR5EV	1.0
1200cc 1975-78: FLH, FX, FXE, FXEF, FXS	BPR5EA-L	BPR5EV	0.6
1978: FHH, FX, FXE, FXEF, FXS	BPR5EA-L	BPR5EV	1.0
1974: FL, FLH, FX, FXE, Super Glide, Duo-Glide			
Electra-Glide	BP5S		0.6
1000cc 1980/81 XLH, XLS	BPR6HS		1.0
1979 XLH, XLS	BP6HS	BP6HV	1.0
All models 1978	B6L		1.0
All models - 1977	B6L		0.7
2 stroke (Cagiva from 1979)			
SXT 125, SST 125, SS 175, SX 250, SST 250	B8ES	B8EV	0.6
SX 350, SST 350	B7ES	B7EV	0.6
HESKETH			
V1000	DR8ES		0.7

	Normal	V Plug	Gap mm
NORTON			
Commando	BP7ES	BP7EV	0.6
Atlas	BP8ES	BP8EV	0.6
OSSA			
250/350 Trial→1979	BP6ES	BP6EV	0.6
250 Trial 1981→350 Trial 1980→	BP5ES	BP5EV	0.6
250 Trial Works Replica 1981→	BP85ES	BP85EV	0.6
PEUGOET			
All 103 Series	B5HS		0.4
PUCH			
Maxi: 1 HP models	B4H		0.5
1.5 HP models	B5HS		0.5
2.0 HP models	B6HS		0.5
Monza 50, Ranger 50, X40	B7HS	B7HV	0.5
Magnum	B4H		0.5
RIVARA			
50cc: Bamby Velocital/Trial, Cangurino Trial	B7HS	B7HV	0.5
Cangurino Cross/Special	B8HS	B8HV	0.5
Leopard 4V	B8ES	B8EV	0.5
Leopard 6V	B8ES	B9EV	0.5
SANGLAS			
500S	BP6ES	BP6EV	0.6
400Y	BP7ES	BP7EV	0.6
SERVETA			
150 Special, 200 Jet, LI 125	B7ES	B7EV	0.5
SUZUKI			
50cc: TS50ER, ZR50LX1	BP6ES	BP6EV	0.6
CL50D, CS50D, FS50 Snp	BP4RH		0.6
RM50X	B7HS	B7HV	0.6
OR50E, TS50, GT50	BP6HS	BP6HV	0.6
FZ50 Suzy, FR50	BP4RH		0.6
A50, AC50, A50K, AP50, CM50, A50P	B8HS	B8HV	0.6
70cc: FR70	BP4HS		0.6
U70	B7HS	B7HV	0.6
80cc: FR80, FR80M	BP4HS		0.6
FR80N	BP6HS		0.6
RM80X	B8EG		0.6
RM80B	B7ES		0.6
RM80Z/D	B9EG		0.6
90cc: TS90, TC90	B8HS		0.6
100cc: GP100(U/X), TC100, TS100→1977	B8HS		0.6
TS100(ER 1978→	B8ES		0.7
A100, A100M	BP6HS		0.6
A100-3, AC100	B7HS		0.6
RM100X	B9EG		0.6
120cc: B100, B100P	B7S		0.6
TC125R	B7HS		0.6
B120M	BP7HS		0.6
125cc: GT125, TS125(A/B), GP125(N)	B8HS		0.6
