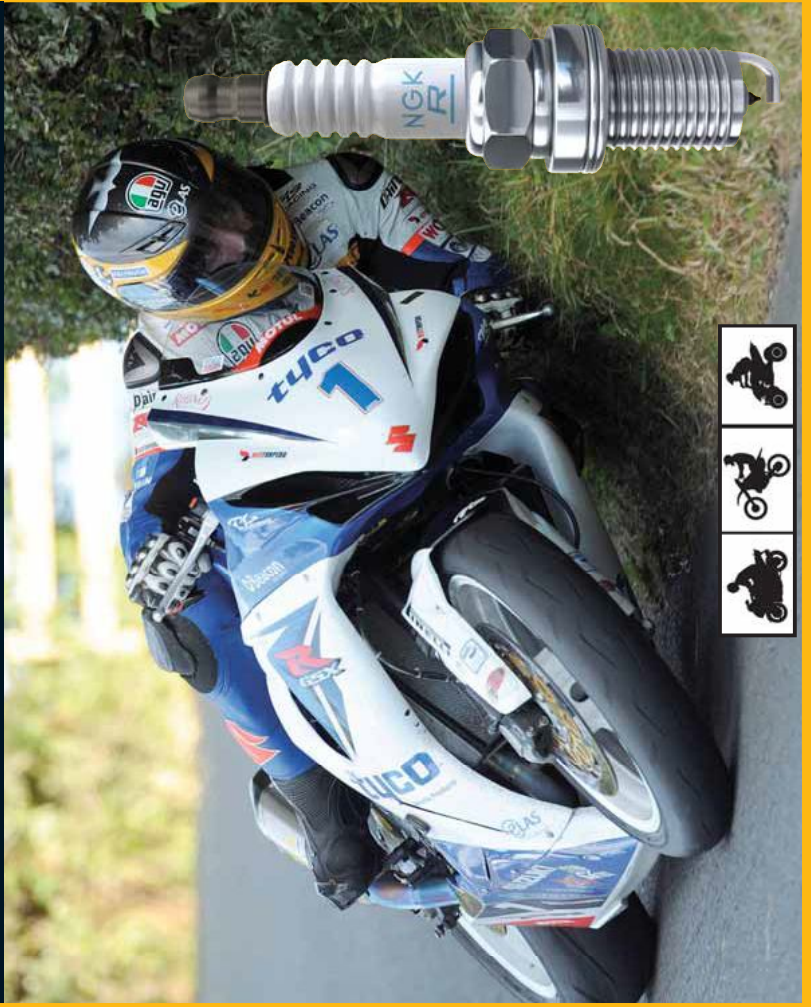


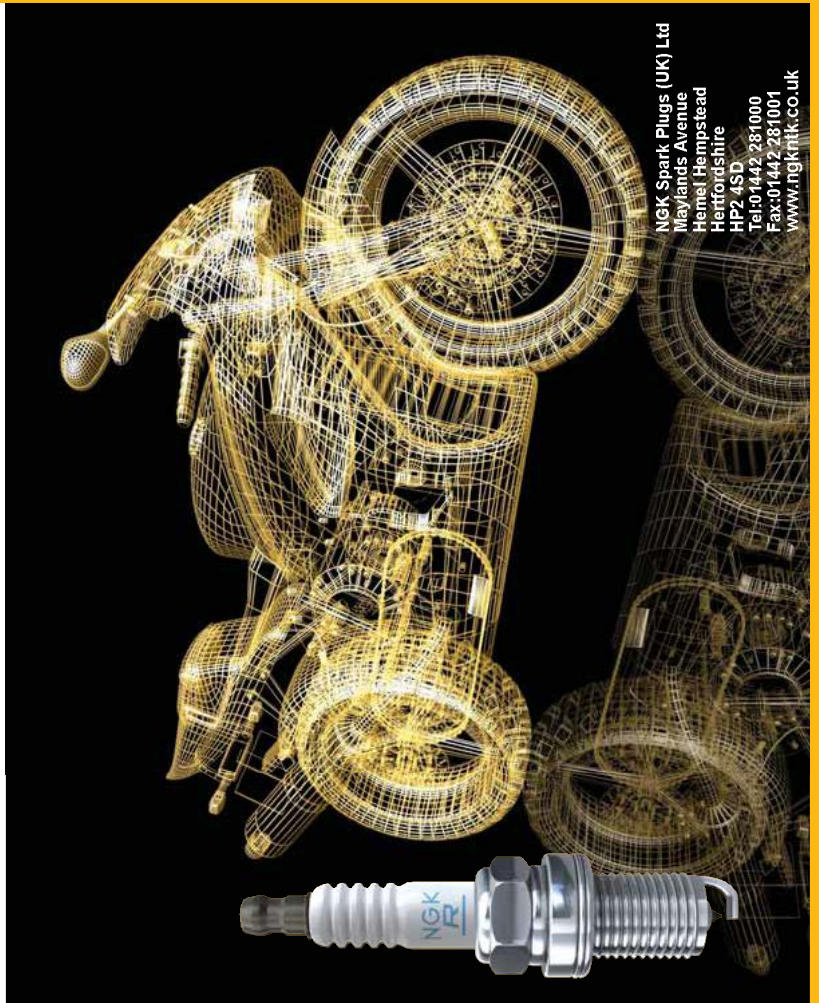


Motorcycle Applications 2013



NGK Motorcycle Applications 2013

THE WORLD'S No.1 SPARK PLUG



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www.ngkntk.co.uk

Bikers won't fit anything else



Around the world bikers and bike manufacturers agree that when it comes to spark plugs, one plug is king. NGK. Which is why they are the world's No.1 OE fitment. So don't try fitting anything else.

You have been warned.



Original Equipment suppliers to:- Aprilia Armstrong BMW CCM Cagiva Derbi Ducati Gas Gas Honda Husqvarna India Kawasaki KTM Moto Guzzi Norton Peugeot Polaris Royal Enfield Scorpa Suzuki SMC TGB Triumph Victory Yamaha



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SPARK PLUG DESIGN

SPARK PLUG DESIGN

Every year the range of NGK spark plugs grows to accommodate the ever increasing demands of modern engines. Spark plug design must take into consideration many features of an engine including physical dimensions, combustion chamber shape, cooling abilities, fuel and ignition systems. Spark plugs play a vital role in producing the maximum power from an engine whilst keeping fuel consumption and emissions to a minimum. Choosing the correct spark plug type will help a vehicle manufacturer meet legislated emission targets and assists the motorist in getting the best from their engine.

Increases in the size and the requirement to improve the cooling of the inlet and exhaust valves have meant that the space available for the spark plug is severely restricted on some cylinder heads. A change in spark plug design, possibly the adoption of a taper seat and extended reach (threaded portion) or even the use of a smaller diameter is often the answer. Some engines require the use of two spark plugs per cylinder and again due to space restrictions these might be of different sizes.

Changes in fuelling systems and the fuel itself have meant some special features being adopted at the 'firing end' of the spark plug. Extra projected types push the spark position into the heart of the combustion chamber to promote better combustion of the fuel/air mixture, which is weaker than ever in an effort to improve economy. Modern engine manufacturers often require increased spark gaps to allow a longer spark duration, which again aids more efficient combustion.

To combat the 'cold fouling' effect that can occur in some engines using unleaded fuels specially arranged ground electrodes are sometimes used. These can force the spark to discharge across the insulator and thus burn away any built up carbon that could cause poor starting or misfires. It is not uncommon to find two, three or four ground electrode arrangements in new vehicles. The use of precious metals on the tips of the spark plug electrodes is not uncommon especially on higher performance engines. Whilst these spark plugs do have increased service life they are often specified because of their superior ignition qualities.

Our engineering departments work very closely with the engine and vehicle manufacturers to produce the ideal spark plug type for each application. Any change in production is expensive for a manufacturer and therefore new spark plug types are only produced where necessary. NGK employ the very latest production technology to ensure that every aspect is catered for – performance, economy and value.

HEAT RANGE AND HEAT DISSIPATION

Spark plugs do not produce heat in the combustion chamber. One of the functions of the spark plug is to dissipate some of the heat produced during combustion. This is mostly transferred into the cylinder head. The 'Heat Range' indicates the measure of the spark plug's ability to do this. A 'hot' spark plug is designed to maintain a sufficiently high temperature at the insulator nose to burn off carbon and oil deposits. A 'cold' spark plug is designed to allow a faster transfer of heat to the cylinder head thus preventing overheating and premature failure.

