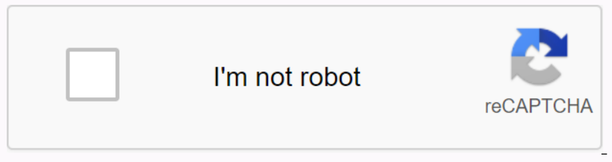

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Changing the spark plugs is not too harsh, even for the mechanically reluctant. If you're careful, you'll be in trouble. How do you know if your plugs need to be changed? The surest sign is on the mileage meter. Spark plugs usually have to change every 30,000 miles (48,280 kilometers). Some high-performance plugs can reach 100,000 miles (160,934 kilometers) before replacement. If you don't know when yours changed last or if you have an engine that works around or has recently experienced a decrease in fuel economy, well, it could mean that your engine could benefit from some fresh, clean sparks. As always, check the owner's manual to see what works best for your vehicle. Advertising You will need a spark plug slot for your welcome key and a vacuum meter. You can buy a spark plug socket key specially made to fit your car's plugs or you can get a universal spark plug socket key made to match the most common head hex sizes. As we've already said, you probably won't need to vacuum your plugs, but you may need a vacuum meter to check again that the space between the central electrode and the ground electrode is correct. To find the plugs, just locate the cables and follow them. There is usually only one plug per cylinder, but fire in a specific range specified by the manufacturer. Select a plug to start and gently remove only this cable. Changing one spark plug at a time is much easier than restoring the engine after you have replaced the cables in the wrong order. Now whip out that new spark plug socket and put it at the end of your key. Plug sockets usually have a layer of foam inside to make this process easier. (He's picking up the spark plug.) If your socket does not have a flange, use a small electrical tape inside the socket to get a better handle. Brush any debris away as you remove the plug. When the plug is unscrewed, just lift it out of the hole. If you're going to do it, do it now. Your owner's manual should tell you where the gap should be set; adjust your meter and drag it between the ground electrode and the central electrode. You want the electrodes to touch the meter, but not too tight. Insert the new spark plug into the empty hole using the socket. If possible, you may even want to remove the key and tighten the spark plug with your fingers. To make sure the threads are properly aligned, give the plug a few turns counterclockwise to insert it before tightening the plug manually. Once the plug is with the finger, you can complete the task with the welcome key. Connect the loose spark plug cable to the terminal at the top of the plug. You'll probably feel the cable breaking safely. When you have finished replacing the first spark plug and the cable is safely back in place, proceed to the next plug in the row and repeat the whole process. That was easy, wasn't it? Let's do some troubleshooting anyway. When you experience a sluggish sluggish there is a good chance that you could have a bad spark plug. Difficulty cranging, low momentum during operation or sluggish performance in your engine can all mean spark plug failure. You can take your problem to a professional mechanic for a full diagnosis, but there is a way you can try the spark plugs yourself. Start by disconnecting each spark plug cable in your engine one at a time while the engine is running. If the engine drops speed or starts running rough when someone is disconnected, you know that the spark plug is good. If you unplug a spark plug and there is no significant change in the engine, you have found a bad spark plug. Check the ignition with the spark plug by disconnecting the spark plug cable from the spark plug. Hold the end of the spark plug wire near a metal surface. If the spark plug is good, you will see a spark or you will hear a crackling noise. This means that the voltage gets through the cable to the spark plug. See if there is a spark in each of your spark plug cables when the engine is cranked. If the compression is good, you will have spark on each of your spark plug rollers. No spark would mean a spark plug cable is dead. Keep in mind that any connection connected to your spark plugs must be securely connected. Connections include battery cable, ignition cables and coil cables, not just spark plug cables. Move the connection connections from your spark plugs. Then try again. Sometimes it's just a matter of a line connection being loose. Check to make sure that the end of each of the spark plugs is clean and without any impurities, oil or fat deposits. Sometimes you can just clean them well and they will pass the test. But if they still don't taste good after cleaning, you'll need to replace them. Protect yourself from the risk of electric shock when testing spark plugs. Wear rubber gloves and do not lean against any metal part of your vehicle while the engine is running. Vehicles first look, spark plugs seem to perform a fairly simple task: to create a vacuum that allows an electric arc to ignite compressed air and fuel. While almost any piece of copper wire could perform such a task, spark plugs should do it dozens of times per second under some truly intense conditions. But while many companies claim to produce vehicle plugs, boosting vehicles really comes down to choosing the right engine plugs and your application. Under the Hood: The best spark plugs for an Audi TT 