RV125	B7HS		0.6
TM125, TS125(C,ERT,ER/X/Z/D)	B8ES		0.6
DR125, GS125D, CS125D	D8EA		0.6
RM125, RM125Z/D	B9EG		0.5
175cc: RM125X	B8EG		0.5
PE175→1978	B8EG		0.5
PE175X 1979→, PE175Z/D	B10EG		0.6
185cc: GT185, TS185→1977	B7HS		0.6
TS185(ERFX 1978→	BP7ES		0.6
200cc: GT200X5, SB200	B8ES		0.6
T200	B7HS		0.6
250cc: GSX250ET, GS250TT/EX/EZ	DR8ES		0.6
GT250X7, GT250 A/B/C, GT250N	B9ES		0.6
T250, GT250 (1/2" heads)	B7HS		0.6
GT250 K/L/M	B8ES		0.6
RM250Z/D, TM250, PE250→1978	B8EG		0.5
PE250 1979→	B9EG		0.5
TS250(ER/X/Z/D)	BP7ES		0.7
RL250	B7ES		0.6
RM250 (II,X), RH250	B9EG		0.5
PE250X	B10EG		0.6
300cc: T306, T305	B7HS		0.6
325cc: RL325	B7ES		0.6
350cc: T350	B7HS		0.6
370cc: SP370, DR370	D8EA		0.6
RM370	B9EG		0.5
380cc: GT380	B8ES		0.6
400cc: GN400	DR8ES-L		0.6
GN400T, SP400, DR400, GSX400(E/T/F)	DR8ES-L		0.6
TM400, RM400, GS400E	B8ES		0.6
PE400X	BR9EG		0.6
425cc: GS425EN	B8ES		0.6
450cc: GS450	B8ES		0.6
465cc: RM465(X/Z)	B8EG		0.5
500cc: GS500E	B8EG		0.7
TS00, GT500	B7HS		0.6
RM500D	B8EG		0.6
RE 5 (Rotary)	AG8FP		0.7
550cc: GS550(E,EX,LT,M,Katana), GT550	B8ES		0.6
GSX550ESD	DR8ES		0.6
650cc: GS650(GTX,GX Katana)	DR8ES-L		0.6
XN85 650 Turbo	DR8ES		0.6
750cc: GS750(E,GT750)	B8ES		0.6
GSX750ET	DR8ES-L		0.6
GSX750ESD	D8EA		0.6
850cc: GS850(GT,EN)	B8ES		0.6
1000cc: GS1000(E,H,ET,GT)	B8ES		0.6
GSX1000S	DR8ES-L		0.6
1100cc: GSX1100(ET/X/Z/S/ESD, SZ Katana)	DR8ES-L		0.6
SWM			
50TL, 80TL	BP5HS		0.4
125TLM, 320TLM, TL200, TL240, TL350	BP5ES	BP5EV	0.4
RS125GS/175GS/250GS/280GS/370GS/440GS	B9EG	B9EV/B9EGV	0.4
RS125MC, MC125 S2	B10EG	B10EV/B10EGV	0.4
RS250MC/400MC/440MC	B9EG	B9EV/B9EGV	0.4
TECNOMOTO			
TM80Z6, TM50Z4	B6HS	B6HV	0.5
TM50ZR, TM80ZR	B9EG	B9EV/B9EGV	0.4
TMX1, TR1, TC1, TMX2	B6HS	B6HV	0.5