The heat range selection is obviously a complex task with many factors to take into account. NGK engineers therefore make specific recommendations for each engine and the use to which it is put.



Wide gap

BPR5ES-13



Twin ground

BKR6EK



Three ground

BCP6ET



Four ground

BKR6EQUP



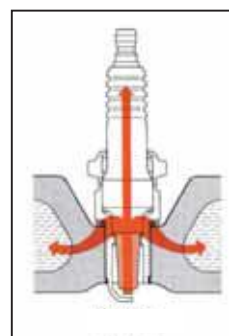
Extra projected and shielded

ZFR6E-11

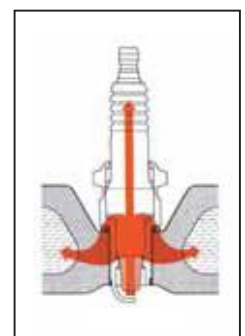


Precious metal

IZFR6B



HOT TYPE
eg BR4ES



COLD TYPE
eg BR10ES

NGK'S COPPER CORE TECHNOLOGY

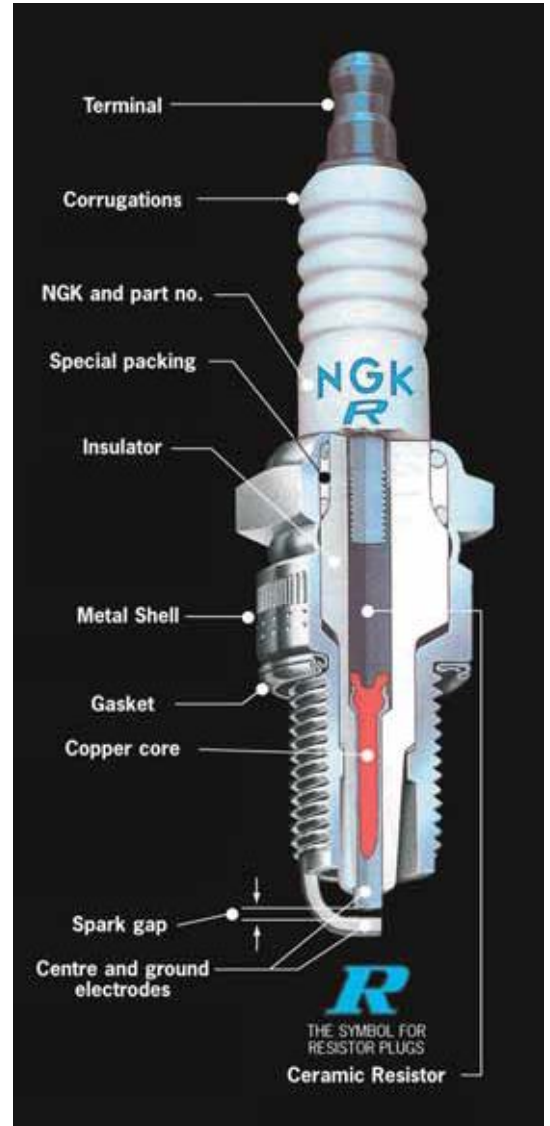
WIDE HEAT RANGE

A wide range spark plug is more flexible and performs equally well in a hot or cold engine under stop and go city driving or fast motorway cruising. 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 of NGK Spark Plugs is wider than ordinary plugs therefore 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. Compared to ordinary plugs with equal anti-fouling resistance, NGK Spark Plugs have a higher pre-ignition rating.

NGK'S HEART OF COPPER

Copper wire used in place of the iron core in conventional plugs is the secret of NGK's Wide Heat Range. Copper's superior heat conductivity dissipates heat quicker. It cools the electrode tip and insulator tip which prevents hot spots 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. With the exception of a couple of older applications all the spark plugs in this motorcycle catalogue employ copper core technology.



FIRING END APPEARANCE

<p>Firing end temperature °C</p> <p>Overheating area</p> <p>870°</p>		<ul style="list-style-type: none"> • Overheating The insulator is white and sometimes blistered. If the insulator temperature is over 870°C pre-ignition may occur. Engine power will be reduced and the piston may be damaged. 	<ul style="list-style-type: none"> • Causes <ul style="list-style-type: none"> • Over advanced ignition timing • Too lean a fuel mixture • Blocked injectors • Insufficient cooling • Excessive deposits in the combustion chamber
<p>Optimum temperature area</p> <p>450°</p>		<ul style="list-style-type: none"> • Good condition The insulator is brown or light grey. 	<p>Even if the spark plug is used under good conditions, deposits will accumulate. Regular inspection and replacement is advisable.</p>
<p>Fouling area</p> <p>Idle Temp { 250° 150°</p>		<ul style="list-style-type: none"> • Fouling Carbon accumulates on the insulator nose forming a leakage path to earth. The engine misfires resulting in bad starting and poor acceleration. Particularly common with unleaded fuel. 	<ul style="list-style-type: none"> • Causes <ul style="list-style-type: none"> • Too rich a fuel mixture • Excessive use of choke • Prolonged slow speed driving or idling • Blocked air filter • Spark plug heat range too cold

THE BEST SPARK PLUG FOR EVERY OCCASION

As a result of our policy of continuous research and development NGK can offer special spark plugs designed to give optimum performance under a high range of conditions.

'S' TYPE (e.g. BP6ES)

NGK standard spark plugs with copper cored centre electrodes for wide heat range. Copper's superior heat conductivity dissipates the heat of combustion away from the firing end, preventing hot spots that can lead to pre-ignition. Copper cored electrodes also mean that longer insulator noses can be used to protect against fouling.



'G' TYPE (e.g. B10EG)

These plugs feature a smaller diameter centre electrode tip made of conventional nickel alloy. The smaller diameter centre electrode means the voltage required to produce a spark is reduced. However as the tip is made of conventional nickel alloy the service life is reduced and these plugs are best used in applications where plugs are frequently changed.



'V' TYPE (e.g. B10EV)

The centre electrode of this type is made of gold palladium alloy and is even smaller in diameter than the G type at 1.0mm and has therefore an even lower voltage requirement. These 'V' types have now been discontinued and replaced with 'VX' or 'IX' equivalents.



'GV' TYPE (e.g. B9EGV)

These plugs have a centre electrode of precious metal similar to the V range. In addition the insulator nose is an improved design to allow better gas flow around the firing end. The ground electrode is shorter and stronger, making the GV range more suited for racing applications.



'VX' TYPE (e.g. B8EVX)

These plugs have an even smaller centre electrode (0.8mm) than the V types and this is made of platinum. This combined with a taper cut ground electrode means an even lower required voltage than the V types. The result is better ignitability along with improved starting, idle stability and anti-fouling performance.



'IX' TYPE (e.g. BR8EIX)

Similar in design to the Platinum VX spark plug, the use of the precious metal Iridium allows us to manufacture a spark plug with an even smaller diameter centre electrode (0.6mm) without compromising durability. This extremely small Iridium tip centre electrode concentrates the available electrical energy and combined with the taper cut ground electrode provides the best performance in terms of starting, idling and especially throttle response.

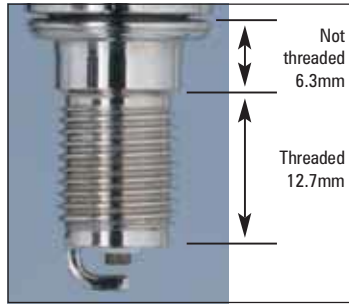


FITTING THE CORRECT SPARK PLUG

NGK spark plugs are designed using the latest technology to give optimum performance over the engine's entire rev. range. Fitting the correct type of spark plug is essential. Many changes in engine technology has meant changes in spark plug design. Some NGK spark plugs may have a similar appearance, however the internal and or external design can differ sufficiently to cause engine damage should the incorrect part be installed. The examples below display some of the different design features employed in typical motorcycle applications and hopefully help to explain the reason for some application specific part numbers.

