

Spark Plugs



Bosch spark plugs have been around from the birth of the spark-ignition engine. Since then, they have been continually improved in close coordination with vehicle manufacturers.

New generations of spark plugs have emerged, now Bosch has a wide-ranging program to satisfy the most varied engine requirements. Ensuring economical fuel-consumption and low emission rates, Bosch offers the best possible spark plugs for every engine. You will find them in this catalogue

[Technical information](#)

[Technical Tips](#)

[Applications](#)

[Passenger vehicles incl. Recreational 4WD's](#)

[Trucks, Buses and Commercial vehicles](#)

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The recommended spark plugs apply for normal operating conditions not for racing, modified or aircraft engines.

The best decision right from the start

Numerous leading vehicle manufacturers place their trust in Bosch spark plugs. With good reason:

As the leading systems manufacturer in the fuel injection and ignition sectors, Bosch's name is synonymous with superb quality, innovation and all round expertise.

In close co-operation with vehicle manufacturers, Bosch develops exactly the right spark plugs for their engines.

This ensures that Bosch spark plugs perform consistently well under the most varied operating conditions, simultaneously helping to improve fuel economy, reduce emissions, provide extra protection for the engine and catalytic converter whilst guaranteeing reliable ignition.

Bosch spark plugs in automotive original equipment.

- Audi
- BMW
- Citroen
- Daewoo
- Fiat
- Lancia
- Mercedes-Benz
- Mitsubishi
- Opel
- Peugeot
- Porsche
- Renault
- Suzuki
- Toyota
- Volvo
- VW



Audi A6 4.2 Quattro
with Bosch spark plug FGR 7 KOE



BMW X5
with Bosch spark plug FGR 7 DQP



Mercedes-Benz C Class and SLK
with Bosch spark plug F 7 DPER

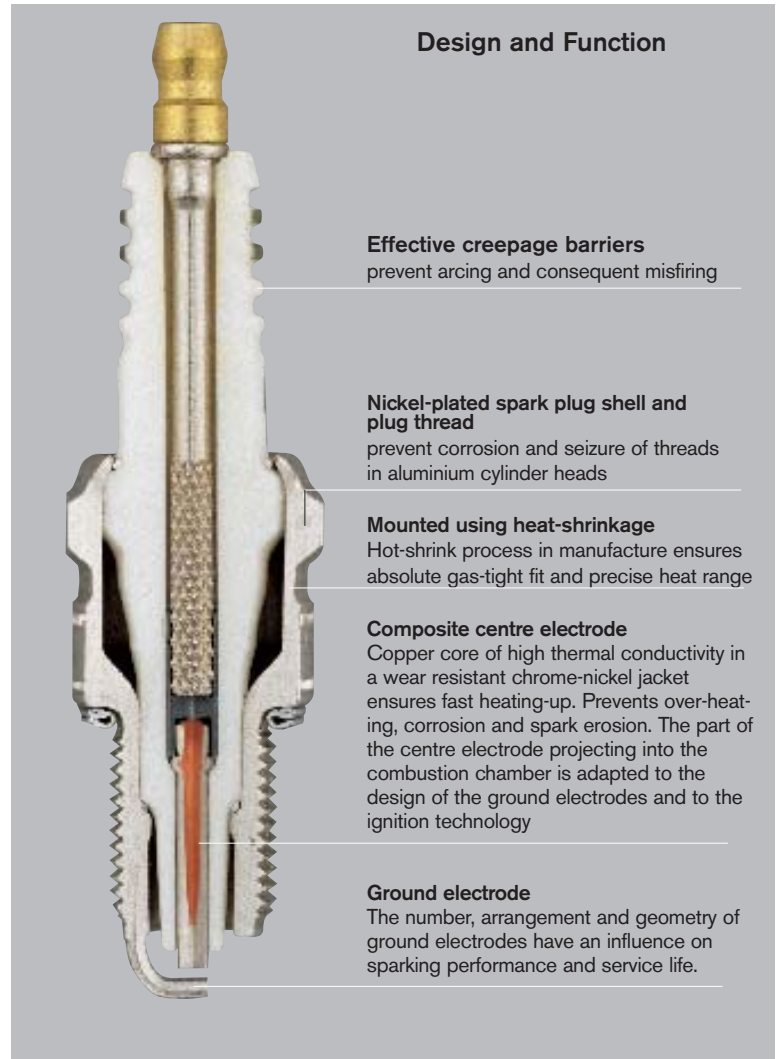


Porsche Boxster
with Bosch spark plug FGR 6 KOE

Bosch Super

Technical features

- The latest technology in line with specifications for original equipment.
- For lasting performance under varied service conditions.
- Saves fuel and reduces harmful emissions
- Protects engine and catalytic converter.
- Factory-set electrode gap guaranteeing reliability throughout the spark plug's service life.
- Meets vehicle manufacturer's service life requirements.