	Normal	V Plug	Gap mm
TRIUMPH			
TR60 Thunderbird/Daytona, TR65 Thunderbird,			
TR77 Tiger Trail, T140E, T140D Bonneville, TSX4	B6ES	B6EV	0.6
TSX6, TSS	R017-8		
All other models triples (inc BSA, A75 and Rocket 3)			
and twins with 3/4" reach	B8ES	B8EV	0.6
VESPA			
Ciao Si, Bravo	BP5HS		0.5
100, P125X, P150X	B6HS	B6HV	0.5
P200E	B6ES	B6EV	0.5
50 Special	B7HS	B7HV	0.5
WESLAKE			
500 Speedway	R015-9/R017-9		
YAMAHA			
50cc: CA50	BP6HS	BP6HV	0.6
MA50, Passola SA50, QT50, LC50 Bop 2	BP4HS		0.7
V50MA	B6HS	B6HV	0.6
FS1E, V50FM, DT50M/MX, RD50M/MX,			
TY50M, U50/AD/C/E	B7HS	B7HV	0.6
Y250H	B9ES	B9EV	0.6
70cc: V70	B7HS	B7HV	0.6
80cc: PW/80K, V80	BP6HS	BP6HV	0.6
CV80	BP6HS		0.7
DT80MX, YZ80B	BP6HS		0.7
YZ80(H/K)	B8HS	B8HV	0.6
YZ80B, LB2-80 Chappy	B8HS	B8HV	0.6
YZ80 (1/2" head)	B7HS	B7HV	0.5
YZ80 (3/4" head), YZ80(C/D/E)	B8EG	B8EV/B8EGV	0.5
90cc: V90	B7HS	B7HV	0.5
100cc: DT100 (D/SD/E)	B8ES	B8EV	0.5
DT100B, RS100(B/X/DX/S)	B8HS	B8HV	0.5
DT100(C/X)	B7ES	B7EV	0.5
RS100P	BP6HS	BP6HV	0.5
YB100P	B7HS	B7HV	0.5
YB100M	B8HS	B8HV	0.5
YZ100H	B8EG	B8EV/B8EGV	0.5
YZ100K	B9EG	B9EV/B9EGV	0.5
125cc: RD125LC	BR9ES	BR9EV	0.7
RD125LC	BR8ES	BR8EV	0.6
RD125C, RD125 (1/4" heads)	B8ES	B8EV	0.6
RD125 (1/2" heads), AS3	B8HS	B8HV	0.6
RD125(C-DX, DX, D-DX)	B8ES	B8EV	0.6
AS1(C), AS2(C/J), YA7S	B9HS	B9HCV	0.5
DT125(E/ED/MX)	B8ES	B8EV	0.5
RS125(Z/DX)	B8HS	B8HV	0.5
RS125E, YA6	B7HS	B7HV	0.6
YZ125LC	B8EG	B8EV/B8EGV	0.6
YZ125H, IT125(H/J)	B9EG	B9EV/B9EGV	0.6
175cc: TY125	B7EV		0.6
DT175(E/MX)	B8ES	B8EV	0.5
IT175H	B7ES	B7EV	0.5
IT175H	B7ES	B7EV	0.5
CS1(C/E), CS2E, CS3E	B9EG	B9EV/B9EGV	0.5
200cc: RS200, RD200 (All models except B)	B8ES	B8EV	0.6
CS5E, RD200B (1/2" heads)	B8HS	B8HV	0.6
RD200B (3/4" heads)	B8ES	B8EV	0.6
CS3(B/E)	B9HS	B9HCV	0.5
250cc: RD250(D/LC)	B8ES	B8EV	0.6
RD250(E/F)	B9ES	B9EV	0.7
RD250 (1/2" heads), DS7, DS3, DS5-3	B8HS	B8HV	0.7
RD250 (3/4" heads)	B9ES	B9EV	0.7
YZ250H, IT250H	B9EG	B9EV/B9EGV	0.6
YZ250(E/F/K), DT250(E/MX), MX250	B8EG	B8EV/B8EGV	0.6
XS250(E/CW/SE/C), XT250, SR250S	BP7ES	BP7EV	0.7
TY250	B7ES	B7EV	0.6
DS5E, DS6, YD3, YDS5E	B9HS	B9HCV	0.5
350cc: RD350LC, RD350 (3/4" heads)	B8ES	B8EV	0.6
RD350 (1/2" head)	B8HS	B8HV	0.6
YPVS350	BR9ES	BR9EV	0.7
400cc: RD400(C/D)	B8ES	B8EV	0.6
RD400(E/F), DT400(E/MX)	B9ES	B9EV	0.6
YZ400(C/E), MX400, IT400	B8EG	B8EV/B8EGV	0.6
XS400(E/2-E/F)	BP7ES	BP7EV	0.6
425cc: IT425	B8ES	B8EV	0.6
465cc: YZ465H, IT465H	B8EG	B8EV/B8EGV	0.6
490cc: YZ490(J/K)	B8EG	B8EV/B8EGV	0.6
500cc: XS500E	D8ES/D9EA	D8EV	0.6
XT500(C/E), SR500E, HL500	BP7ES	BP7EV	0.6
550cc: XJ550	D8EA	D8EV	0.6
XT550	DR7ES	DR7EV	0.7
XZ550	DR8ES	DR8EV	0.7
650cc: XJ650T	BP8ES	BP8EV	0.7
XJ350, XS650(E/SE/Special)	BP7ES	BP7EV	0.6
XS2	B8ES	B8EV	0.6
750cc: XS750(C/D/E/SE), XV750SE	BP7ES	BP7EV	0.7
850cc: XS850	BP7ES	BP7EV	0.7
900cc: XJ900	BP8ES	BP8EV	0.7
1000cc: TR1/XV1000	BP7ES	BP7EV	0.7
1100cc: XS1100(E/S)	BP6ES	BP6EV	0.7