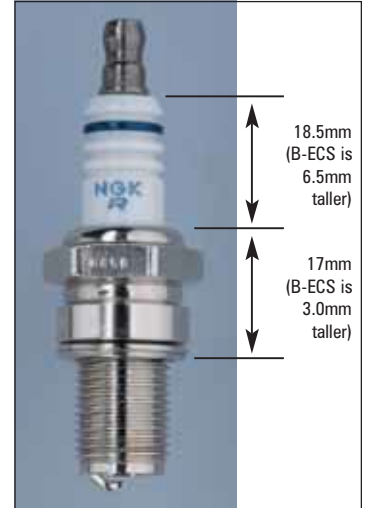
CR8EH-9

- Used on some Honda designed engines
- Special thread can only be used in specific engines or the cylinder head will be damaged



BR10ECM

- Compact style, mainly used by Honda and Suzuki
- For use where space is restricted



CR6HSA

- Centre electrode is 0.2mm wider than CR6HS for improved durability
- Short metal shell design



CR9EK, JR9C

- Used by Kawasaki and Suzuki
- 2 ground electrodes for improved durability



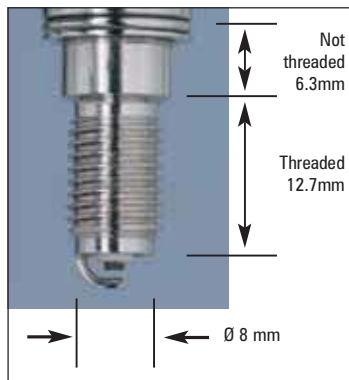
CR9EK thread diameter Ø 10 mm



JR9C thread diameter Ø 12 mm

ER9EH

- Used by Honda, Ø 8mm thread with 13mm hex
- Do not exceed the tightening torque of 0.8 - 1.0kg/m



B9ECS

- Short ground electrode for strength and to prevent overheating
- For competition use



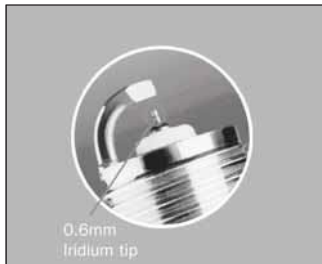
THE IRIIDIUM IX SPARK PLUG

The Iridium IX spark plug is similar in design to the Platinum VX type but benefits from the use of the precious metal Iridium on its centre electrode. Iridium is harder than other precious metals used in spark plug manufacture, has an extremely high melting point and offers greater protection from chemical attack. These features allow the use of an extremely small diameter electrode (0.6mm) without compromising the spark plug's service life. Combined with the use of the taper cut ground electrode this spark plug has superior gas flow properties and lower voltage requirements, which offers further improvements in starting, idling and throttle response.



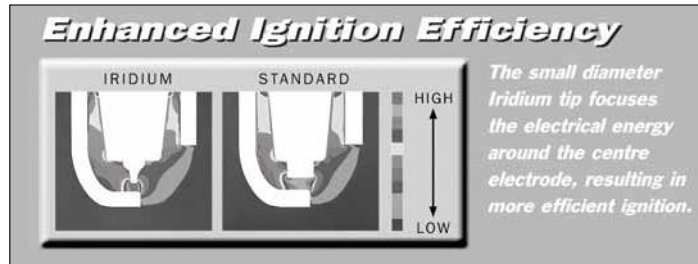
BR8EIX

Iridium spark plugs are used by some of the worlds leading race teams and as original equipment in many high performance road and off road machines. Owners who want the very best performance from their bikes will want the best spark plug and this we can offer with Iridium IX.

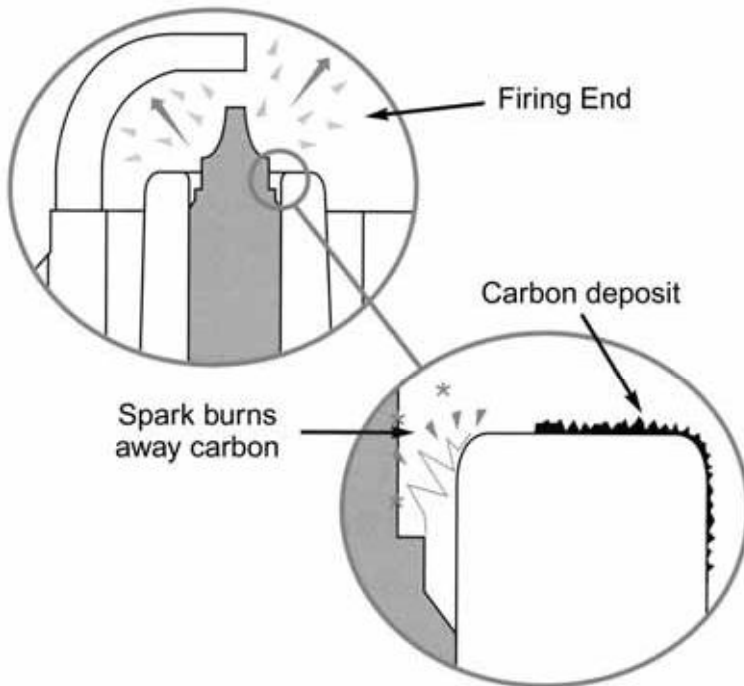


Iridium IX

A small diameter electrode that gives good gas flow and less restriction of flame kernel



Iridium IX packaging



The close up section shows the annular gap between the centre electrode and insulator nose which provides cold fouling protection.

Should current try to leak away across a carbonised insulator a spark can occur between the electrode and the insulator thus burning away the carbon deposit.

THE IRIIDIUM IX SPARK PLUG

The tables below show the Iridium IX upgrade from standard copper core and Platinum VX type. For specific model application refer to the Iridium column in the main data pages.

STANDARD COPPER CORE		PLATINUM VX		IRIDIUM IX	
PART NO.	PART NO.	PART NO.	PART NO.	PART NO.	STOCK NO.
BK6E	BKR6E			BKR6EIX	6418
	BKR6E-11			BKR6EIX-11	3764
	BKR7E			BKR7EIX	2667
BP5ES	BPR5ES			BPR5EIX	6597
BP6ES	BPR6ES			BPR6EIX	6637
	BPR6ES-11			BPR6EIX-11	3903
BP6HS	BPR6HS			BPR6HIX	4085
BP6HS-10	BPR6HS-10				
	BR6HSA				
BP7ES	BPR7ES			BPR7EIX	4055
BP7HS	BPR7HS			BPR7HIX	5944
BP7HS-10	BPR7HS-10				
BP8HS	BPR8HS			BPR8HIX	6742
BP8HS-10	BR8HSA				
B6HS	BR6HS			BR6HIX	3419
B6HS-10	BR6HS-10				
B7ES	BR7ES			BR7EIX	6664
B7HS	BR7HS			BR7HIX	7067
B7HS-10	BR7HS-10				
B8ES	BR8ES			BR8EIX	5044
B8HS	BR8HS			BR8HIX	7001
B8HS-10	BR8HS-10				
B9ES	BR9ES			BR9EIX	3981
	BR10ES			BR10EIX	6801
C6HSA	CR6HSA			CR6HIX	7274
	CR6HS				
	CR7E			CR7EIX	7385

STANDARD COPPER CORE		PLATINUM VX		IRIDIUM IX	
PART NO.	PART NO.	PART NO.	PART NO.	PART NO.	STOCK NO.
C7HSA	CR7HSA			CR7HIX	7544
	CR7HS				
	CR8EH-9			CR8EHIX-9	3797
C8E	CR8E			CR8EIX	4218
	CR8EK				
C8HSA	CR8HSA		CR8HVX	CR8HIX	7669
	CR8HS				
	CR9EH-9			CR9EHIX-9	6216
C9E	CR9E			CR9EIX	3521
	CR10E			CR10EIX	6482
	CR10EK				
	DCPR7E			DCPR7EIX	6046
	DCPR8E			DCPR8EIX	6546
	DCPR8EKC				
	DCPR9E		DCPR9EVX	DCPR9EIX	2316
	DCPR7E#			DCR7EIX	3605
	DCPR8E#			DCR8EIX	3606
	DCPR9E#			DCR9EIX	6650
	DPR7EA-9			DPR7EIX-9	7803
DP8EA-9	DPR8EA-9			DPR8EIX-9	2202
	DPR9EA-9			DPR9EIX-9	5545
D8EA	DR8EA		DR8EVX	DR8EIX	6681
	DR8ES-L				
D9EA	DR9EA		DR9EVX	DR9EIX	4772
	DR8ES*				
	JR9B				

*The upgrade from DR8ES to DR9EIX is correct
For plugs with threaded terminal

As the IX range now takes over the premium motorcycle spark plug position from the popular Platinum VX range we will be superseding some current versions of Platinum VX types as volume production allows. This will be treated as a running change and therefore orders placed for certain resistor VX types will be fulfilled by supplying the Iridium IX equivalent. Most contemporary machines demand the use of resistor types and most older machines can and do use them quite happily.