1.8T FWDAlternativesThere are, in fact, 11 spark plugs that you can replace effectively. include Autolite APP3923, Beru 14F-6DPUR02 or Bosch F7DPP222T. You can also use Champion OE136, Daihatsu 9004851166000, or Denso PK20PRP8. Eyquem RFC58LZDP, Fiat 60569957, Mitsubishi MS851346 and Unipart GSP9652 also effectively replace the NGK plug. Finally, you can use Motorcraft AGPR12PP8 to keep the Audi TT running The best spark plugs for the sinking gas elementsRiridium/Platinum/Copper TippedStandard spark plugs use a steel belt set a short distance from a steel edge. The electric arc jumps from the edge to the belt, which is grounded in the cylinder head. Steel is a decent electrical conductor, but iridium, platinum and copper are better. Better electrical conductivity means a stronger spark and better fuel economy, but you do your homework. Many of these iridium/platinum/copper-tipped spark plugs come preset with a standard-sized vacuum from the manufacturer, which (combined with the most efficient energy transfer of the material) can actually produce a smaller and weaker spark than the stock plugs. You may need to widen the spark plug gap to take advantage of increased hardware performance and see any noticeable improvement in mileage. The warmer series plugsAll spark plugs use some kind of ceramic insulator (the white part in the plug) to contain heat inside the combustion chamber. A smaller insulator allows heat to radiate out and keep the plug edge cooler a longer one keeps the plug warmer and enhances combustion efficiency, throttle response and mileage. If you do most of your driving around town, don't have a high-compression or turbocharged engine and don't do a lot of racing, then you might want to consider installing a warmer (longer insulator) spark plug. A warmer spark plug tip will also allow you to run a little more plug gap for increased spark size and efficiency. Multiple-Strap PlugsThere are many spark plugs on the market today with two or four ground straps. Such spark plugs are often inaccurately referred to as multiple edge. There is only one edge, but multiple ground straps allow the spark to follow the path of least resistance. This can be a benefit for engines with a comparatively weak hub or single coil ignition system, where multiple ground straps will help ensure that the spark plug fires whenever they are supposed to. However, engines that use powerful coil-on-plug or direct ignition are usually better off using a single, wide iridium/platinum/copper-tipped plug. Multiple ground straps can actually block travel and flame efficiency, so don't use them unless they really need to. The best spark plugs for a Ford 5.4 EngineMotorcraftThe new Motorcraft spark plug for the 5.4 Triton engine, the MC SP507 platinum plug, replaces the old plug, PZT14F. The SP507 is one piece and has a little more durability. The prevents pollution at low engine speeds, and is self-cleaning at high engine speeds. The old PZT14F was designed in two pieces, and would tend to break in the head due to the build-up of carbon in the seat. The newer plug tends to be more resistant to torque pressure. The lack of carbonization accumulation with newer model aids in the removal of used spark plugs. This spark plug was made for the Owner of Ford who wants to stick with the original original to Drew Shippy, a representative of Champion, The New Champion 7989, another piece of design, has greater durability and is the hottest-selling spark plug Champion has. The Champion 7989 has a double platinum design and withstands the carbon build-up that characterizes the 5.4 Triton engine. Its mono-image design addresses the problem of breakage during removal, and the upper thermo-active alloy prevents excessive carbon accumulation. The Champion is folded and laser-welded to form a piece. AutoliteAutelite makes the HT-1.5, which was designed to be more durable than the HT-1. This single platinum spark plug was Autolite's response to plugs breaking into 5.4 Triton engines. According to autolite, the original plug was redesigned for enhanced durability and strength. Autolite designed the HT-1.5 to run hotter. Warmer plugs do not corrode and dirt is not self-cleaning. The spark plug continues to be a two-piece design, but incorporates a nickel lining to prevent corrosion and carbonization. The old Autolite plugs were designed with copper case and yarns, which were prone to melting and corrosion. Now that we've discussed our top seven picks of motorcycle spark plugs, the next section is all about answering other questions you can have, whether you're looking for a Harley Davidson spark plug or a dirt bike spark plug. First, we will look at what should be prioritized when buying motorcycle spark plugs, before listing the various types that are usually available. Then we look more closely at a couple of the top brands on the market. Then we have our FAQ section, as well as a recap of our number one selection of the products discussed. What to look for in motorcycle spark plugs you can still feel like you need some more information in choosing a motorcycle spark plug. Well, in the section below, we'll offer you an overview of some of the key features you need to be alert to. Most of them are related to ensuring that you match the plug to your vehicle. Otherwise, you could end up with a product that is completely incompatible for your needs, and this could lead you to need an early