Ignition technology

Since 1902 Bosch have developed over 20,000 types of sparkplugs. Today the range holds over 1250 different types as many modern vehicles call for their own tailor made solution.

Air-gap design

The spark jumps directly from the centre electrode to the ground electrode, passing through the air-fuel mixture between the electrodes

Advantages:

- High degree of ignition reliability throughout entire service life.
- Good cold-starting
- Low ignition voltage required.



Surface-gap design

The ground electrodes are located in such a way that only the especially long and powerful surface to-air gap sparks are produced

Advantages:

- Increased ignition reliability throughout entire service life.
- Best possible protection of catalytic converter.
- Extremely low ignition voltage required.
- Self-cleaning effect in event of sooting.
- Increased service life thanks to the use of several ground electrodes.



Surface air-gap design.

Spark plugs of surface air-gap design are being used more and more in Original Equipment applications. The spark “selects” the best path from the centre electrode to the ground electrode, either as air-gap spark or surface air-gap spark. On ignition, the air-gap spark jumps directly from the centre electrode to the ground electrode. The surface air-gap spark glides across the charged carriers of the insulator nose and jumps to the ground electrode as an air-gap spark. Any soot and carbon deposits are burned away, so that misfiring is prevented.

Advantages:

- High degree of ignition reliability throughout entire service life.
- Improved cold-starting.
- Low ignition voltage required.
- Self cleaning effect in event of sooting.
- Best possible protection of catalytic converter.
- Longer service life possible thanks to the use of several ground electrodes.



Bosch Super 4

The new Bosch Super 4 – Intelligent technology for more power and performance

The Bosch Super 4 uses the latest surface air-gap principle – employed successfully in Original Equipment applications. The Bosch Super 4 features four thin ground electrodes and a pointed, silver-plated centre electrode.

This combination is unique world-wide and is now available for use in vehicles with conventional ignition technology. Depending on the engine loading and the degree of wear of the spark plug, the spark “selects” the best path to ensure correct ignition from one of the four ground electrodes to the centre electrode – either via the air-gap or via the surface air-gap. Optimum ignition reliability protects the engine and the catalytic converter. In addition, the self-cleaning effect of the surface air-gap spark prevents carbon-fouling of the spark plug.



The **Bosch Super 4** offers much more than conventional spark plugs. The efficiency of the spark plug, raised by up to 60%, increases engine performance to an optimum degree – in every driving situation, throughout the plug's service life. In terms of everyday driving, this means a plus in comfort thanks to quiet running and superior engine flexibility.

The ignition reliability is more than doubled, thus keeping the risk of misfiring to a minimum. The resulting improved acceleration ensures a plus in safety. Reliability is guaranteed by the factory-preset gap.

The **Bosch Super 4** satisfies the service-life requirements of vehicle manufacturers for conventional spark plugs.

We recommend that spark plugs are replaced after an interval of 30,000 km (approx. 18,750 miles) and 20,000 km (12,500 miles) for turbo engines.

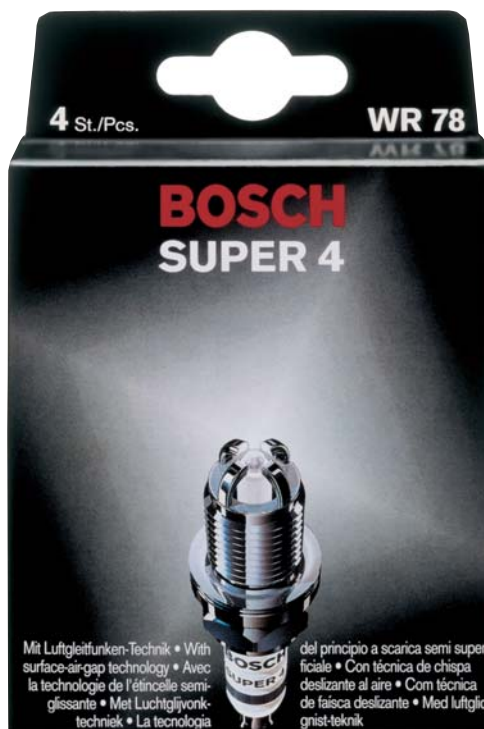
**Bosch Super 4:
Now less is more!**

- Slimline program - with no technical compromises
- Fewer spark-plug types - broader market coverage

The **Bosch Super 4** fits in almost all vehicle makes:

Alfa Romeo, Audi, Austin, BMW, Citroën, Daewoo, Daihatsu, FIAT, Ford, Honda, Hyundai, Isuzu, KIA, Lada, Lancia, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Opel, Peugeot, Porsche, Proton, Renault, Rover, SAAB, Subaru, Suzuki, Toyota, Volvo, VW.

See application section for details



The **Bosch Super 4** is supplied in a 4-pack or 6 pack .

Technical Data

Type designation	Model	Thread	Thread length mm	Width across flats mm	Seat	Part number 4 pack	Part number 6 pack
F							
FR 56		M 14x1,25	19	16	Flat	FR56-4PK	
FR 78	R	M 14x1,25	19	16	Flat	FR78-4PK	
FR 78 X	R	M 14x1,25	19	16	Flat	FR78X-4PK	FR78X-6PK
FR 91 X	R	M 14x1,25	19	16	Flat	FR91X-4PK	
H							
H 56		M 14x1,25	17,5	16	Conical	H56-4PK	
HR 78	R	M 14x1,25	17,5	16	Conical	HR78-4PK	
HR 78X	R	M 14x1,25	17,5	16	Conical	HR78X-4PK	
HR 91Y0		M 14x1,25	17,5	16	Conical		HR91Y0-6PK
HR 91GX	R	M 14x1,25	17,5	16	Conical	HR91GX-4PK	
W							
WR 56	R	M 14x1,25	19	20,8	Flat	WR56-4PK	
WR 78	R	M 14x1,25	19	20,8	Flat	WR78-4PK	
WR 78 G	R	M 14x1,25	12,7	20,8	Flat	WR78G-4PK	
WR 78 X	R	M 14x1,25	19	20,8	Flat	WR78X-4PK	WR78X-6PK
WR 91	R	M 14x1,25	19	20,8	Flat	WR91-4PK	
WR 91 X	R	M 14x1,25	19	20,8	Flat	WR91X-4PK	WR91X-6PK
WR 91 V	R	M 14x1,25	19	20,8	Flat	WR91V-4PK	WR91V-6PK



Reading (spark plug faces)

1, 2 Normal condition

Insulator nose greyish-yellow to russet brown. Engine is in order. Heat range of plug correct. Mixture setting and ignition timing are correct, no misfiring, cold starting device functions correctly.

No deposits from fuel additives containing lead or from alloying constituents in the engine oil. No overheating.

3, 4 Soot - carbon fouled

Insulator nose, electrodes and spark-plug shell covered with velvet-like, dull black soot deposits.

Cause: incorrect mixture setting (carburettor, fuel injection): mixture too rich, air filter very dirty, automatic choke not in order or manual choke pulled too long, mainly short distance driving, spark plug too cold, heat range code number too low

Effect: misfiring, poor cold-starting performance.

Remedy: set mixture and cold-starting device correctly, check air filter.

5, 6 Oil-fouled

Insulator nose electrodes and spark-plug shell covered with shiny soot or carbon residue.

Cause: Too much oil in combustion chamber. Oil level too high, badly worn piston rings, cylinders and valve guides. In two stroke gasoline engines, too much oil in mixture.

Effect: misfiring, poor starting performance.

Remedy: overhaul engine, correct fuel-oil mixture, new spark plugs.

7, 8 Lead deposits

In places the insulator nose is glazed brownish yellow; this may also tend towards green.

Cause: fuel additives which contain lead.

The glaze appears in the case of heavy engine loading after lengthy part-load operation.

Effect: under heavy loading deposits become electrically conductive and cause misfiring.

Remedy: new spark plugs, cleaning is pointless.

9, 10 Heavy lead deposits.

In places the insulator nose is thickly glazed brownish-yellow, this may also tend towards green.

Cause: fuel additives which contain lead. The glaze appears in the case of heavy engine loading after lengthy part-load operation.

Effect: under heavy loading, deposits become electrically conductive and cause misfiring.

Remedy: new spark plugs, cleaning is pointless.

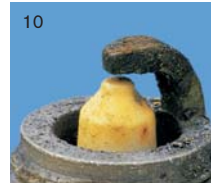
11, 12 Formation of ash

Heavy ash deposits from oil and fuel additives on the insulator nose, in the scavenging area and on the ground electrode. The structure of the ash is loose to cinder-like.