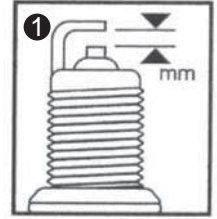
Below is a chart to show the VX plugs currently affected.

Platinum VX		replaced by	Iridium IX	
Platinum VX	Stock No.		Iridium IX	Stock No.
B7EVX	6934	→	BR7EIX	6664
B7HVX	7836	→	BR7HIX	7067
B8EVX	7051	→	BR8EIX	5044
B8HVX	2634	→	BR8HIX	7001
B9EVX	7254	→	BR9EIX	3981
B10EVX	7335	→	BR10EIX	6801
BKR6EVX	3539	→	BKR6EIX	6418
BKR7EVX	3544	→	BKR7EIX	2667
BP5EVX	5470	→	BPR5EIX	6597
BP7EVX	7270	→	BPR7EIX	4055
BPR5EVX	4875	→	BPR5EIX	6597
BPR6EVX	6764	→	BPR6EIX	6637
BPR9EVX	5576	→	BPR9EIX	6853

Platinum VX		replaced by	Iridium IX	
Platinum VX	Stock No.		Iridium IX	Stock No.
BR8EVX	1262	→	BR8EIX	5044
BR9EVX	1265	→	BR9EIX	3981
CR8EHVX-9	4546	→	CR8EHIX-9	3797
CR8EVX	6487	→	CR8EIX	4218
CR9EHVX-9	3872	→	CR9EHIX-9	6216
CR9EVX	5943	→	CR9EIX	3521
D8EVX	2850	→	DR8EIX	6681
D9EVX	2834	→	DR9EIX	4772
DCPR7EVX	1179	→	DCPR7EIX	6046
DPR7EVX-9	7682	→	DPR7EIX-9	7803
DPR8EVX-9	2872	→	DPR8EIX-9	2202
DPR9EVX-9	3854	→	DPR9EIX-9	5545

SPARK PLUG INSTALLATION TIPS

- Refer to current NGK catalogue for correct spark plug selection
- Check condition and cleanliness of threads in cylinder head
- Ensure plug is gapped according to vehicle manufacturers specification (*fig 1*)
- Multi ground electrode and precious metal plugs should not be regapped - visual inspection only
- Install new spark plug *by hand* until it seats - (*fig 2*) a length of rubber tubing pushed over the insulator can be a useful aid for plug installation where access is difficult
- Tighten to specified torque setting as shown in the chart below (*fig 3*)
- If a torque wrench is unavailable then refer to vehicle/engine manufacturers installation instructions or the tightening angle advice which is displayed on current NGK packaging (excluding specialist race plugs). Note that this angle advice can differ between part numbers due to individual spark plug design (e.g. seating type, thread diameter and gasket material)
- It is important not to over or under tighten spark plugs during installation. Over-tightening can lead to distortion of the spark plug. Under-tightening can cause overheating due to poor heat dissipation. *In extreme cases incorrect tightening can cause spark plug breakage and/or engine damage*
- NGK does not recommend the application of lubricant to spark plug threads as the resultant reduction of frictional forces at the thread faces will render the torque charts inaccurate and over tightening could occur
- If a gasket type spark plug is re-installed, it should only require a further 1/12 of a turn after it has been seated
- Always carefully use the correct tools for removal/installation to prevent damage to the spark plug or engine
- Inspect spark plug cover and renew if necessary



③	FOR FLAT SEAT TYPE (WITH GASKET)					TAPER SEAT TYPE	
Thread Ø	18mm	14mm	12mm	10mm	8mm	18mm	14mm
Cast iron head	35-45Nm (3.5-4.5kgm) (25.3-32.5lbs ft)	25-35Nm (2.5-3.5kgm) (18.0-25.3lbs ft)	15-25Nm (1.5-2.5kgm) (10.8-18.0lbs ft)	10-15Nm (1.0-1.5kgm) (7.2-10.8lbs ft)	-	20-30Nm (2.0-3.0kgm) (14.5-21.6lbs ft)	15-25Nm (1.5-2.5kgm) (10.8-18.0lbs ft)
Aluminium head	35-40Nm (3.5-4.0kgm) (25.3-28.9lbs ft)	25-30Nm (2.5-3.0kgm) (18.0-21.6lbs ft)	15-20Nm (1.5-2.0kgm) (10.8-14.5lbs ft)	10-12Nm (1.0-1.2kgm) (7.2-8.7lbs ft)	8-10Nm (0.8-1.0kgm) (5.8-7.2lbs ft)	20-30Nm (2.0-3.0kgm) (14.5-21.6lbs ft)	10-20Nm (1.0-2.0kgm) (7.2-14.5lbs ft)

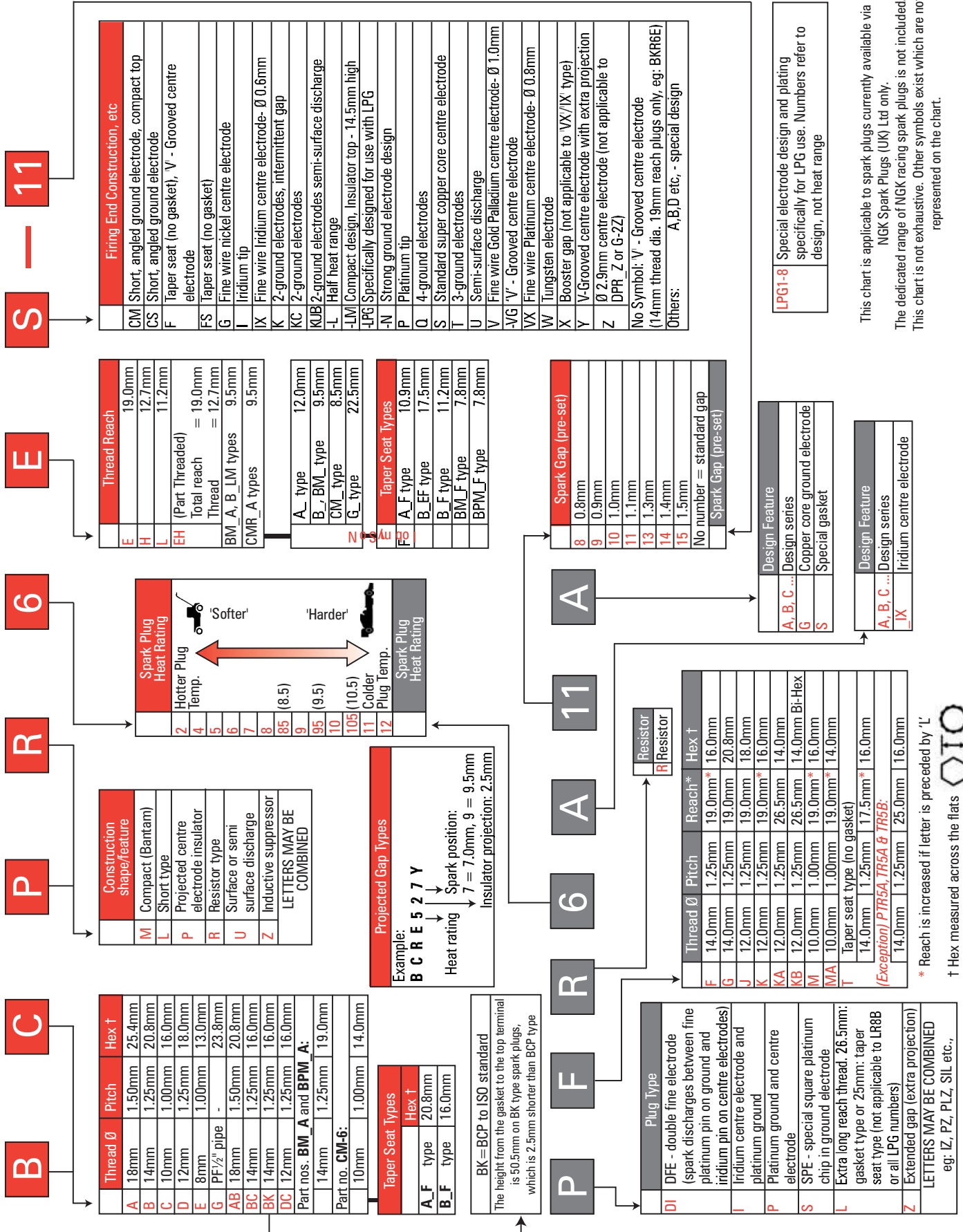
Important: Some spark plugs differ in gasket design or material, refer to tightening advice on specific spark plug packaging