replacement. Motorcycles come in different shapes and sizes - such as spark plugs. The size is measured by the diameter of the threaded area. If this is wrong, you will not be able to tighten it as needed. Vehicles differ in their engine design, so you need to choose a plug that will work well with your bike. You should check the your owner for more information about the information about the recommended plug. If you choose one that is the wrong diameter, you are not going to be able to tighten it in place as needed. Or you can even damage the cylindrical coil by destroying the thread. So, if you're looking for the best spark plugs for a Harley Davidson, make sure you specify that it's compatible. Other Other to pay attention is the electrode vacuum. This term refers to the distance between the central electrode and the terrestrial electrode. The last one's always at 0 volts. When the first one reaches the correct voltage, it will release an electrical discharge as a spark, which will ignite the fuel and move the pistons. This should be highly accurate or can lead to a whole host of problems for your vehicle, including a high number of failures, loss of power, poor fuel economy, and reduced life span. Remember, this number should be accurate within centimeters of an inch. Spark plugs come in different heat ranges (we'll go into more detail about this a little later). Make sure to check your owner's manual so you know which one to go for. All heat ranges appear in numerical terms with lower numbers being warmer and higher being cooler. If your bike has a modified engine, you should consult an expert who knows a lot about performance modifications. All the points we have discussed so far are somehow related to compatibility, but it is worth giving at this point its own separate section as well. Before you can buy the right spark plug, you need information such as the make and model of the vehicle, engine type, type of fuel system, and part number. The more information you have, the more likely it is that you will make a wise and informed choice when it comes to spark plugs. Every time you buy any product for your motorcycle, you want to be sure of its quality. First, you want to stand the test of time. And secondly, you don't want to do anything harmful to your bike that might otherwise have been avoided. One way you can be more confident about quality is by controlling the brand and what kind of credentials it offers. Also, you could look at previous customer reviews to see what they have said about the product. The right spark plug should offer a decent amount of functionality for your car's engine. Carefully evaluate your various options to determine what kind of positive features they can all offer. It is easier if the product lists a lot of information in advance. In this way, you can compare and contrast the various options available to you. Types of motorcycle Spark Plugs Motorcycle spark plugs vary in several ways. So let's start by looking at each of the top three electrode types in more detail, as well as offering a review of some of the main and disadvantages. Then we move on to some of the other important variations that you can expect. First of all, we have copper electrodes. This design is the most old-fashioned, and it's one that doesn't exist particularly widely anymore. Essentially, it features a solid copper core with a nickel alloy coating. Even if you don't find them on modern bikes, they can still be suitable for bikes made before 1980 with low voltage ignition systems. However, be wary cheaper copper models tend to collect deposits faster, which may end up degrading their operation. Platinum electrode electrode features a copper core with a platinum disc welded to the central electrode. Platinum is a hard material that is designed to last for a long time. Since it will run hotter than a copper plug, it will reduce deposits that accumulate. This tends to be a much more typical choice in the world of modern bicycles. You can also get double platinum plugs, which have discs in both electrodes. Finally, you have electrodes with a copper core and an iridium tip rather than a platinum one. Iridium is about 25% harder than platinum, and since it was introduced to the market, it has become a particularly popular choice. It is celebrated for its long-term properties, but is also at the premium end of the price scale. Double-grounded or single-grounded The next variant to be discussed is whether to choose a double-ground or single-ground plug. Next to the central electrode will be one or more ground electrodes. If you have more, this will help extend the life of the spark plug. If someone wears out over time, you have even more to fall back on. On the other hand, fuel use may end up being less efficient. Fixed vacuum or adjustable vacuum Some spark plugs have a fixed vacuum, which means it remains rigidly in place and you don't have the freedom to adjust them as you would like. Otherwise, you have plugs that are adjustable, which allow you to change them according to the gap cash pendant. Ultimately, you need to consider whether customization is a worthwhile feature that you would like or not. One specification we haven't discussed so far in this blog post is the scope of the spark plug. This refers to how far it projects into the combustion chamber. The number of threads a spark plug has is a good indication of its reach. If the plug