

NGK SPARKPLUG CODES

Here is the table of values for NGK spark plug names.

The breakdown is like this: [B] [CPR] [6] [E] [S] - [11]

Six fields. Some, e.g. the second field, are optional.

Some fields may have multiple letters.

Field one: Thread diameter.

A = 18mm B = 14mm C = 10mm D = 12mm

Field two: Construction.

C = hex size 5/8" K = hex size 5/8 with projected tip (ISO)

M = compact type P = projected insulator type

R = resistor SD = surface discharge for rotary engines

U = semi-surface discharge Z = inductive suppressor

Field three: Heat Range.

2 = hot, up to 10 = cold. There's no 1, I guess.

Field four: Thread reach.

E = 19mm F = tapered seat

H = 12.7mm (1.5") L = 11.2mm (7/16")

If this field is blank, an 18mm diameter plug has 12mm reach,

and a 14mm plug has a 9.5mm (3/8") reach.

Field Five: Firing end construction.

A, B = special design (no details given)

C = special ground electrode

G = racing use

GV = racing use V type

H = half thread

K = 2 ground electrodes for certain Toyotas

L = half heat range

LM = compact lawn mower type

M = 2 ground electrodes for Mazda rotary engine

N = special ground electrode

P = platinum tip (premium)

Q = 4 ground electrodes

R = delta ground electrode for BMW

S = standard 2.6mm centre electrode

T = 3 ground electrodes

V = fine-wire centre electrode, gold palladium

VX = platinum tip (high performance)

W = tungsten electrode

X = booster gap

Y = v-groove centre electrode

Field Six: (after the dash) Wide gap.

8 = .032" 9 = .036" 10 = .040"

11 = .044" there is no 12 13 = .050"

14 = .055" 15 = .060" 20 = .080"

Other notes:

There's more, such as for metal shell plugs, "V-Power" plugs for North American made cars, and other stuff. I'm not typing it in.

Some Motorcycle-related comments...

Some bikes use the DR8ES-L plug. There's no indication what the 'L' means; it does not appear in the symbol chart for field six.

Seeing as I specialize in Honda V4 info...

ST1100 (hey, it's a V4) : CR8EH-9

VF1100 : DPR8EA-9

VF1000 : DPR8EA-9

VF750, VF700 : DPR8EA-9

VFR750, VFR700 : DPR9EA-9

VF500 : DPR8EA-9

VFR750R (1990) : CR9EH-9

VFR750F (1990) : CR9EH-9

VFR750F (1991-92) : CR8EH-9

Extended-life platinum tip plugs replacing the CR9EH-9 are available as CR9EHVX-9.

Resistor plugs are used for two reasons --

1. They cut down electrostatic interference.
2. They provide a sharper "edge" to the voltage spike, making for a stronger, shorter spark. On high RPM motors, this is important.

The projected insulator simply describes the shape of the plug head.

A projected insulator sticks out a little further into the combustion chamber.