SPARK PLUG GAP SETTINGS

Important: Spark plug gap settings are given in millimetres. Practical equivalents are shown below.

mm	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.3	1.4	1.5	1.6	1.8	2.0
ins	.016	.020	.024	.028	.032	.035	.039	.043	.051	.055	.059	.063	.071	.079

DESIGN SYMBOLS





CC	MODEL	DATE	STANDARD COPPER CORE	STOCK NUMBER	PLATINUM OR GOLD PALLADIUM	STOCK NUMBER	IRIDIUM	STOCK NUMBER	GAP MM
GILERA (CONTINUED)									
560	Nordwest 600 (4-Stroke)	91→95	DPR9EA-9	5329			DPR9EIX-9	5545	0.6
	RC600 (4-Stroke)		DPR8EA-9	4929			DPR8EIX-9	2202	0.6
600	Supersport 600	02→	CR9E	6263			CR9EIX	3521	0.6
839	GP800 (Twin Spark)	08→	CR7EKB	4455			CR7EIX	7385	0.8

HARLEY DAVIDSON									
883	XL53C, Sportster 883 (All Models)		DCPR7E	3932	DCPR7EVX	1179	DCPR7EIX	6046	1.0
1000	XL, XLH, XLCH	→78	B-6L	3212					0.7
	XLCR	→79	B-6L	3212					0.7
	XLH, XLS, XLCH	79→	BP6HS	4511			BPR6HIX	4085	1.0
	XR1000	83→85	BPR6ES-11	4824			BPR6EIX-11	3903	1.0
1100	Sportster 1100	86/87	DCPR7E	3932	DCPR7EVX	1179	DCPR7EIX	6046	1.0
1130	VRSC V-Rod, Night Rod, Street Rod	02→	DCPR8E*	4339			DCR8EIX	3606	0.9
1200	FL, FLH, FX, FXE, Super Glide	48→74	BP5S	3011					0.7
	FLH, FLHR, FX, FXE, FXEF, FXS	75→81	BPR5ES-11	4424			BPR5EIX	6597	1.0
	Sportster 1200 (All Models)	88→	DCPR7E	3932	DCPR7EVX	1179	DCPR7EIX	6046	1.0
	XR1200	08→	DCPR9E	2641	DCPR9EVX	6436	DCPR9EIX	2316	0.9
1250	V-Rod Anniversary	11→	DCPR9E	2641	DCPR9EVX	6436	DCPR9EIX	2316	0.6
	VRSC Screamin' Eagle V-Rod	04→	DCPR9E	2641	DCPR9EVX	6436	DCPR9EIX	2316	0.6
1340	All Evolution engines	84→98	BPR5ES-11	4424			BPR5EIX	6597	1.0
	All Shovel Head engines	82→84	ZGR5C	6334					1.0
1450	All 1450cc Models	99→	DCPR7E	3932	DCPR7EVX	1179	DCPR7EIX	6046	1.0
1584	Blackline	11→	DCPR8E*	4339			DCR8EIX	3606	0.9
	FLST Fat Boy	08/06→	DCPR8E*	4339			DCR8EIX	3606	0.9
	Twin Cam 96B Models	06/06→	DCPR8E*	4339			DCR8EIX	3606	0.9

HERO-PUCH									
50	Blinker, Stark, Turbo Sport	94→	BP5ES	6511			BPR5EIX	6597	0.5

HESKETH									
1000	V1000	82→	DR8ES	5423	DR9EVX	6361	DR9EIX	4772	0.7

HONDA									
50	C50		C7HSA	4629			CR7HIX	7544	0.7
	C50C		CR7HS	7223			CR7HIX	7544	0.7
	C50-E Super Cub	84→85	CR7HS	7223			CR7HIX	7544	0.7
	C50L, C50LA-C, C50LA-E	82→88	CR7HS	7223			CR7HIX	7544	0.7
	C50ZZ, C50Z2		CR7HS	7223			CR7HIX	7544	0.7
	CB50J		CR6HS	7023			CR6HIX	7274	0.7
	CR50R-E/F/G		BR9ES	5722			BR9EIX	3981	0.7
	CRF50F	04→	CR6HSA	2983			CR6HIX	7274	0.6
	MB50A-B		BR7HS	4122			BR7HIX	7067	0.7
	MBX50S-D	83→86	BR6ES	4922					0.7
	Melody, Mini Melody, Vision		BPR6HSA	4632			BPR6HIX	4085	0.7
	MT50A-B, MT50S-L	80→93	BR7HS	4122			BR7HIX	7067	0.7
	MTX50S-C	82→85	BR7HS	4122			BR7HIX	7067	0.7
	NC50		BPR6HSA	4632			BPR6HIX	4085	0.7
	ND50M-C		BPR4HS	7823					0.7
	NE50	85→90	BPR6HSA	4632			BPR6HIX	4085	0.7
	NS50MS	81→85	BPR6HSA	4632			BPR6HIX	4085	0.7
	NSC50 Vision	12→	CR7HSA-9	5147			CR7HIX	7544	0.9
	NT50-H	87→94	BPR6HSA	4632			BPR6HIX	4085	0.7
	NU50M-C		BPR5HS	6222					0.7
NV50MS-D	82→87	BPR5HS	6222					0.7	
NX50M		BPR5HS	6222					0.7	
PA50VC	86→91	BPR6HS	7022			BPR6HIX	4085	0.7	



* Please note DCPR8E 4339 has a removable terminal nut, whereas DCPR8E 4179 has a fixed terminal nut