Cause: alloying constituents, in particular from oil, can deposit this ash in the combustion chamber and on the spark-plug face.

Effect: can lead to auto ignition with loss of power and engine damage.

Remedy: repair engine. New spark plugs. Possibly use other oil.



13 Partially melted centre electrode

Centre electrode partially melted, blistered, spongy insulator tip.

Cause: overheating due to auto-ignition, eg: due to over-advanced ignition timing, combustion deposits in combustion chamber, defective valves, defective ignition distributor, inadequate fuel quality, heat range possibly too low.

Effect: misfiring, loss of power (engine damage)

Remedy: check engine, ignition and mixture formation. New spark plugs with correct heat range.

14. Centre electrode melted away

Centre electrode melted away, ground electrode also severely attacked.

Cause: overheating due to auto-ignition, eg: due to over-advanced ignition timing, combustion deposits in combustion chamber, defective valves, defective ignition distributor, inadequate fuel quality.

Effect: misfiring, loss of power, possibly engine damage. Overheated centre electrode may result in insulator nose cracking.

Remedy: check engine, ignition and mixture formation. New spark plugs

15 Partially melted electrodes

Cauliflower-like appearance of the electrodes. Possibly deposition of foreign matter.

Cause: overheating due to auto-ignition, eg: due to over-advanced ignition timing, combustion deposits in combustion chamber, defective valves, defective ignition distributor, inadequate fuel quality.

Effect: loss of power prior to complete failure (engine damage)

Remedy: Check engine, ignition and mixture formation. New spark plugs

16. Heavy wear on centre electrode

Cause: recommended interval between spark plug changes not complied with.

Effect: misfiring, particularly when accelerating (ignition voltage no longer sufficient for large electrode gap) Poor starting performance

Remedy: New spark plugs.

17. Heavy wear on ground electrode.

Cause: aggressive fuel and oil additives.

Unfavourable influence of gas turbulence in the combustion chamber, possibly caused by deposits. Knocking. No overheating.

Effect: misfiring particularly when accelerating (ignition voltage no longer sufficient for large electrode gap.) Poor starting performance.

Remedy: new spark plugs.

18. Insulator nose breakage

Cause: mechanical damage due to being struck or dropped or due to pressure on the centre electrode when improperly handled. In borderline cases - particularly when the spark plug has been in use for too long - the insulator nose may be cracked by deposits between the centre electrode and the insulator nose and by corrosion of the centre electrode.

Effect: misfiring. Spark jumps across at points which are not reliably reached by the mixture.

Remedy: new spark plugs

Type designation - Explanation



Type of seat and thread	D		F		H		M		U	
	V		W		X		Y		Z	

¹⁾ Bihexagonal

Version	B	Waterproof, for shielded ignition cable with 7mm Ø	C	Waterproof, for shielded ignition cable with 5mm Ø	E	Surface-gap spark plug without ground electrode	G	Surface-gap spark plug with ground electrode(s)	H	Half-thread
	L	Semi-surface air-gap spark plug	M	Motorsports	R	with suppression resistor	S	For low-power engines		

Heat range code number	13	12	11	10	9	8	7	6	5	4	3	2	09	08	07	06
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Thread length Spark position	A		B		C		D	
	E		F		G		H	
	K		L		M		N	
	S		T					

Electrode versions		D		T		Q	
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Electrode material	C	Copper	E	Nickel-Yttrium	P	Platinum	S	Silver
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Version	R	Burn-off resistor	S		T		U		V		W		X		Y	
	Z		+	SUPER plus Technology	O	Deviations from basic version	1	PO version with Ni center electrode	2	2 element ground electrode	4	Extended insulator tip	9	PSA version		

Bosch Tech Tips

Correct installation of spark plugs with torque wrench:

Tightening torques (N - m)
10 N m

Flat seat



	in cast iron	in light alloy
M 10x1	10 ... 15	10 ... 15
M 12x1.25	15 ... 25	15 ... 25
M 14x1.25	20 ... 40	20 ... 30
M 18x1.5	30 ... 45	20 ... 35

Conical seat



	in cast iron	in light alloy
M 14x1.25	15 ... 25	10 ... 20
M 18x1.5	20 ... 30	15 ... 23

Correct installation of spark plugs without torque wrench:

Screw in spark plug by hand until it is seated in the cylinder head. New spark plugs with flat seats are then screwed in by a further approx. 90° using the spark plug wrench. Spark plugs with conical seats as well as used spark plugs with flat seats are screwed in by a further approx. 15°.



