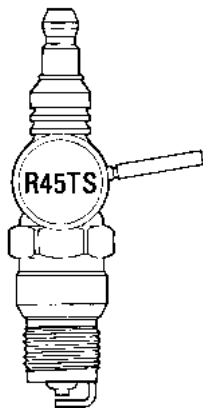


The image shows the cover of an ACDelco Spark Plug Catalog. It features a blue and red diagonal design. The top left has a white spark plug. The bottom half shows four different spark plug models in detail, arranged diagonally from top-left to bottom-right. The background is white with a subtle pattern of thin, parallel lines at the bottom.

ACDelco

**SPARK PLUG
CATALOG**

SPARK PLUG SPECIFICATIONS



Prefix and suffix letters are used to identify a specific type plug, the numbers relate to thread size and heat range. For example, the R45TS spark plug shown is:

- R = Resistor
- 4 = 14 mm Thread
- 5 = Heat Range
- T = Taper Seat
- S = Extended Tip

Plug Identification Table

Prefix		Suffix	
B	- Series Gap	A	- Clip Gap
C	- Commercial	C	- Copper Core Center Electrode
CS	- Chain Saw	C	- Colder Version of M44 Plug
F	- Fine Line 14 mm 5/8" Hex	E	- Special Design Electrode, Extended Tip
M	- Marine	F	- 1/2" (12.7 mm) reach
LM	- Lawn mower type	FF	- 1/2" (12.7 mm) reach, fully threaded
R	- Resistor	G	- Pin Gap (Cold Running)
S	- Sport Vehicle	I	- Iridium Center Electrode
V	- Surface Gap	J	- Boot Release Agent, Anti-Seize Compound
		K	- Special Design
		L	- Long Reach
			7/16" (11.1 mm) reach (14 mm)
			3/4" (19 mm) reach (18 mm)
			3/4" (19 mm) reach (14 mm)
			Fine Line
		LT	- Long reach, .715" (18.16 mm), Tapered Seat
		M	- Special Design Electrode
		N	- 3/4" (19 mm) reach, 3/8" (9.5 mm) thread length
		R	- Resistor (Sport Vehicle Plugs)
		S	- Extended tip
		S	- 7/8" (22.3 mm) Moderate Long reach 23/32" (18.25 mm)
		T	- Tapered Seat Shell Design
		TS	- Tapered seat with extended tip
		X	- Wide Gap (H.E.I.)
		XL	- Extra Long reach, 3/4" (19 mm) fully threaded
		Y	- 3 prong cloverleaf electrode
		Z	- Special gap (usually denotes wide gap)
		5	- .050" (1.3 mm) gap
		6	- .060" (1.5 mm) gap
		8	- .080" (2 mm) gap
		100	- Iridium
		600	- Resistor
		800	- Double Platinum
		900	- Double Platinum

Prefixes are sometimes combined e.g. VB, CR.

Suffix's are combined to form such AC suffix designation as: FG, XLS, TS, FFM, TSX, SZ, etc.

Numbering

1st number denotes THREAD SIZE

- 4 = 14 mm
- 8 = 18 mm
- 10 = 10 mm
- 12 = 12 mm
- 2 = 1/2-inch taper
- 5 = 1/2-inch
- 6 = 3/4-inch
- 7 = 7/8-inch

2nd number denotes HEAT RANGE

0-1-2-3-4-5-6-7-8-9
COLD - HOT

The higher the second digit, the "hotter" the plug; the lower the last digit, the "cooler" the plug.

In order to prevent any confusion or misapplication of the spark plugs, an all numeric identification code was developed to ensure that the proper spark plug is selected for replacement in each engine application. The numeric code does not in any way correspond to the heat range of the spark plug. Therefore, selection of a spark plug with a different code number is not recommended. The heat ranges may be drastically different between two different plugs and engine damage or poor performance may result.

41 — 000

The prefix "41" stands for the manufacturer's product line (i.e. 41 = spark plug)

Numbers after the prefix indicate the type of spark plug:
100 - 199 = Iridium
600 - 699 = Resistor
800 - 999 = Double Platinum*
RAPIDFIRE® Spark Plugs use a modified identification code that identifies plugs with a simple numbering system using numbers 1-12 and 14
***Exception:**
41-985 = Iridium

IMPORTANT

CHECK SPARK PLUG SPECIFICATIONS

The engines in many of the **1971-Forward** automobiles are designed to operate on low lead or unleaded fuels. As a result, it is now more important than ever that you carefully observe the manufacturer's recommendations when replacing spark plugs and doing routine engine tune-ups.

The automotive industry's trend toward the use of lower octane, low lead and lead-free fuels has produced changes in:

1. Engine compression ratios
2. Combustion chamber temperatures
3. Spark timing specifications
4. Spark plug heat range ratings
5. Spark plug gap sizes
6. Spark plug seat design

Installing "**hotter**" spark plugs in **1971-Forward** engines, unless specifically called for, can result in preignition and possibly piston damage.

Installing "**colder**" spark plugs in **1971-Forward** engines can result in excessive fouling, loss of power and higher emission levels.

Even the old standard .035" firing gap has been widened to .040", .054", .060" and even .080", on many of the **1971-Forward** automobiles.

The point is don't rely on experience or memory alone. Avoid problems by checking the model year and engine specifications before you service the car, to insure you have the proper spark plug for your application. Then check the owner's manual, the ACDelco Catalog.

The RAPIDFIRE gap is present at the factory; do not re-gap.

For trailer hauling applications, use spark plug one heat range "colder."

TORQUE SPECIFICATIONS FOR PROPER SPARK PLUG INSTALLATION

PLUG THREAD	CAST IRON HEADS		ALUMINUM HEADS	
	POUND FEET	NEWTON METERS	POUND FEET	NEWTON METERS
10mm GASKET SEAT	7 - 11 lb. ft.	10 - 15 nm	7 - 11 lb. ft.	10 - 15 nm
12mm GASKET SEAT	11 - 19 lb. ft.	15 - 25 nm	11 - 19 lb. ft.	15 - 25 nm
14mm GASKET SEAT	26 - 29 lb. ft.	35 - 40 nm	15 - 22 lb. ft.	20 - 30 nm
14mm TAPERED SEAT	7 - 15 lb. ft.	9 - 20 nm	7 - 15 lb. ft.	9 - 20 nm
18mm GASKET SEAT	32 - 38 lb. ft.	43 - 52 nm	28 - 34 lb. ft.	38 - 46 nm
18mm TAPERED SEAT	15 - 20 lb. ft.	20 - 27 nm	15 - 20 lb. ft.	20 - 27 nm

INSTALLING SPARK PLUGS WITHOUT A TORQUE WRENCH

PLUG THREAD	TIGHTEN PAST FINGER TIGHT
10mm GASKET SEAT	1/4 TURN
12mm GASKET SEAT	3/8 TURN
14mm GASKET SEAT	1/2 TURN
14mm TAPERED SEAT	1/16 TURN
18mm GASKET SEAT	1/2 TURN
18mm TAPERED SEAT	1/16 TURN

NOTE: SPARK PLUGS SHOULD BE INSTALLED WITH CLEAN AND DRY THREADS TO AVOID OVERTORQUING OR STRETCHING THE SPARK PLUG WHICH CAN, AND OFTEN DOES, RESULT IN ENGINE DAMAGE.