CC	MODEL	DATE	STANDARD COPPER CORE	STOCK NUMBER	PLATINUM OR GOLD PALLADIUM	STOCK NUMBER	IRIDIUM	STOCK NUMBER	GAP MM
HONDA (CONTINUED)									
50	PC50 (OHC)	→69	C6HSA	3228			CR6HIX	7274	0.6
	PC50K (OHV)	70→	C7HSA	4629			CR7HIX	7544	0.6
	PF50MR2		B6HS	4510			BR6HIX	3419	0.7
	PX50	81→86	BPR5HS	6222					0.7
	PXR50	85→87	BPR4HS	7823					0.7
	QR50-D, QR50-F/R		BPR4HS	7823					0.7
	SA50-J, SA50M/N/P	88→95	BPR6HSA	4632			BPR6HIX	4085	0.7
	SFX50S-T-V-W-X-Y	95→03	BR6HSA	4296			BPR6HIX	4085	0.6
	SGX50-V-W-X-Y (Sky)	97→	BR6HSA	4296			BPR6HIX	4085	0.6
	SH50E-S	84→96	BPR6HS	7022			BPR6HIX	4085	0.7
	SH50T-X-Y Bali	96→03	BR6HSA	4296			BPR6HIX	4085	0.6
	SJ50-P-R-S-V-W	93→99	BR6HSA	4296			BPR6HIX	4085	0.6
	SRX50 Shadow	2003	BR6HSA	4296			BPR6HIX	4085	0.6
	SS50	67→	C6HSA	3228			CR6HIX	7274	0.6
	ST50J DAX, ST50J/K	88→93	CR6HSA	2983			CR6HIX	7274	0.7
	SZX-50 (X8R-S, X8R-X)		BR6HSA	4296			BPR6HIX	4085	0.6
	TLM50		B8ES	2411			BR8EIX	5044	0.7
	X8R S/X	98→03	BR6HSA	4296			BPR6HIX	4085	0.6
	XR50	96→02	CR6HSA	2983			CR6HIX	7274	0.7
	XR50R	03→	CR6HSA	2983			CR6HIX	7274	0.7
XR50 Motard	05→	CR6HSA	2983			CR6HIX	7274	0.9	
Z50R-D		CR6HS	7023			CR6HIX	7274	0.7	
Zoomer	06→	ER8EH-N	5606					0.7	
60	CR60R-G		BR9ES	5722			BR9EIX	3981	0.7
70	C70C/E	82→86	CR7HS	7223			CR7HIX	7544	0.7
	CRF70F	04→	CR6HSA	2983			CR6HIX	7274	0.6
	CZ70ZZ, CZ70Z2, C70/C, CF70/C		CR7HS	7223			CR7HIX	7544	0.7
	XR70V, XR70R		CR6HSA	2983			CR6HIX	7274	0.6
80	CR80R-D/E/F/2F/G/2G		BR9ES	5722			BR9EIX	3981	0.7
	CR80R, CR80R2	02→	BR10EG	3830			BR10EIX	6801	0.5
	CR80RB		B9EG	3530	B9EGV	5827	BR9EIX	3981	0.7
	CR80RH-RS/T/V		BR10EG	3830			BR10EIX	6801	0.5
	MBX80FWD-D	83→86	BR9ES	5722			BR9EIX	3981	0.7
	MTX80R-E	83→86	BR8ES	5422			BR8EIX	5044	0.7
	NH80MD/H-P	82→96	BPR6HS	7022			BPR6HIX	4085	0.7
	XR80R-J		CR7HS	7223			CR7HIX	7544	0.7
85	CR85R/R2	03→06	BR10EG	3830			BR10EIX	6801	0.5
90	C90 ZZ (Step Thru)	79→83	D6HA	6512					0.7
	C90E-C/E/G, C90MF-T (Step Thru)	84→96	CR7HS	7223			CR7HIX	7544	0.7
	C90MT (Step Thru)	96→03	CR6HSA	2983			CR6HIX	7274	0.6
	CM90, CM91		D6HA	6512					0.7
	EZ90-M		BR7HS	4122			BR7HIX	7067	0.7
	S90		D6HA	6512					0.7
	SXR90 Joker	01→	BR6HSA	4296			BPR6HIX	4085	0.6
100	CB100 (N/NA/NB)	78→86	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	CRF100F	04→	CR7HSA	4549			CR7HIX	7544	0.6
	H100A/B/S2G	80→92	BR7HS	4122			BR7HIX	7067	0.7
	H100SE/J		BR8HS	4322			BR8HIX	7001	0.7
	SCV100 Lead	03→	CR6HSA	2983			CR6HIX	7274	0.6
	SJ100T-V-W (Bali)	97→99	BR6HSA	4296			BPR6HIX	4085	0.6
	XR100 Motard	05→	CR7HSA	4549			CR7HIX	7544	0.9
	XR100R		CR7HSA	4549			CR7HIX	7544	0.6
108	NHX110 Lead (Fi)	08→	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	NSC110 Vision	11→	CPR8EA-9	2306					0.9
109	AFS110 Wave 110i	12→	CPR6EA-9S	1582					0.9
	CRF110F	12→	CPR6EA-9S	1582					0.9
125	ANF125 Innova	03→	CPR6EA-9	6899					0.9
	ANF125i Innova	07→	CPR6EA-9	6899					0.9
	CA125S	95→99	CR6HSA	2983			CR6HIX	7274	0.6
	CB92 Ø10mm Plug	59→64	CR7HS	7223			CR7HIX	7544	0.7
	CB92 Ø12mm Plug	59→64	D8HA	7112					0.7
	CB125 (S/S1/J)		D8EA	2120	DR8EVX	6354	DR8EIX	6681	0.7
	CB125RS-D/E	83→86	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	CB125T (2/B/D-C/D/D-E)	82→88	CR8HS	7423	CR8HVX	7236	CR8HIX	7669	0.7
CBF125	08→	CPR7EA-9	3901					0.9	



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HONDA (CONTINUED)									
125	CBR125R	04→	CR8E	1275			CR8EIX	4218	0.7
	CC125		D8EA	2120	DR8EVX	6354	DR8EIX	6681	0.7
	CG125 C→T	76→96	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	CG125 W→	97→	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	CH125-D/E	83→87	DPR7EA-9	5129			DPR7EIX-9	7803	0.9
	CLR125 City Fly	98→03	DPR8EA-9	4929			DPR8EIX-9	2202	0.8
	CM125/RB		B9EG	3530	B9EGV	5827	BR9EIX	3981	0.5
	CM125C-C	82→86	CR7HS	7223			CR7HIX	7544	0.7
	CR125R D-S/T/V		BR9EG	3230			BR9EIX	3981	0.5
	CT125C	82→85	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	FES 125 Pantheon (2-Stroke)	98→02	BR8ES	5422			BR8EIX	5044	0.6
	FES 125 Pantheon (4-Stroke)	03→	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	MBX125FE/RW-F/H/L		BR8ES	5422			BR8EIX	5044	0.7
	MTX125R-D/E/F	83→94	BR8ES	5422			BR8EIX	5044	0.7
	NES125 @	00→03	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	NH125MD-D	83→87	BPR6HS	7022			BPR6HIX	4085	0.7
	NS125 F/R/S		BR9ECS	3570					0.7
	NS125FG/FH/RK-RP	86→93	BR7ES	5122			BR7EIX	6664	0.7
	NSR125R-R-S-V	90→03	BR9ECS	3570					0.7
	PCX125	10→	CPR7EA-9	3901					0.9
	PS125i (PES125i)	07→	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	SES125 Dylan	02→	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	SH125	01→	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	SH125i	09→	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	SS125	67→69	D8HA	7112					0.7
	S-Wing 125	07→	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	VT125 /C2 Shadow	98→	CR8EH-9	5666			CR8EHIX-9	3797	0.8
	XL125 (S/SA/SB/RO/RF)	75→87	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	XL125V Varadero	01→	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	XLR125R	97→99	DPR8EA-9	4929			DPR8EIX-9	2202	0.8
XR125L	03→	DPR8EA-9	4929			DPR8EIX-9	2202	0.8	
150	FES150 Pantheon	05→09	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	CRF150R/R2	07→	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	CRF150R/B	09→	CR8EH-9	5666			CR8EHIX-9	3797	0.9
185	CD185T		CR7HS	7223			CR7HIX	7544	0.7
	XL185S (2/A/B)		DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
200	CB200		D8EA	2120	DR8EVX	6354	DR8EIX	6681	0.7
	CD200T (A/B), CM200T (A/B)	80→85	CR7HS	7223			CR7HIX	7544	0.7
	MTX200RW-D	83→86	BR9ES	5722			BR9EIX	3981	0.7
	TLR200R-E/F		DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	XR200 (A/R-C)		DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
230	CRF230F	08→	DPR8EA-9	4929			DPR8EIX-9	2202	0.8
250	CB250 K2,K3,K4,G5		B8ES	2411			BR8EIX	5044	0.7
	CB250N A/B/DXB	78→83	DR8ES	5423	DR9EVX	6361	DR9EIX	4772	0.7
	CB250N/T/W	92→	CR6HSA	2983			CR6HIX	7274	0.7
	CB250RS (A/B)	80→83	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	CB250RSD-C	82→84	DR8ES	5423	DR9EVX	6361	DR9EIX	4772	0.7
	CB250T		DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	CBF250	04→	CR8EH-9S	7750			CR8EHIX-9	3797	0.9
	CBR250R	11→					SIMR8A9	91064	0.9
	CBX250RSE	84→86	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	CD250U-J/K	88→93	CR6HSA	2983			CR6HIX	7274	0.7
	CH250F/G (Spacy)	85→87	DPR6EA-9	5531					0.9
	CL250S-C	82→84	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	CM250T	82→84	DR8ES	5423	DR9EVX	6361	DR9EIX	4772	0.7
	CMX250C-T	95→99	CR6HSA	2983			CR6HIX	7274	0.6
	CN250-L/M/N	90→92	DPR6EA-9	5531					0.9
	CR250 R3/R-D/E/F/G/H		BR8EG	3130			BR8EIX	5044	0.5
	CR250R-J		BR9EG	3230			BR9EIX	3981	0.5
	CR250R-S/T/V		BR8EG	3130			BR8EIX	5044	0.5
	CR250R K5	05→	BR9EG-N-8	2689					0.8
	CRF250L	12→					SIMR8A9	91064	0.9
	CRF250R K5/K6 (19mm Thread Reach)	04→09					R0409B-8	7791	0.7
	CRF250R (26.5mm Thread Reach)	10→12					R0451B-8	9356	0.7
	CRF250X K5/K6	04→					IMR8C-9H	3653	0.9



