



## Spark plug comparison table:

Manufacturer	NGK	Denso	Bosch
Hotter			
	B8 EGV	<b>W 24 ES ZU</b>	W 2 CS
	B8.5 EGV	-	
	B9 EGV	<b>W 27 ES ZU</b>	W 08 CS
	B9.5 EGV	<b>W 29 ES ZU</b>	
	B10 EGV	<b>W 31 ES ZU</b>	W 07 CS
	B10.5 EGV	-	W 06 CS
	B11 EGV	<b>W 34 ES ZU</b>	
Colder			

### Reading the plug:

Look at plug porcelain for colour and condition.

Also look at electrode & gap for "rounding" of surface edges.

Porcelain Colour	Sign
<b>Tan</b>	<b>Normal; mixtures correct; engine fine</b>
<b>Black dry fluffy</b>	<b>Too rich or excessive idle; check</b> <ul style="list-style-type: none"> <li>▪ <b>Dirty air filter</b></li> <li>▪ <b>Adjust air mixture on carby</b></li> </ul>
<b>Black wet glazed look</b>	<b>Burnt crankcase oil passing piston ring; check</b> <ul style="list-style-type: none"> <li>▪ <b>Worn piston or ring</b></li> <li>▪ <b>Worn barrel</b></li> <li>▪ <b>Crankshaft seals are bad or cases need lapping</b></li> </ul>
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<b>White coloured</b>	<b>Engine overheating; check</b> <ul style="list-style-type: none"> <li>▪ <b>Carby mixture too lean</b></li> <li>▪ <b>Incorrect plug (too hot)</b></li> <li>▪ <b>Low octane fuel</b></li> <li>▪ <b>Incorrect timing</b></li> <li>▪ <b>Cooling problems</b></li> <li>▪ <b>Leaking crankcase seals, base or head gasket leaks.</b></li> </ul>