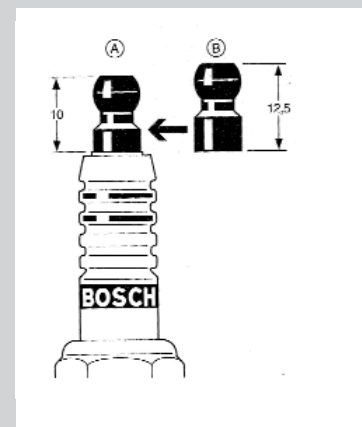
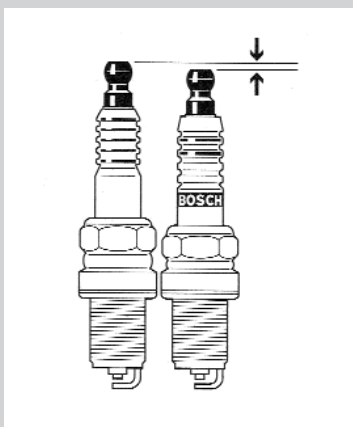
Spark plug connection nuts

Spark plugs may be installed in the engine which differ in length from the Bosch spark plugs.

Unscrew old spark plugs.

Compare with new Bosch spark plugs.

If replaced spark plugs are longer than Bosch spark plugs, replace the screwed on connection nut A with the longer connection nut B provided.



Electrode gap

Specified electrode gap

If spark plugs with the specified electrode gap are not available, the electrode gap must be adjusted.

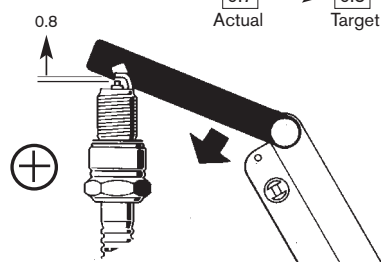
We recommend that you use the Bosch spark plug gap gauge to do this

Part No.: 0 986 600 000

Widening the electrode gap

Values in mm

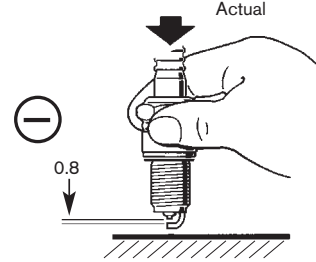
0.7 Actual → 0.8 Target



Narrowing the electrode gap

Values in mm

0.9 Actual → 0.8 Target



mm	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.90	1.00	1.10	1.20	1.35	1.50	2.00
inch	0.20	0.022	0.024	0.025	0.028	0.030	0.032	0.036	0.040	0.044	0.048	0.054	0.060	0.080

Bosch Tech Tips

General Information

- 1 When removing spark plugs from an engine always place them in order of removal. This makes it easy to look at individual cylinders and engine condition.**
 - Note the colour of the insulator and electrode wear.
 - If one or two insulators are oily or look different from the others, perform a compression test and electrical check.
- 2. Check the catalogue for the recommended spark plug.**
 - To function properly, spark plugs should operate hot enough to burn off deposits, yet remain below pre-ignition temperature. Due to variable driving conditions and that high output engines often run on bad light load, sometimes it's necessary to recommend than one type of spark plug per vehicle.
- 3. Check the electrode gap.**
 - Reset if necessary to the specifications in the engine handbook.
 - Gap recommendations in this section are based on the minimum setting.
- 4. Clean spark plug seating face in cylinder head - the spark plug must make metal to metal contact with the cylinder head.**
 - 40% of the heat transfer is through this seat.
 - A 'cold' spark plug range can overheat if this is overlooked.
 - On refitting plugs, clean the washer face as well.

CORRECT FITMENT OF BOSCH SPARK PLUGS.

- The screw in threads of Bosch spark plugs are nickel plated and do not need to be greased.
- Screw the spark plug in by hand until the seal or sealing cone touches the cylinder head.
- Using a spark plug wrench, tighten to the required angle / tension according to the design of the spark plug. (see boxes opposite)
- When using a torque wrench, the specified torque should be complied with (see opposite)
- Always use correctly fitting spark plugs spanners to avoid breakage to the insulators.



Bosch Spark Plugs in the Audi A8, winner of the 24 hour race at Le Mans 2000

Bosch Tech Tips

LPG

When operating on LPG gas, the internal combustion pressures and temperatures are higher, this may require in a higher voltage for ionisation. (the spark to jump the electrode gap)

With older contact ignition systems, a reduction in the spark plug gap compensates for a higher voltage requirement. Gas operation also causes less deposits and fouling, so the heat range selection can be one range colder than the petrol plug.

The correct spark plug will depend on whether the vehicle is run completely on LPG or is dual fuel. Special attention should be paid to older contact ignition systems (as follows). Where LPG is not specified in the application section, follow the guidelines below:

In high energy ignition systems the recommendation generally remains unchanged between LPG and Petrol. However your driving conditions and LPG → Petrol ratio may affect this.

LPG Only (retrofit)

In older cars the electrode gap can be set by 0.1 to 0.2 mm smaller and the heat range could be one range colder. Misfire due to carbon fouling is unlikely and the colder plug should increase service life

Eg: H9BC 0.9mm (petrol) to H8BC 0.7mm (LPG)

Dual Fuel

The spark plug is usually measured in petrol mode and you will need to make a compromise between the operation on both fuel types. If you use mainly LPG the electrode gap could be reduced 0.1 to 0.2 mm and go one heat range colder.

H9BC 0.9mm (petrol) to H8BC 0.7mm (LPG)

Note that if this vehicle runs on petrol in stop / start traffic it can misfire if using the LPG plug.

Note that electrode gap changes greater than 0.2mm should be avoided. Do not regap Super 4's

Lead Replacement Fuel

LRP has taken the place of leaded petrol in most service stations around Australia. This fuel is burning at a lower combustion chamber temperature. therefore the self cleaning temperature of the spark plug tip may be increased to burn off any chemical residue.

Ongoing testing in the Australian market shows that it may be beneficial in some vehicles to use a higher heat range spark plug than currently recommended.

i.e: Ford Laser KA, KB - 1.3L, 1.5L 1981 -1985

Current recommendation: W8DC / WR8DC

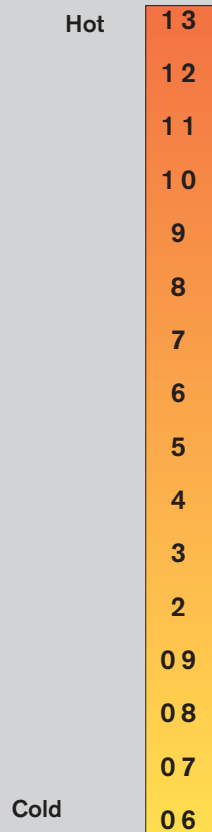
If problems are experienced due to LRP, we suggest trying W9DC / WR9DC

If no problems have been experienced in the change from leaded petrol to LRP or ULP then no changes should be made to the application.

However if you have fouling spark plugs due to LRP (mainly in stop / start driving conditions)this change may be of benefit.

- The same rule applies to Super 4 and Platinum spark plugs
- The gap remains unchanged and should be set as per the catalogue recommendation.

HEAT RANGE CHART



Make / Model	Year	Capacity	Engine Code	Resistor	Super	Gap	Card No.	Performance SUPER 4	Long life Platinum	Gap
ASIA MOTORS - see KIA										
AUSTIN										
Champ 5 CWT				WR8CC	W8CC	0.6				
Gypsy 3 Way Van				WR8CC	W8CC	0.6				
LC Series 25cwt.				WR8CC	W8CC	0.6				
2 Ton, 3 Ton, 5 Ton										
LD Series 25cwt.				WR8CC	W8CC	0.6				
2 Ton, 3 Ton, 5 Ton										
Mini Van and Pick Up				WR7DC	W7DC	0.6	17	WR78-4PK		
Minor Van and Pick Up				WR7DC	W7DC	0.6	17	WR78-4PK		
7 cwt Van										
Sherpa CV306				WR7DC	W7DC	0.7	17	WR78-4PK		
BEDFORD										
C Series (Chev)	70-75	250 cu.in	D	WR9CC	W9CC	0.7				
C Series (Chev)	70-75	292 cu.in		WR8CC	W8CC	0.7				
Chev engine with taper seat		250 cu.in 292 cu.in		HR9BC	H9BC	0.8				
C, E, R, M, N, P & T Series	69-75	214 cu.in 300 cu.in		WR10FC	W10FC	0.7				
CF Series	70-73	2.0L	L	HR6BC	H6BC	0.7				
CF Series	73-75	2.8, 3.3L	FE	HR9BC	H9BC	0.7				
BEDFORD by ISUZU										
BLG22N, KA40, KA41	72-74	1.6L	G161	WR8DC	W8DC	0.7	2	WR78-4PK		
KB 20, 21, 25, 40, 41				WR7CC	W7CC	0.7	6			
TLG22, 52	72-74	2.0L	G201	WR8DC	W8DC	0.7	2	WR78-4PK		
ELF150 & 250 Series										
B.M.C. - See AUSTIN										
CHRYSLER										
Wayfarer				WR8EC	W8EC	0.7				
Canter T91A, T93, T97				WR7CC	W7CC	0.8	6			
Utility with 215, 245, 265 engs.				WR8DC	W8DC	0.8	2	WR78-4PK		
Truck 318 eng. 18 mm thread					D7AC	0.9				
Truck 318 eng. 14 mm thread 3/8 reach				WR10FC	W10FC	0.9				
3/4 reach				WR8DC	W8DC	0.9	8	WR78-6PK		
Truck 361 eng. 14 mm thread 3/4 reach				WR8DC	W8DC	0.9	8	WR78-6PK		
CITROEN										
Berlingo Van	96-00+	1.4L	TU3JP	FR7DC9		0.9		FR78X-4PK	FR7DE*	0.9
COMMER										
8 Cwt Express Delivery Van SC, Cab SV				WR8AC	W8AC	0.8	1			
25 Cwt 1/2 reach				WR8AC	W8AC	0.8	1			
3/4 reach				WR8CC	W8CC	0.6	1			
Express Delivery Van & COB OHV		1.4L		WR8DC	W8DC	0.6	2	WR78-4PK		
1500, 1600 cc Models				WR8CC	W8CC	0.6				
Imp Van		1.7L		WR7DC	W7DC	0.6	17	WR78-4PK		
2260, 2266, 2965 cc				WR8DC	W8DC	0.6	8	WR78-6PK		

LPG: where application is not specified, see tech notes in passenger section * = Nickel Yttrium

Make / Model	Year	Capacity	Engine Code	RESISTOR	Super	Gap mm	Card No.	Performance SUPER 4	Long life PLATINUM	Gap mm
COMMER cont.										
4139, 4250, 4752 cc OHV				WR8DC	W8DC	0.6	2	WR78-4PK		
All Other Models				WR8CC	W8CC	0.6				
DAEWOO - see Passenger section										
DAIHATSU										
360 cc Cab Van		360 cc		WR5CC	W5CC	0.8				
560 cc Cab Van		560 cc		WR7CC	W7CC	0.8				
560, V, 560T				WR6DC	W6DC	0.8				
CC Van	83-85	1.0L	CB	WR8DC	W8DC	0.8	2	WR78-4PK		
Delta V107VSG	87-	2.2L		WR8DC	W8DC	0.8	2	WR78-4PK		
Delta V30, V34, V35				WR8DC	W8DC	0.8	2	WR78-4PK		
Delta V67, V68	84-88	2.0L		WR8DC	W8DC	0.8	2	WR78-4PK		
F20V, F20VD, F20LK	77-84	1.6L	12R	WR8DC	W8DC	0.8	2	WR78-4PK		
F25	83-84	1.6L		WR8DCX		1.1	30	WR78X-4PK	WR8DPX	1.1
F10L, F10V, 550V				WR6DC	W6DC	0.8		WR56-4PK		
Feroza see Passenger section										
Handivan				WR7DC	W7DC	0.7	17	WR78-4PK		
Handivan L55V, L60V	82-89	617 cc	AB	WR7DC	W7DC	0.7	17	WR78-4PK		
Handivan L80V	82-89	846 cc	ED-10	WR7DC	W7DC	0.7	17	WR78-4PK		
Hi-Jet S60T, S60V,	77-82	547 cc		WR7DC	W7DC	0.9	17	WR78-4PK		
Hi-Jet S65T, S65V	77-82	547 cc		WR7DC	W7DC	0.9	17	WR78-4PK		
Hi-Jet S70T,S70V,	82-84	843 cc		WR8CC	W8CC	0.7				
Hi-Jet S70VHRD	82-84	843 cc		WR8CC	W8CC	0.7				
Hi-Jet S75V,S76V	84-86	1.0L	CB	WR8DC	W8DC	0.8	2	WR78-4PK		
Hi-Jet S85T,S85V	87-88	1.0L	CB	WR8DC	W8DC	0.8	2	WR78-4PK		
Rocky see Passenger section										
S40 – 2 Cyl.				WR7DC	W7DC	0.9	17	WR78-4PK		
S65 Van	81-82	547 cc		WR7DC	W7DC	0.9	17	WR78-4PK		
Terios see Passenger section										
Truck			5R, 12R	WR8DC	W8DC	0.9	2	WR78-4PK		
YRV see Passenger section										
DATSUN – See Nissan										
DIAMOND T										
Hercules Eng. See Hercules										
DT Eng. All Models										
14mm 1/2 reach										
Normal service				WR7EC	W7EC	0.6				
Severe Service				WR5EC	W5EC	0.6				
DODGE (FARGO) – 4 Cyl.										
Dodge Canter T93, T97	71-74	2.3L	KE47	WR7CC	W7CC	0.7				
Dodge Canter T215, T217	74-77	2.3, 2.4L	KE47, 4G53	WR7DC	W7DC	0.7	17	WR78-4PK		
DODGE (FARGO) – 6 Cyl.										
AT4 Series – Slant 6		225 CID		WR8CC	W8CC	0.8				
D3F Series – D245-1	73-77	4.0L		WR8DC	W8DC	0.8	8	WR78-6PK		
D5N Series - D245-1	73-77	4.0L		WR8DC	W8DC	0.8	8	WR78-6PK		
DODGE (FARGO) – 8 Cyl.										
AT4 Series – V8		313 CID			D7AC	0.8				
AT4 Series – V8		318 CID			D7AC	0.8				
AT4 Series – V8		361 CID		WR8CC	W8CC	0.8				