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HONDA (CONTINUED)									
250	FES250 W-X-Y (Foresight)	97→03	DPR7EA-9	5129			DPR7EIX-9	7803	0.9
	RTL250		D6EA	7512					0.7
	TL250		D7EA	7912					0.7
	TLR250F		DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	VT250F-D	83→87	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	XL250/K3		D8EA	2120	DR8EVX	6354	DR8EIX	6681	0.7
	XL250R-C	82→84	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	XL250RE	84→86	DPR9Z	4830					0.7
	XL250S (A/B/Z)	73→82	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	XR250	→84	D8EA	2120	DR8EVX	6354	DR8EIX	6681	0.7
	XR250RE	84→95	DPR9Z	4830					0.7
	XR250RT/V	96→01	CR9EH-9	7502			CR9EHIX-9	6216	0.9
280	SH300i	07→	LMAR8A-9	4313					0.9
350	CB350SG	86→88	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	XR350R-D		DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	XR350R-E		DPR7EA-9	5129			DPR7EIX-9	7803	0.9
360	CB360G		B8ES	2411			BR8EIX	5044	0.7
400	CB400 (N/NA/NC/T)	78→85	DR8ES	5423	DR9EVX	6361	DR9EIX	4772	0.7
	CB400F1, F2		D8EA	2120	DR8EVX	6354	DR8EIX	6681	0.7
	NS400RF	85→88	BR9ES	5722			BR9EIX	3981	0.7
	VF400F-D	83→86	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	VFR400 R3-L-P	90→93	ER9EH	5869					0.7
	XR400RT/V		DPR8Z	4730					0.6
450	CB450DX-K	89→92	DR8ES	5423	DR9EVX	6361	DR9EIX	4772	0.7
	CRF450R (19mm Thread Reach)	02→08					IFR8H11	5068	1.1
	CRF450R (26.5mm Thread Reach)	09→12					SILMAR9A9S	6213	0.9
	CRF450X	08→					IFR8H11	5068	1.1
480	CR480R-D		B8EG	3430	B8EGV	5627	BR8EIX	5044	0.5
500	CB500 T	→80	B8ES	2411			BR8EIX	5044	0.7
	CB500-R/T/V/W/X/Y	94→	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	CB500S-W (Half Fairing)	98→	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	CBF500	04→	CR8EH-9S	7750			CR8EHIX-9	3797	0.9
	CR500R-E-S/T/V/W/X	93→	BR8EG	3130			BR8EIX	5044	0.5
	CX500 (Z/A/B/CA/DA/CB/EC)	78→84	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	CX500 TURBO	82→84					DPR8EIX-9	2202	0.9
	FT500-C	82→84	DR8ES	5423	DR9EVX	6361	DR9EIX	4772	0.7
	GL500 Silverwing	82→84	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.6
	VF500F 2E/2F	84→87	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	VT500E-D/F	83→88	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	XBR500F/H/SJ	85→89	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	XL500 (SA,RC)	79→84	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	XR500		DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	550	CB550		DR7ES	3123				
CBX550F (C,2-C)		82→86	DR8ES	5423	DR9EVX	6361	DR9EIX	4772	0.7
600	CB600F (Hornet)	98→06	CR9EH-9	7502			CR9EHIX-9	6216	0.9
	CB600F (Hornet)	07→	CR9EH-9	7502			CR9EHIX-9	6216	0.9
	CB600FA (Hornet with ABS)	08→	CR9EH-9	7502			CR9EHIX-9	6216	0.9
	CBF600 N/S (Incl. ABS)	04→07	CR9EH-9	7502			CR9EHIX-9	6216	0.9
	CBF600 N/S (Incl. ABS)	08→	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	CBR600F-H-J	87→88	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	CBR600F-K-L	89→90	DPR9EA-9	5329			DPR9EIX-9	5545	0.9
	CBR600F-M-N-P-R-S-T-V-W	91→98	CR9EH-9	7502			CR9EHIX-9	6216	0.9
	CBR600F X-Y	99→00	CR9EH-9	7502			CR9EHIX-9	6216	0.9
	CBR600FI / FSI Injection	01→					IMR9A-9H	6966	0.9
	CBR600F Injection	02→					IMR9C-9H	6777	0.9
	CBR600F Sport	02→					IMR9C-9H	6777	0.9
	CBR600F	03/11→	CR9EH-9	7502			CR9EHIX-9	6216	0.9
	CBR600RR	03/03→08					IMR9C-9HES	5766	0.9
	CBR600RR /ABS	09→					IMR9E-9HES	7556	0.9
	FJS600 Silverwing (Incl. ABS)	01→	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	NTV600K/M Reverse	88→93	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	VT600C-N-P-R-S-T-V-W	92→01	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	XL600LM-F	84→86	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	XL600RD-E	84→86	DPR8EA-9	4929			DPR8EIX-9	2202	0.9



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HONDA (CONTINUED)									
600	XL600VH-VX (Transalp)	87→00	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	XR600R-V		DPR8EA-9	4929			DPR8EIX-9	2202	0.8
650	CB650 Z, 2, B	78→82	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	CB650 SC-C (Nighthawk)	82→84	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	CX650E-D	83→86	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	CX650TC-D	83→85	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	FMX650	05→08	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	FX650 Vigor	99→03	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	NT650V-W-X-Y (Deauville)	98→05	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	NTV650P-T/V	92→97	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	NX650K-T-V-W-X Dominator	88→03	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	SLR650	96→99	DPR8EA-9	4929			DPR8EIX-9	2202	0.8
	XL650 /-V (Transalp)	00→07	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	XR650R, R-2		BKR7E-11	1283					1.0
670	NC700D Integra	12→					IFR6G-11K	1314	1.1
	NC700S/X	12→					IFR6G-11K	1314	1.1
680	DN-01	08→					SIMR8A9	91064	0.9
	NT700V Deauville (Incl. ABS)	06→	CPR8EA-9	2306					0.9
	XL700V Transalp (Incl. ABS)	08→	CPR8EA-9	2306					0.9
750	CB750 (SOHC)	70→78	D8EA	2120	DR8EVX	6354	DR8EIX	6681	0.7
	CB750 (DOHC)	79→84	DR8ES	5423	DR9EVX	6361	DR9EIX	4772	0.7
	CB Seven Fifty	92→02	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	CBX750FE	84→86	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	NR (750)	1992	ER9EH	5869					0.7
	RVF750R-S (RC45)	94→98					CR9EHIX-9	6216	0.9
	VF750 (C/F/S)		DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	VF750CP-S		CR8EH-9	5666			CR8EHIX-9	3797	0.9
	VFR750F G-F-K	86→88	DPR9EA-9	5329			DPR9EIX-9	5545	0.9
	VFR750F L-T-V	89→97	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	VFR750R-K/L (RC30)	88→92	CR9EH-9	7502			CR9EHIX-9	6216	0.9
	VT750C2 VT750 V/W Shadow	97→	DPR8EA-9	4929			DPR8EIX-9	2202	0.8
	VT750DC Shadow	01→	DPR8EA-9	4929			DPR8EIX-9	2202	0.8
	VT750C NEC Shadow Spirit	07→	DPR7EA-9	5129			DPR7EIX-9	7803	0.9
	VT750DC Shadow Spirit	07→	DPR7EA-9	5129			DPR7EIX-9	7803	0.9
	VT750C Shadow Black Spirit	10→	DPR7EA-9	5129			DPR7EIX-9	7803	0.9
	VT750S	10→	DPR7EA-9	5129			DPR7EIX-9	7803	0.9
XRV750L-V-W-X-Y (Africa Twin)	90→03	DPR8EA-9	4929			DPR8EIX-9	2202	0.9	
800	VFR800F-W Fi X-Y (781cc)	97→01	CR9EH-9	7502			CR9EHIX-9	6216	0.8
	VFR800F-W K2→ Fi VTEC (Incl. ABS) (782cc)	02→					IMR9B-9H	4888	0.9
	VFR800X Crossrunner (782cc)	05/11→					IMR9D-9H	6544	0.9
900	CB900F/F2 (Z, D, 2-D)	79→85	DR8ES	5423	DR9EVX	6361	DR9EIX	4772	0.7
	CB900F Hornet	02→08	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	CBR900RR-N-S Fireblade (893cc)	92→95	CR9EH-9	7502			CR9EHIX-9	6216	0.9
	CBR900RR-T-V-W-X Fireblade (918cc)	96→99	CR9EH-9	7502			CR9EHIX-9	6216	0.9
	CBR900RR Y Fireblade (929cc Injection Model)	00→01					CR9EHI-9	6419	0.9
	CBR900RR K2 Fireblade (954cc '02 model)	02→03					IMR9C-9H	6777	0.9
1000	CB1000F-V		DPR9EA-9	5329			DPR9EIX-9	5545	0.9
	CB1000R/RA	08→					IMR9E-9HES	7556	0.9
	CBF1000 (Incl. ABS)	06→	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	CBR1000FH-FX	87→99	DPR9EA-9	5329			DPR9EIX-9	5545	0.9
	CBR1000RR Fireblade	04→07					IMR9C-9HES	5766	0.9
	CBR1000RR Fireblade (Incl. ABS)	08→					IMR9E-9HES	7556	0.9
	GL1000 (Gold Wing)	75→	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	VF1000F2F Bol d'Or		DPR9EA-9	5329			DPR9EIX-9	5545	0.9
	VF1000FE	84→85	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	VF1000FF	85→87	DPR9EA-9	5329			DPR9EIX-9	5545	0.9
	VF1000RE-High Speed		DPR9EA-9	5329			DPR9EIX-9	5545	0.9
	VF1000RE-Standard		DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	VF1000RF	85→88	DPR9EA-9	5329			DPR9EIX-9	5545	0.9
	VTR1000 F W-Y (Firestorm)	97→08					DPR9EIX-9	5545	0.9
	VTR1000 SP1	00→01					FR9B1-11	4709	1.1
	VTR1000 SP2	02→					IFR9H11	6588	1.1
	XL1000V-Y (Varadero)	98→02					DPR8EIX-9	2202	0.8
	XL1000V Varadero (Incl. ABS)	03→					IJR8B9	4873	0.9