fails to protrude enough into the combustion chamber, you will not have good combustion. But if it protrudes too deeply, the pistons can damage it while the engine is running. Alternatively, pre-ignition may occur, which will cause the fuel to ignite very early. Again, this can lead to a loss of power. Spark Plug Chips If you've never thought in great detail about different spark plug brands, this next section will enlighten you about some of the different options you have. If you choose a brand that is known for creating high quality, reliable products, you have a better idea of what you are buying. There will also be much more information available including product reviews, etc. This Japanese manufacturer is around the 1930s and is a well known and widely respected choice. They sell well, are known for their regular innovations, and have been widely adopted as a OEM brand. Another Japanese brand, brand, started as part of the Toyota brand, before splitting off to go independent. The brand is known in the industry, and is often used as OEM equipment including compressors, starters, and filters. This is a branch of the famous General Motors Company. The brand was created as part of a merger between AC Spark Plug and United Delco in 1974. Best Motorcycle Spark Plug FAQ: Q: What is the heat range of a spark plug? A: The heat range of a motorcycle spark plug refers to the speed at which it can transfer heat, starting from the firing edge and into the cooling system. The majority of spark plug creators suggest that the heat range should be between 500-850 degrees Celsius. Each manufacturer will display its heat range in a number. But keep in mind that different brands have different methods of assigning heat series. These can be generally divided into what are commonly known as 'hot plugs' and 'cold plugs'. The former have long insulator nose lengths, which slow down the rate at which heat is transferred from the firing edge to the cooling system. It is best for applications that run at low revs, and have the advantages of allowing the plug to self-clean and prevent pollution. Alternatively, you have cold plugs, which are best for high rpm engines, since they have a short nose head insulator, which transfers heat faster than the firing edge to the water cylinder head jacket. If you're not sure, it's always worth the manufacturer's questions. For high-performance engines, choosing the right heat series is necessary. If you choose one with a heat range that is too cold, the spark plug will not be able to self-clean in the same way, and will not be able to burn carbon deposits. On the other hand, if you choose an area that is too hot, this could lead to negative effects such as explosion, pre-ignition, and power loss. Look for a special performance spark plug. Q: What is the purpose of metal in a spark plug? A: Different manufacturers use different metals in the center and side electrodes of a spark plug. The metal is intended to channel high voltage from the spark plug cable through the rest of the ball. This allows it to cause the small gap between the central electrode and the lateral electrode, which initiates the combustion process. Hard metals such as platinum and iridium are used to reduce wear caused by high voltage sparks. They also help to reduce the failure rate by offering a more engine performance. Q: What is a gap? A: Your spark plug must be properly empty for the engine to perform properly. When shopping for spark plugs, you need to know about your vehicle's gap specifications, so you can choose one with the right specifications. Alternatively, you can try and take on the task of gappping the plug yourself. There are many online guides that the process in more detail, but you need to start by getting the right tools. Then you need to clean the spark plug and measure the gap carefully. Then use your tool to carefully adjust the lower electrode, continuing to re-adjust the vacuum until you get it to the correct size. Q: How often do I have to change my bike spark plug? A: The general answer to this question is: it depends. Some of the factors that can influence how often you change the spark plug are how often you ride your bike, the distance you cover, the quality of the plug you have chosen, and the age of your bike. As a general rule, the new spark plugs should last about 6,000-7,000 kilometers. However, it's worth your spark plugs on a regular basis, as well as controlling that all-important gap. You can also perform some basic maintenance including cleaning off any carbon deposits. Another way you can tell if a spark plug is still in good working order is the color. Whether it's light tan or gray, that's one way of saying it's all A-OK. If you notice that it is a heavy black color with deposits, it could be very cold for the engine. Alternatively, it could mean that there is too much of a spark gap. On the other hand, if you see a bright white color, it may be that the plug has been overheated by improper tightening. Our Top Pick of all the motorcycle spark plugs we've discussed in this blog post; Our number one option is one that is already coming pre-gapped. It has an iridium electrode, which is 25% smaller than a platinum. Some of the advantages of this material include a reduction in voltage requirement and an extended ignition system life. This is a well-known brand in this area, and for us, it's hard to beat. Sources: Sources: