

CHAMPION COMPARISON CHART

IMPORTANT.—Comparative types listed below are seldom duplicated exactly in heat range. Always consult Champion recommendations for correct spark plug application.

STANDARD TYPES

CHAMPION		APPROXIMATE EQUIVALENT HEAT RANGE				
Size	Type No.	A.C.	AUTOLITE	BOSCH	K.L.G.	LODGE
10 mm.	UY-6 Z-10	106, 104, 104V, M8 ...	P4, P6	U145T3	TEN50... TENL50, PTENL70	C10 HL10, 2HL10
14 mm. $\frac{1}{2}$ " reach	UJ-12	47, 47-Com, 48, C47, 46-5	AI1, AR10	W125T1, W95T1	FT20	BAN, BS14.....
	J-8	45-Com, 44-5 Com...	AN7, ARB, ATB, A7, AS ...	W175T3, W145T3	TF550	CAN
	J-6	44-5, C45, 45, VF9, 44-5V, C44-5, C44, 44, 44-Com, 43, 43-Com, C43	4S-140 4S-165	W225T3	FS70.....	HAN
14 mm. $\frac{3}{8}$ " reach	H-10 H-8 or H-88	VF9, 44-L, 45L 43L, 43L Com.....	AL7, ATL8 ARL5, AL5	W125T4 W225T1	FA50 FA70	CS14, CSN
14 mm. $\frac{1}{4}$ " reach	L-14.....			W95T1	F20	B14, BN
	L-10.....	{ F10, F9, F10T, F10T0, 45F, 45FG, 45FG0, 45FOPEL, 45FT0	AE6, AR6	W125T1	F50, CF50	CN, C14, CC14..
	L-7	44F8, 44F	AE4, AER4	W225T1, W175T1 W175T1	F80, F70, F75	H14, H14S, GG14 HN, HH14
	L-5	42, 56, 42L Com. 42F, 41F		W240T1 & T11 W260T1	F100, F260, F250	2HN, HNP, 3HN, HH14, R47
	N-8	FL9, 46XL, 47XL, 46N	AE10	W145T2, W160T2	FE50.....	CLN, CL14, CLN-P, CB14, CLN-H, CCL14 HLNP, HL14, HBLN
	N-5	45XL, 44XL, 44N.....	AG3, AG4	W225T2	FE70, FE70A, FE80, FE75	HLN HLN
	N-4	43N.....	AG2.....	W235P21	FE100, FE220, FE250, FE260	2HLN, 3HLN
	N-3	FL7, 43XL		W240T2 W260T2 W250P21		
18 mm. $\frac{1}{2}$ " reach	*7 Com.-L ...	B8.....		M30T	ML30	CL3, CB3
	8 Com.	EC8		DM95T1	RMB50	CV
	D-14	C87H, 87 Com	BT8, BR8	M95T1	M30	BBL
	7	86-Com, B6, C85H, 85, 85-Com, C85H, C85	BH8, BT10	DM95T2, M145T5	SM30, SM50	SC3, SC
	7 Com.	84-Com, B4.....	B7	M145T1/T5	M50	C3, C1
†UK-10	83S-Com, 82S-Com, C82	BT4, B3	M225T11, M175T1 M240T11	M50	C3, C1	
18 mm. Taper Seat	K-9	82, 81S-Com.....	BT3	M240T11 M260T11	M100	H3
	860	85T	BF7, BR7	MA95T1	MT50	HIP, X1
	870	84T, C84T		MA145T1	TMT50.....	CTN18, CTN18P, HTN18, HTN18P

* $\frac{3}{8}$ " reach.

† -445° reach

‡ -472° reach

CHAMPION TYPES BY HEAT RANGE — continued

THREAD SIZE	HEAT RANGE	STANDARD TYPES	RESISTOR (Suppressor) TYPES	SHIELDED TYPES	MARINE AND 2-STROKE	RACING TYPES	INDUSTRIAL AND GAS ENGINES
14 mm. 3/8" reach	HOT	5/- each UJ-12† J-8 J-6	6/- each XJ-8.....	10/- each RSJ-8	5/- each J-81 J-6J J-4J	6/- each J-63R J-58R	5/- each
	COLD	.....	.....	.....	.....	.....	.....
14 mm. 1/8" reach	NORMAL	H-10 .....	.....	.....	H-10J .....	.....	.....
	COLD	H-8 or H-88 ...	.....	.....	J-81.....	.....	.....
14 mm. 1/2" reach	HOT	L-14..... L-10, LB-8†† ... L-7, L-85** .. L-5	XL-10 XL-85**	RSL-10.....	L-90** .. L-86** .. L-81** ..	L-63R L-58R L-55T L-53T .....	.....
	COLD	.....	.....	.....	.....	.....	.....
14 mm. 1/8" reach Projected Core Nose	HOT	L-92Y** .....	.....	.....	.....	.....	.....
	COLD	L-87Y** .....	.....	.....	.....	.....	.....