NOTES

SERIES OF NGK SPARK PLUGS FOR MOTORCYCLES

THREAD SIZE	HEAT RANGE	REGULAR TYPE	RESISTOR TYPE	V TYPE FINE WIRE ELECTRODE	RACING TYPE
10mm Reach 1/2" Hex 5/8"	HOT ↕ COLD	C6HSA C7HSA — C9H	CR6HS CR7HS CR8HS —	— C7HV — —	— — — —
10mm Reach 3/4" Hex 5/8"	HOT ↕ COLD	— — —	— — —	— — —	R015 8, R017 8 R015 9, R017 9 R015 10, R017 10
12mm Reach 1/2" Hex 18mm	HOT ↕ COLD	D5HS D6HA D8HA D10HS	DR5HS DR6HS DR8HS —	— D6HV D8HV —	— — — —
12mm Reach 3/4" Hex 18mm	HOT ↕ COLD	D6EA D7EA D8EA D9EA D10EA	— DR7ES DR8ES-L DR8ES —	— D7EV — D8EV —	— — — — R216 10
12mm Reach 3/4" Hex 18mm Projected Type	HOT ↕ COLD	DP7EA-9 DP8EA-9 DP9EA-9	DPR7EA-9 DPR8EA-9 DPR9EA-9	DPR7EV-9 DPR8EV-9 DPR9EV-9	— — —
14mm Reach 1/2" Hex 13/16"	HOT ↕ COLD	B4H B5HS B6HS B7HS B8HS B9HS —	BR4HS BR5HS BR6HS BR7HS BR8HS BR9HS —	— — B6HV B7HV B8HV B9HCV B10HV	— — — — — — —
14mm Reach 1/2" Hex 13/16" Projected Type	HOT ↕ COLD	BP4HS BP5HS BP6HS BP7HS	BPR4HS BPR5HS BPR6HS BPR7HS	— — BP6HV BP7HV	— — — —
14mm Reach 3/4" Hex 13/16"	HOT ↕ COLD	B4ES B5ES B6ES B7ES B8ES B9ES —	BR4ES BR5ES BR6ES BR7ES BR8ES BR9ES —	— — B6EV B7EV B8EV, BR8EV* B9EV, BR9EV* B10EV, BR10EV*	— — — — B8EGV, B8EG, BR8EG* B9EGV, B9EG, BR9EG* B10EGV, B10EG, BR10EG*
14mm Reach 3/4" Hex 13/16" Projected Type	HOT ↕ COLD	BP4ES BP5ES BP5EA-L BP6ES BP7ES BP8ES BP9ES —	BPR4ES BPR5ES BPR5EA-L BPR6ES BPR7ES BPR8ES — —	— BP5EV, BPR5EV — BP6EV, BPR6EV BP7EV BP8EV BP9EV BP10EV	— — — — — — — —

N.B. Racing Type Spark Plugs with colder heat ratings than shown above are available in all combinations of thread and reach. These plugs are unsuitable for road use. For further information contact UK Technical and Competition Department.

* Resistor

DESIGN SYMBOLS USED IN NGK SPARK PLUGS

First letter prefix for thread and hexagon size

Second & Third letter prefix for construction feature, except single prefix

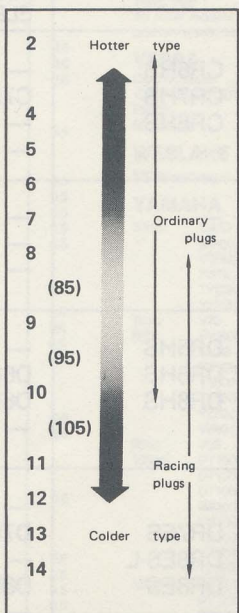
Heat rating number

First letter suffix for thread reach

Second letter suffix for construction feature, etc.

