



BTH Components Ltd

Plug Types



We have had good results with NGK plugs and some suggested types for popular machines are listed below. The NGK plugs have a great heat range so the suggested grade will usually perform well for most normal riding. If you have a modified motor or you are competition riding the suggested type can be a good starting point to find the best grade of plug. Use the gap recommended in your machine's handbook. If you don't know the recommended gap, 0.020" (0.5mm) is a good starting point. A plug gap of 0.018" - 0.020" was recommended for most bikes that originally used a magneto. A large gap is not necessary unless you have plug fouling problems and will just work the ignition system harder than necessary.

Some machines had long production runs with early models using iron heads and later ones aluminium. As a general rule iron heads used short reaching plugs and aluminium heads long reach. Check you have the correct reach plug before fitting.

Sub A local Dyno expert who has tuned many race winning vintage machines has found that a plug gap as low as 0.007" (seven thousandths of an inch) does not reduce the power output registered on the dynamometer.

BSA	M21-M23	8045
	611	8104
	838 Iron head	8145
	834 Aluminium head	8101
	838/51-Chalmers	8803
	843 844 850	8101
	500 - 510 Twins - later	8101 - 8803
NORTON	750 - 800	81101
	M21-512	8101
	500 to 750 Twins - Commando	8101
TRIUMPH	T1 80-51	8145
	T100 early iron	8145
	67 180N to 50	8145
	T100 Aluminium to 50	8101
	700 - 750 to 75	8101 - 8803
VELMOTIVE	80A1 - M15	8101
	50cm - 50cm	8803