14 mm. 1/2" reach	HOT	N-11 N-18 N-8, RN-8†† ... N-5 N-4 N-3	XN-8	RSN-8.....	N-84	N-63R N-58R N-55T N-53T .....	.....
	COLD	.....	.....	.....	.....	.....	.....
14 mm. 3/8" reach Projected Core Nose	HOT	N-16Y .....	.....	.....	.....	.....	.....
	COLD	UN-12Y† N-9Y .....	.....	.....	.....	.....	.....
10 mm. 1/4" Reach		UY-6† .....	.....	.....	.....	.....	.....
10 mm. 1/2" Reach		Z-10.....	.....	.....	.....	.....	.....
1/2" — 1B (Diesel)		.....	.....	.....	.....	.....	W-89D W-95D
18 mm. (Diesel)		.....	.....	.....	.....	.....	D-89D
18 mm. (Hesselman)		.....	.....	.....	.....	.....	K-96F K-97F
1/2" Gas		.....	.....	.....	.....	.....	A-25

*-445" reach

** -472" reach

† Auxiliary Spark Gap

†† Bentley & Rolls Royce

See Replacement List, Page 53, for Discontinued Types

CHAMPION TYPES BY HEAT RANGE

THREAD SIZE	HEAT RANGE	STANDARD TYPES	RESISTOR (Suppressor) TYPES	SHIELDED TYPES	MARINE AND 2-STROKE	RACING TYPES	HEATER TYPES
$\frac{3}{8}$ "-18	NORMAL	5/- each C-5	6/- each	10/- each	5/- each	6/- each	13/- each
18 mm. With gasket	HOT | COLD	7 Com.-L. 8 Com., D-16... 7 7 Com. UK-10†* K-9 .....	..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... .....	..... ..... ..... D-9J..... ..... .....	..... ..... ..... ..... K-61R K-5BR K-55R K-53T	AG-4
18 mm. Tapered Seat	HOT | COLD	870 860 .....	..........	..........	..........	..........	..........
18 mm. Tapered Seat Projected Core Nose	HOT | COLD	F-14Y F-11Y F-9Y.....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....

† 445° each

Continued—see next page

† Auxiliary Spark Gap

SPARK PLUG HEAT RANGE

A classification of spark plugs by types in accordance with their ability to transfer heat from the firing end to the engine cooling medium, is termed heat range.

The main factor which determines the spark plug heat range is the length of the insulator tip which extends below the insulator seating gasket in the plug body.

To clarify heat range principle, we illustrate below a hot and cold plug.



COLD PLUG

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



HOT PLUG

High insulator seat—long core nose, allows insulator to retain the maximum amount of heat and makes a hot plug—for use in cold or oily engines.

Where plug normally recommended suffers from continual oil or carbon deposits on firing end of insulator (cold fouling) substitution with the next hotter ("softer") type will alleviate this condition.

Where plug normally recommended overheats with consequent excessive electrode burning, substitution with the next colder ("harder") type will alleviate this condition—refer heat range chart in following pages.

NOTE: It is advisable to check for contributory engine conditions, for example, rich mixture (cold fouling), overadvanced ignition timing (overheating, burning), before changing spark plug grade.

**REPLACEMENT LIST FOR DISCONTINUED
SPARK PLUGS**

Standard Types

Size	Present	Discontinued
mm. ...	UY-6	Y-8, Y-6, Y-5, Y-4
mm. ...	UJ-12	J-12
reach ...	J-6	J-10 Com.
reach ...	H-8	H-9, H-9 Com.
reach ...	L-14	L-8
	L-7	L-10S
	L-5	L-11S
reach ...	N-2i	N-7
	N-8	N-8B
	RN-8	N-8BR
	XN-8	XN-8B
	N-5	NA-8
	N-3	NA-10
mm. ...	D-16	8-Com. K, 15-A, 15
	UK-10	K-11, 17
	K-9	16
	C-5	C-4, C-4X, C-4S, XC-4

Industrial Types

mm. ...	K-98F	DL-8, DL-8C
	K-97F	D-8
	D-89D	49
...	W-95D	45
	W-89D	44

Racing Types

mm.		
reach ...	J-63R	J-3
	J-58R	J-2
reach ...	L-63R	LA-10
	L-58R	LA-11
	L-55T	LA-14, L-55R
	L-53T	LA-15
reach ...	N-58R	NA-12
	N-55T	NA-14, NA-18X3, N-55R
	N-53T	NA-19
mm.		
reach ...	K-61R	R-7
	K-58R	R-1, R-2S
	K-55R	R-11, R-11S
	K-53T	R-2

European Motor Cycles—contd.

	Gap
Excelsior	
500 c.c. Speedway Engine L-58R	-016"
175 c.c. Single, 250 c.c. Twin, 328 c.c. Twin N-84 or N-5	-020"
Others—See Villiers.	
Fichtel Sachs	
Refer Scooters, etc.	
Flandria	
125, 175, 200, 250 c.c. L-86 or L-7	-020"
F.N.	
500 Sports.....K-9	-020"
125, 200, 250, 350, 450 c.c. L-7	-020"
Tricar and 13.....J-8	-020"
Long reach 14 mm.....N-5	-020"
Other Models	
S.V. 18 mm.....7	-020"
O.H.V. 18 mm.....K-9	-020"
O.H.V. 14 mm.....L-7	-020"
S.V. 14 mm.....L-10	-020"
Francis Barnett	
Scrambler 82 (A.M.C. Engine).....N-3	-020"
Other A.M.C. Engines N-84 or N-5	-020"
Others, see Villiers.	
Garelli	
94 c.c.....L-81 or L-5	-020"
Gilera	
124 c.c., 125 c.c., 150 c.c., 175 c.c., Jubilee 500 VT Mercurio Short reach L-7	-020"
Long reach.....N-4	-020"
250 Standard, 500 Standard UK-10	-020"
500 sports.....J-6	-020"
G.150 Sports, Cast Iron Head.....L-7	-020"
Alloy Head.....N-5	-020"
B300 short reach.....L-7	-020"
Long reach.....N-3	-020"
98 c.c. Long reach.....N-4	-020"
Greeves	
Hawkstone Models L-58R	-016"
Anzani engines L-86 or L-7	-020"
Others—See Villiers.	
Harley Davidson	
14 mm.....H-10	-025"
18 mm.....UK-10	-020"

	Gap
H.J.H.—See Villiers.	
H.M.W......L-10	-020"
Honda	
50 c.c. Models.....Z-10	-020"
except racer	
Horax	
Regina 1, 2, 3, A. President	
Imperator, S835.....N-3	-020"
S2, S3.....UK-10	-020"
Husqvarna	
S.V. models, 36, 40, 110, 112, 130.....D-86	-020"
O.H.V. models, 35, 110 18 mm.....UK-10	-020"
112 14 mm.....UJ-12	-020"
120 c.c., 175 c.c.....UK-10	-020"
Silverpilen A5 N-5 or N-84	-020"
Iso.....L-81 or L-5	-020"
Itom	
Tabor Sports L-90 or L-10	-020"
James	
250 c.c. Scrambler.....N-3	-020"
Other A.M.C. engines N-84 or N-5	-020"
Others—See Villiers.	
J.A.P. Engines	
350 c.c. O.H.V. Grass Track Racing.....L-55T	-016"
500 c.c. O.H.V. Speedway Racing.....L-55T	-016"
8-80 Racing 1,000 c.c. O.H.V. twin wet sump L-53T	-016"
8-80 Racing 1,000 c.c. O.H.V. twin dry sump L-55T	-016"
500 c.c. O.H.V. Mark I Racing.....L-53T	-016"
1,000 c.c. O.H.V. Twin Mark I Racing.....L-53T	-016"
1,100 c.c. O.H.V. Twin Mark I Racing.....L-53T	-016"
250 c.c. and 350 c.c. Racing (1953).....N-55T	-016"
500 c.c. Racing Types 7 and 8 (1952-53).....L-55T	-016"
Jawa-Cz	
500 c.c. ....J-8	-020"
1954 on 125 c.c., 150 c.c., 200 c.c., 250 c.c., 350 c.c. L-86 or L-7	-020"
Other models 14 mm. L-90 or L-10	-020"
18 mm.....7	-020"

European Motor Cycles—contd.

	Gap
Kieft	
Scrambler ILO 191 c.c. engine.....UK-10	-020"
Levis 247 c.c. 2-stroke 7 Com.-L	-016"
All S.V. 18 mm.....7	-016"
All S.V. 14 mm.....L-10	-016"
All O.H.V. 18 mm. K-9	-016"
All O.H.V. 14 mm.....L-7	-016"
All other 2-strokes 8 Com.	-016"
Maico	
M105, M125, M126, M151, M154, M153, 175, M175, M200, 350, 400, Blizzard L-86 or L-7	-020"
Typhoon Scrambler L-81 or L-5	-020"
Maserati	
125/T2, 124 TV22, L160/T4, 75/T2.....L-86 or L-7	-020"
250/T4.....N-84 or N-5	-020"
Matchless	
S.V. models 18 mm.....7	-020"
S.V. models 14 mm.....L-10	-020"
O.H.V. models 18 mm. K-9	-020"
1946 350 c.c.....L-10	-020"
1946 500 c.c.....L-7	-020"
1947-1949 All models Cast iron head.....L-7	-020"
1950-1963 all models Alloy heads except G12GSR Scramblers and Racers.....N-5	-020"
Scramblers.....N-3	-020"
G45, G50 Racers.....N-55T	-016"
1963 onwards:	
I4CSR, G2CSR, I6, G3, I8, G80, 31, G12, 31CSR, G12CSR.....N-4	-020"
I6CS, G3C.....N-5	-020"
I8CS, G80CS.....N-58R	-016"
Mercury	
Grey Streak 98 c.c. L-86 or L-7	-020"
Mondial (F.B.)	
48, 125, 160, 175.....L-7	-020"
125SS, 175SS.....L-58R	-020"
Montessa	
DS1.....L-10 or L-90	-020"
Brio 80, Sports 125 c.c. L-81 or L-5	-020"
Brio 80 125 c.c. L-86 or L-7	-020"
Brio 90 125 c.c. L-81 or L-5	-020"
Motobecane	
Velomoteur.... L-90 or L-10	-020"
SV 14 mm.....L-10	-020"

	Gap
Other models 14 mm. L-86 or L-7	-020"
350 c.c. 2 cyl. long thread N-3	-020"
Moto-Guzzi	
Galletto-Airone N.....J-8	-020"
Airone sports, Falcone L-81 or L-5	-020"
Astorre, Super Alce.....J-8	-020"
Aldetta Egretta Airone PE 250S, V, GTV UK-10	-020"
Alce GTW, moto chassis R, 3 wheeler.....K-9	-020"
Zigolo, Cardellino L-86 or L-7	-020"
Lodola, Stornello.....N-5	-020"
Galetto 175.....N-8	-020"
Moto Morini	
125 c.c., 175 c.c.....N-4	-020"
175 c.c. Racing.....N-58R	-016"
250 c.c. Racing.....N-55T	-016"
M.V. Augusta	
83 c.c., 99 c.c.....L-5	-020"
125T, 150T...H-8 or H-88	-020"
125S, 150S, 175, CS.....L-5	-020"
175CST, L.....N-8	-020"
235 c.c.....N-4	-020"
New Imperial	
All models 14 mm.....L-7	-020"
All models 18 mm.....K-9	-020"
Norman	
Anzani Engines L-86 or L-7	-020"
Others—See Villiers.	
Norton	
All S.V. 18 mm.....K-9	-020"
Model 16H 500 c.c. S.V. N-5	-020"
30, 40 Alloy.....N-3	-020"
30, 40 Cast iron.....L-7	-020"
ES2, 88, 7, Cast Iron.....L-7	-020"
ES2, 88, 7, 99, Alloy.....N-5	-020"
30M, 40M.....N-55T	-016"
19R, 19S, 50, 77, 500T, N-5	-020"
650 Dominator.....N-4	-020"
Jubilee 250, 350 Navigator, 650 Manxman S588 N-4	-020"
Atlas 750 c.c.....N-3	-020"
Electra ES400.....N-4	-020"
N.S.U.	
25 10SL.....L-86 or L-7	-020"

EUROPEAN MOTOR CYCLES

	Gap		Gap
Adler		VS	N-1
M100, M125, M150, MB150,		O.H.V. models Alloy head	
M200, M250, M2011,		except FH, HS	N-3
MB201, MB200, MB250		FH models	L-7
	L-5	HS	N-3
	-020"		
A.M.C. (Britain)		Leader, Arrow, Arrow	
Engines	N-5 or N-84	Super Sport, Golden	
	-020"	Arrow, Arrow 200	N-4
		Pixie	Z-10
A.J.S.		★Magneto to	-020"
S.V. models 18 mm	L-10	Coil	-025"
O.H.V. models 14 mm	L-10		
	-020"	Benelli	
O.H.V. models 18 mm	L-10	98 c.c.	L-86 or L-7
1946 350 c.c.	L-10	125, 250	L-7
1946 500 c.c.	L-7	125S	L-5
1947-1949 All models Cast	L-7	125-553	L-58R
iron heads	L-7	Other models 18 mm	UK-10
1950 to 1963. All models	L-7		
Alloy heads	N-5	Bianchi	
Except:	-020"	125 and 250 c.c.	J-8
14CS, 16CS, 31CSR	N-4	250 c.c. Sports model	J-6
7R	N-55T	500 c.c.	UK-10
18CS	N-58R	71 c.c. Gardina, 125 c.c.	
1963 onwards:		Mendola	L-86 or L-7
14CSR, G2CSR, 16, G3,		Bernina 123 c.c., Tonale	
18, G80, 31, G12,		175 c.c.	L-7
31CSR, G12CSR	N-4	48 c.c. Aquilotto Normale	
16CS, G3C	N-5	L-86 or L-7	-020"
18CS, G80CS	N-58R	48 c.c. Falco Sports	L-81 or L-5
	-016"		
Ambassador		B.M.W.	
Zundapp engines	L-86 or L-7	R24, R25, R25/1, R25/2,	
	-020"	R25/3, R26, R27, R50,	
Other models—see Villiers		R50s, R51, R51/2, R51/3,	
		R60, R66, R67, R67/1,	
Appollo		R67/2, R68/ R69, R69s	L-5
51H, 51HLYX, 54H,			
54HLYX, 60HC, 64H,		R17, R57, R63	L-7
65H, 66HC, 75HC		R4, R11, R16	UK-10
	UK-10	R2, R3, R6, R12, R20, R23	
52J, 53J, 59Z, 62Z, 63Z,		R25, R35, R36, R37,	
67Z	L-10	R61, R71, R75	L-7
69JB, 70-JBC, 70-OBIC,			
76-JBC	L-7	Bown —See Villiers.	
	-020"	Britax Hurricane	L-58R
Ariel O.H.V. models,			
18 mm	K-9	Brockhouse	N-3
S.V. models 18 mm	L-7	Indian Brave	
S.V. models 14 mm,		Brough Superior	
¼" reach	L-10	S.S. 100 from 1934	N-8
¼" reach	L-10	Other 14 mm. models	L-7
Square 4 Cast iron and		S.V. models	L-7
Mk. I Alloy	L-7		
Square 4 Mk. II Alloy	N-5		
O.H.V. models Cast iron			
14 mm. Except VB	L-7		

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European Motor Cycles—contd.

	Gap		Gap
B.S.A.		D.K.W. (Auto Union)	
All S.V. models 18 mm	L-7	18 mm	UK-10
125 c.c. DI Bantam to 1954,	-020"	RT 3: RT 100, RT125,	
Cast iron heads C10,		NZ 350	L-86 or L-7
M20, M21	L-10	RT 200 VS, RT 127, RT	
C10, C10L, M20, M21,		200/2, RT 250/2, RT 350	
Alloy heads	N-8	L-81 or L-5	-020"
1954 on 125 c.c. DI Bantam			
and 150 c.c. D3 Bantam		D.M.W. —See Villiers.	
Major, D5 Bantam.		Dot	
Super, D7 Bantam Super		197 c.c., 250 c.c. Villiers	
	L-7	Trials Models L-81 or L-5	-020"
CH. CHG. C12, B31, B33,	-020"	Scrambles	L-58R
M33, A7, A10 "Gold		Vale Onslow Conversions,	
Flash", B32 and B34		Trials ½" reach	N-3
Cast iron heads, A7		Scrambles ½" reach	N-58R
Star Twin	L-7	Guazzoni 175 c.c.	
A10 Gold Flash,		N-84 or N-5	-020"
Cast iron	L-7	Vivi Monza 50 c.c.	
Alloy	N-4	L-86 or L-7	-020"
A10 Super Rocket	N-4	Others—See Villiers.	
Gold Star B32 and B34		Douglas	
Clubman, B40, B34 Alloy		150 c.c.	8 Com.
	N-5	250 c.c. 14 mm	L-10
Gold Star Racer	N-55T	250 c.c. 18 mm	-020"
Gold Star Scrambles	C155	350 c.c. Mark V, Dragonfly	
B34 Scrambles	N-3	L-7	-020"
A7 Shooting Star, A7,		350 c.c. Comp. model	L-7
Cast iron	L-7	350 c.c. 80 plus, 90 plus	L-5
Alloy	N-4		
Road Rocket	N-4	Ducati	
C15, C15T	N-5	Cucciolo, 14 mm	J-8
C15 Sports Star (SS80)	N-4	65S, 65	J-8
C15S, Scrambles	N-3	175 Cruiser	L-7
A50, A65, A65R, SS90,		175 Silverstone Super	L-5
Rocket Gold Star	N-4	200 c.c. Elite Supersports	
Beagle	Z-10	250 c.c. 80 c.c.	L-5
	-020"	125 c.c. ¾" reach	L-5
Capriolo		125F3 ¾" reach	N-58R
75 c.c., 125 c.c. L-7 or L-86	-020"		
		Duerkopp	
Commander —See Villiers.		M100, ML100	L-7
		MF100	8 Com.
Cotton		M125, MD150, MD200	
S.V.	L-7	J-6-J or J-6	-020"
O.H.V. 18 mm	K-9		
O.H.V. 14 mm	L-7	Dunkley	
Others—See Villiers.		Whippet, Whippet Sports	
Coventry Eagle		L-10	-020"
O.H.V. 14 mm	L-7		
O.H.V. 18 mm	K-9	E.M.C.	
Others—See Villiers.		125 c.c. J.A.P.	L-10
Csepel	L-10	350 c.c.	N-5
	-020"	125 c.c. RR	L-58R
			-016"
Demm		E.M.C. Puch	
125N, 125T	L-7	250 c.c. and 125 c.c.	L-7
125 GT	L-5	125 c.c. R. Racer	L-58R
	-020"		-016"

Continued

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IMPORTANT.—Comparative types listed below are seldom duplicated exactly in heat range. Always consult Champion recommendations for correct spark plug application.

COMPARISON CHART—continued—STANDARD TYPES

CHAMPION		APPROXIMATE EQUIVALENT HEAT RANGE				
Size	Type No.	A.C.	AUTOLITE	BOSCH	K.L.G.	LODGE
18 mm. Hesselman	K98F K97F	14.....	.....	DM20A2..... M20T1.....	TME30..... TML30.....	CK, X, CVX..... CBX
14 mm. 1/2" reach	C-5	78S, 76-Com .....	.....	Z45TI	A10	CT
1" Gas	A-25	26.....	F11	Z10TI	G20	AF

RACING TYPES

CHAMPION		LODGE	K.L.G.	BOSCH
Size	Type			
(Hard) 14 mm. 1/2" reach	COLD L-53T	R-53	F.340 F.330 F.320	W.400T16
	L-55T	R.51	F.310 F.300 F.280	W.370T16
(Soft)	HOT L-58R	R.49 R.50	F.260 F.280	W.310T16
	L-63R	R.47	F.220 F.250	W.240T16
(Hard)	COLD N-53T	RL.53	FE.320 FE.330 FE.340	W.400T17
	N-55T	RL.52 RL.51	E258/2 FE.300 FE.300/4 FE.310	W.340T17
14 mm. 3/4" reach	N-58R	RL.49 RL.50	FE.280 FE.290 FE.290/4	W.310T17
(Soft)	HOT N-63R	RL.47	FE.220 FE.250 FE.260	W.240T17

PLEASE NOTE—Racing Types—These are approximate comparisons and should be used only as a guide. Engine tune may affect plug choice. Always check under actual operating conditions.

PROJECTED CORE NOSE TYPES

CHAMPION		APPROXIMATE EQUIVALENT HEAT RANGE				
Size	Type No.	A.C.	AUTOLITE	K.L.G.	LODGE	BOSCH
14 mm. 1/2" reach	UN-12Y N-9Y	—	AG42, AG52 AG32	—	CLNY HLNY	—
14 mm. -472" reach	L-92Y L-87Y	—	—	—	—	—
18 mm. (Taper Seat)	F-14Y F-11Y	B5TS B4TS	BFB2, BF92 BF42	—	CTNY	—

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