Letter	Thread size	Hexagon size
A	18mm	25.4mm
B	14mm	20.6mm
C	10mm	16.0mm
D	12mm	18.0mm
F	7/8"-18	23.8mm
G	PF1/2"-14	23.8mm

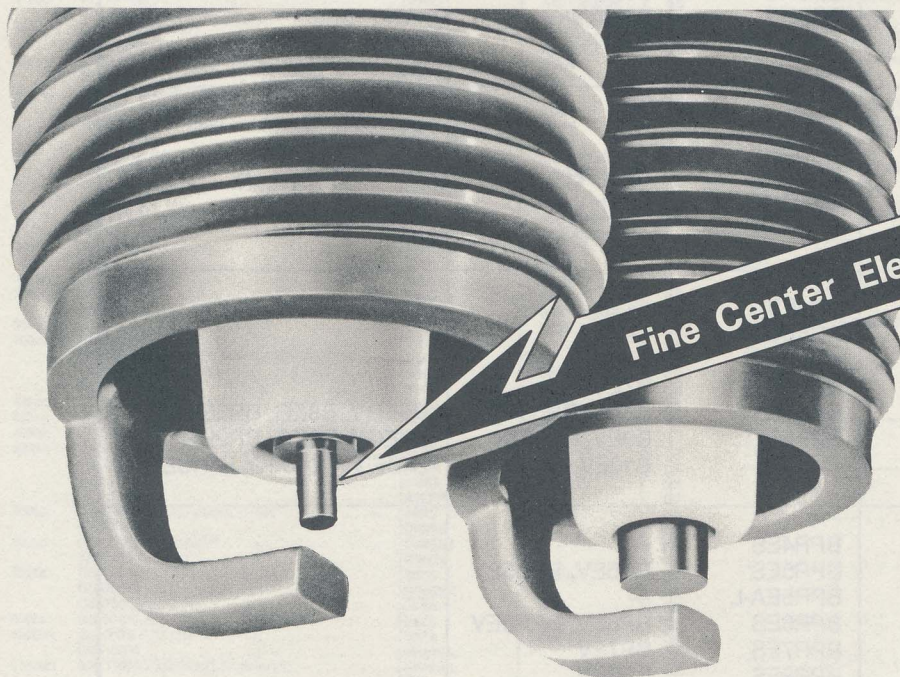
Letter	Construction feature
B	Hexagon size 20.6mm
C	Hexagon size 16.0mm
G	Hexagon size 23.8mm
L	Compact type (Shorty)
M	Compact type (Bantam)
P	Projected insulator nose type
R	Resistor type
S	Shielded type
U	Surface discharge type



Letter	Thread reach
	12.0mm (thread dia.-18mm)
	9.5mm (thread dia.-14mm)
None	22.5mm (thread dia.-PF1/2"-14)
	16.0mm (thread dia. 7/8"-18)
L	11.2mm
H	12.7mm (Racing type 12.5mm)
E	19.0mm (Racing type 18.0mm)
F	Conical seat type
A - F	10.9mm
B - F	11.2mm
BM - F	7.8mm
BE - F	17.5mm

Letter	Construction feature, etc.
A	Specials
B	Special plug for Honda vehicles
C	Competition type
GV	Racing plugs, center electrode of precious metal
N	Racing plugs, nickel electrode
P	Racing plugs, platinum ground electrode
R	Shielded resistor plugs
S	Copper core center electrode (Super)
V	Center electrode of precious metals
W	Tungsten electrode
X	Series gap plugs
Multiple ground electrodes type	
K	2
M	2
T	3
Q	4
Others	Except for above letters, there are special plugs of L, Z, etc.

(* Standard regulation is drawn here. There also exist a few extraordinary symbols.)