CC	MODEL	DATE	STANDARD COPPER CORE	STOCK NUMBER	PLATINUM OR GOLD PALLADIUM	STOCK NUMBER	IRIDIUM	STOCK NUMBER	GAP MM
HONDA (CONTINUED)									
1050	CBX1000B,C (6-cyl.)	78→84	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
1100	CB1100 (RB,RC,RD) Road Use	82→84	DR8ES	5423	DR9EVX	6361	DR9EIX	4772	0.7
	CB1100SF-Y (X11)	99→					CR8EHIX-9	3797	0.9
	CBR1100 XX V-Y (Super Blackbird)	96→					CR9EHIX-9	6216	0.9
	CBR1100 XX K1 (Super Blackbird)	2001					IMR9A-9H	6966	0.9
	CBR1100 XX K2 (Super Blackbird) 3405930→	02→					IMR9C-9H	6777	0.9
	GL1100B (Gold Wing)	80→	DR8ES-L	2923	DR8EVX	6354	DR8EIX	6681	0.7
	ST1100 ABS/TCS/T/V	95→	CR8EH-9	5666			CR8EHIX-9	3797	0.9
	ST1100/L S-Y (Pan European)	89→03	CR8EH-9	5666			CR8EHIX-9	3797	0.9
1200	GL1200-EDE/IE/AE/AF/AH (Gold Wing)	84→88	DPR7EA-9	5129			DPR7EIX-9	7803	0.9
1237	VFR1200F/FD	10→					IMR9E-9HES	7556	0.9
	VFR1200X Crosstourer	04/12→					IMR8E-9HES	95397	0.9
1260	ST1300 Pan European (Incl. ABS)	02→	CR7EH-9	3486			CR7EIX	7385	0.9
1300	CB1300 (Incl. ABS)	03→	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	CB1300S (Incl. ABS)	05→	DPR8EA-9	4929			DPR8EIX-9	2202	0.9
	VTX1300, VT1300CX	03→	DCPR6E	3481					0.9
1500	GL1500 J-L, GL1500 SE M-Y (Gold Wing)	88→01	DPR6EA-9	5531					0.9
	GL1500CT (Gold Wing)	97→00	DPR7EA-9	5129			DPR7EIX-9	7803	0.9
	GL1500C-V-W-(F6C) (Gold Wing)	96→03	DPR7EA-9	5129			DPR7EIX-9	7803	0.9
1800	GL1800 (Gold Wing) (Incl. ABS)	01→	BKR6E-11	2756			BKR6EIX-11	3764	1.1
	VTX1800/C	01→08					IFR6L11	3678	1.1

HUONIAO									
50	HN50-QT8	07→	C7HSA	4629			CR7HIX	7544	0.7
125	HN125-8	06→	D8EA	2120			DR8EIX	6681	0.7

HUSABERG									
250	TE250	11→	BR7ES	5122			BR7EIX	6664	0.7
300	TE300	11→	BR7ES	5122			BR7EIX	6664	0.7
390	FE 390	10→					LKAR8AI-9	6706	0.9
400	FE,FS 400E/C	00→	DCPR8E*	4179			DCR8EIX	3606	0.6
450	FE 450	09→					LKAR8AI-9	6706	0.9
470	FC, FX 470/6, E	00→	DCPR8E*	4179			DCR8EIX	3606	0.6
550	FC 550/4/6	00→	DCPR8E*	4179			DCR8EIX	3606	0.6
565	FE 570	09→					LKAR8AI-9	6706	0.9
	FS 570	10→					LKAR8AI-9	6706	0.9
650	FE, FS, FX 650 Supermoto	00→	DCPR8E*	4179			DCR8EIX	3606	0.6

HUSQVARNA										
50	CR50	11→	BR8ECM	3035	BR8ECMVX	5567			0.7	
	Husky Boy Basic	00→04	B8HS	5510	B8HVX	2634	BR8HIX	7001	0.5	
	Husky Boy Junior (12.7mm Thread Reach)	99→02	B6HS	4510			BR6HIX	3419	0.5	
	Husky Boy Junior (19mm Thread Reach)	03→			B10EGV	5927	BR10EIX	6801	0.6	
	Husky Boy Racing	01→	B6HS	4510			BR6HIX	3419	0.5	
	Husky Boy Senior (12.7mm Thread Reach)	99→02	B6HS	4510			BR6HIX	3419	0.5	
	Husky Boy Senior (19mm Thread Reach)	03→			B10EGV	5927	BR10EIX	6801	0.6	
	SM50	02→10	BR9ES	5722			BR9EIX	3981	0.7	
	SM50	11→	BR8ECM	3035	BR8ECMVX	5567			0.7	
	WRS 50 (Scooter)		B9ES	2611	B9EVX	7254	BR9EIX	3981	0.7	
	WSM 50	03→	BR9ES	5722			BR9EIX	3981	0.7	
	WXE 50	03→	BR9ES	5722			BR9EIX	3981	0.7	
	65	CR65	06/11→	BR8ECM	3035	BR8ECMVX	5567			0.6
	125	CR125	→91	B9EG	3530	B9EGV	5827	BR9EIX	3981	0.5
CR125		92→01			B95EGV	2145			0.5	
CR125		02→05	BR9EG	3230			BR9EIX	3981	0.5	
CR125		10→	BR9EG	3230			BR9EIX	3981	0.6	
SM125 /S		98→	BR9EG	3230			BR9EIX	3981	0.5	
SMS4 125		11→	CR8E	1275			CR8EIX	4218	0.7	



* Please note DCPR8E 4339 has a removable terminal nut, whereas DCPR8E 4179 has a fixed terminal nut

