



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 good 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 machines 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.

N.B 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-M33	8045
	933	8745
	934 Iron head	8745
	934 Aluminium head	8745
	934 US Clubman	8835
	940 B44 B50	8745
	500 - 650 Twins - Later	8745 - 8865
NORTON	350 - 400	86745
	M50 - E52	8745
	500 to 750 Twins - Commando	8745
TRIUMPH	T7 40-53	8745
	T100 early iron	8745
	6T IRON to '50	8745
	T100 Aluminium to '59	8745
	T90 - T100 to '73	8745 - 8865
VELOCETTE	M4C - M55	8745
	Viper - Venom	8835