NGK

V

PLUGS

NGK V-Plugs are proven performers.

They are factory-installed in many motorcycles.

Their featured thin centre electrode made of precious metal resists corrosion and ensures a long service life. With less than half the diameter of ordinary plug electrodes V-Plugs require less voltage to spark and ignite the air/fuel mixture.

That means fast starts, quick acceleration and less misfiring.

SPARK PLUG RESISTOR COVERS

MODEL	COVER TYPE	MODEL	COVER TYPE
HONDA		SUZUKI	
All models 50cc—200cc: Using 14mm Spark Plugs Using 10/12mm Spark Plugs	LB05F LD05F	All models 50cc—380cc: Using 14mm Spark Plugs Using 12mm Spark Plugs	LB05F LD05F
250cc: CB250, CB250T CB250N, CB250RS CJ250T, CL250, CR250R XL250 XL250S, XR250 TL250	LB05F XD05F LB05F SD05F VD05F LD05F LB05F	Except: GSX250ET, GS250TT 400cc: DR400, GN400, GN400T, SP400 GS400E GSX400E, GSX400F, GSX400T RM400, TM400, TS400, PE400	SD05F LD05F VB05F SD05F LB05F VD05F
350cc: CB350	LB05F	450cc: GS450	VD05F
360cc: CB360G, CJ360T	VD05F, XD05F*	500cc: GS500E	XD05F, VD05F*
400cc: CB400F CB400N, CB400T	XD05F YB05F	GT500, RE5, T500	LB05F
450cc: CB450	VD05F, XD05F*	550cc: GS550	XB05F, VB05F*
500cc: CB500, CB500F CB500T XL500, XR500, FT500	YB05F VD05F VD05F, XD05F*	GSX550	XD05F, VD05F*
550cc: CB550	XD05F	GT550	LB05F
650cc: CB650	SD05F, VD05F*	650cc: GS650	XD05F, VD05F*
750cc: CB750→1978 CB750 1979→	SD05F, XD05F*	750cc: GS750	XB05F, VB05F*
900cc: CB900F	SD05F, XD05F*	GSX750	XD05F, VD05F*
1000cc: GL1000	XD05F	GT750	LB05F
1050cc: CBX	XD05F	850cc: GS850	XB05F, VB05F*
1100cc: CB1100R GL1100	SD05F, XD05F*	1000cc: GS1000	XB05F, VB05F*
	XD05F	GSX1000	XD05F, VD05F*
		1100cc: GS1100	XB05F, VB05F*
		GSX1100	XD05F, VD05F*
		YAMAHA	
		All models 50cc—490cc:	LB05F
		500cc: XS500, XS500E	XD05F
		XT500→1980	VB05F
		XT500 1981→	XB05F
		550cc: XJ550	SD05F, LD05F*
		650cc: XJ650, XJ650T, XS650, XS2	LB05F
		750cc: XS750, XV750SE	LB05F
		850cc: XS850	XB05F
		1000cc: XV1000	LB05F
		1100cc: XS1100	XB05F
KAWASAKI			
All models 50cc—650cc: Using 14mm Spark Plugs Using 12mm Spark Plugs	LB05F LD05F		
750cc: Z750→1977 Z750 1978→1979 Z750 1980→	SB05F, YB05F* YB05F		
900cc: Z900	LB05F		
1000cc: Z1000	SB05F, YB05F*		
1100cc: Z1100	LB05F, XB05F*		
1300cc: Z1300	LB05F, XB05F*		
	YB05F, XB05F*		

*Use combination for outer and inner cylinders

EUROPEAN MOTOR CYCLES

Generally fitted with 90° types (replace with LB05F). All BMW and MZ models replace with LB05F. If an engine is equipped with a different shape cover select appropriate NGK type from four alternatives illustrated on back cover.

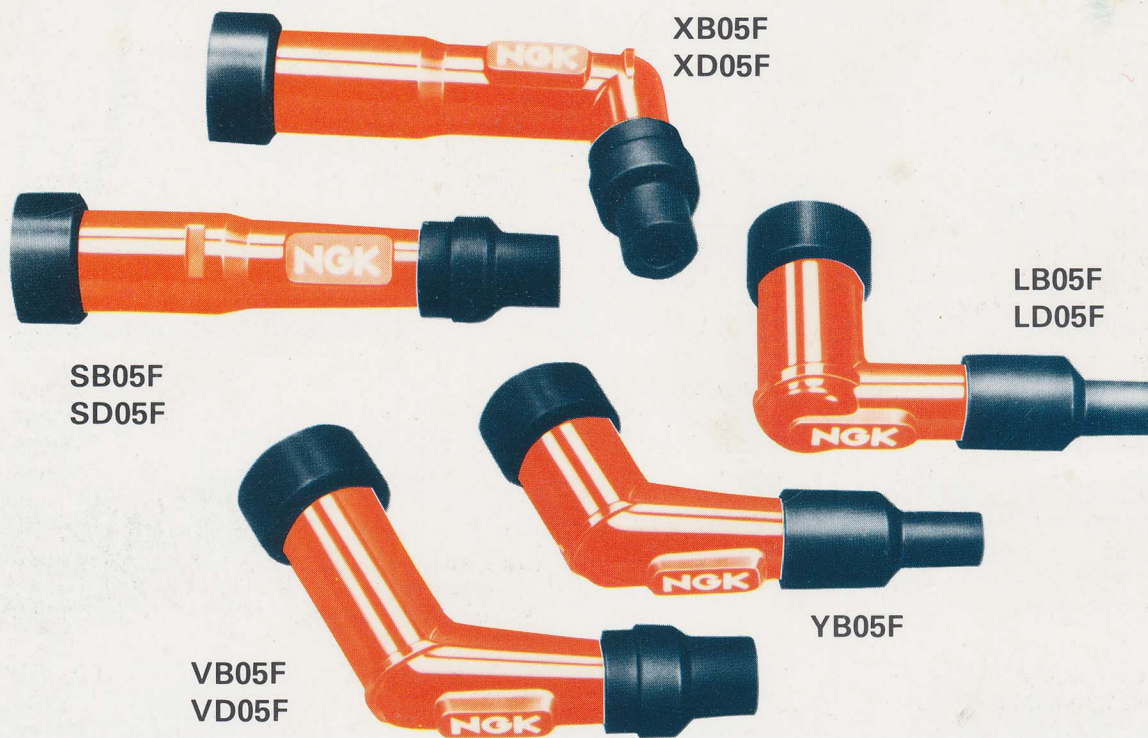
SELECTING CORRECT TYPE TO FIT

Though externally similar in appearance NGK covers have different shaped liners to fit either 14 mm or 10/12 mm spark plugs.

PLUG SIZE	COVER TYPE
14 mm	LB05F
	SB05F
	VB05F
10/12 mm	YB05F
	LD05F
	SD05F
	VD05F

NGK

SPARK PLUG RESISTOR COVERS



The NGK range of resistor covers are designed to give perfect noise suppression across all frequencies whilst engine performance is not adversely affected whatsoever.

Featuring a resistor element pressed in between the plug terminal and the high tension wire connection, the construction is extremely durable, the resistor element is long enough to prevent interior flashover, and steady resistance is maintained. Superlative ceramic materials are incorporated that resist deterioration and have small resistance variation under over-load, whilst the plug connector is made of sturdy phenolic resin, practically oblivious to tremendous heat and high tension, and very rugged rubber material. The heat press insertion makes the construction all the more tough and vibration-resistant. Special rubber liners on both ends prevent moisture from causing electrical leakage.

All motorcycle manufacturers now comply with current legislation which demands a standard of noise suppression on every vehicle. This is achieved usually by fitting NGK resistor covers though in many cases a combination of NGK resistor covers and NGK resistor spark plugs (R type) is necessary to satisfy the ministry tests. It is emphasized that despite the use of both resistor covers and spark plugs in such engines, due to the unique and superior construction of NGK products there is no loss of performance or shortening of service life.

NGK SPARK PLUGS (UK) LTD.