Make / Model	Year	Capacity	Engine Code	Resistor	Super	Gap	Card No.	Performance SUPER 4	Long life Platinum	Gap
DODGE (FARGO) – 8 Cyl.										
D3F Series – LA318/1 V8	73-77	5.2L		WR8DC	W8DC	0.8	2	WR78-4PK		
D3F Series – LA318/3 V8					D7AC	0.8				
D5N Series – LA318/1 V8	73-77	5.2L		WR8DC	W8DC	0.8	2	WR78-4PK		
D5N Series – LA318/3 V8					D7AC	0.8				
V8		361 CID		WR8CC	W8CC	0.8				
FEDERAL										
14mm 3/8" reach – Normal service Severe Service				WR7EC WR5EC	W7EC W5EC	0.6 0.6				
18 mm – Normal service Severe service					M8ACO M5AC	0.6 0.6				
FIAT										
Campagnola	73-78			WR7DC	W7DC	0.6	17	WR78-4PK		
237	73-78			WR7DC	W7DC	0.6	17	WR78-4PK		
238	73-78	1.4L		WR7DC	W7DC	0.6	17	WR78-4PK		
242/15	73-78			WR7DC	W7DC	0.6	17	WR78-4PK		
	79-			WR7DC	W7DC	0.6	17	WR78-4PK		
616	69-77	2.1L		WR7DC	W7DC	0.6	17	WR78-4PK		
850T	71-77	903 cc		WR6DC	W6DC	0.6	18	WR56-4PK		
900T	77-81	903 cc		WR7DC	W7DC	0.6	17	WR78-4PK		
1100T				WR7AC	W7AC	0.6				
FORD - 4 cyl.										
Courier	78-85	1.8L	VC	WR8DC	W8DC	0.8	2	WR78-4PK		
Courier	78-85	2.0L	MA	WR8DC	W8DC	0.8	2	WR78-4PK		
Courier	85-88	2.0L	FE	WR8DC	W8DC	0.8	2	WR78-4PK	WR8DP	0.8
Courier	89-93	2.2L	F2	WR8DC	W8DC	0.8	2	WR78-4PK	WR8DP	0.8
Econovan	85-90	1.4, 1.6L		WR8DC	W8DC	0.8	2	WR78-4PK		
Econovan	85-90	1.8L		WR8DC	W8DC	0.8	2	WR78-4PK		
Econovan	90-97	1.8L	F8	WR8DC	W8DC	0.8	2	WR78-4PK	WR8DP	0.8
Econovan	85-90	2.0L		WR8DC	W8DC	0.8	2	WR78-4PK		
Econovan JG	97-	2.0L	F8	WR8DC	W8DC	0.8	2	WR78-4PK	WR8DP	0.8
Escort Van	70-76	1.0, 1.4L		WR8DC	W8DC	0.6	2	WR78-4PK		
Escort Van	76-81	1.6L		WR8DC	W8DC	0.7	2	WR78-4PK		
Escort Van	77-81	2.0L		DR8BC	D8BC	0.7	5			
R Series				DR9BC	D9BC	0.7	10			
Raider	91-96	2.6L	G6 (F)	FR7LCX		1.1		FR78X-4PK		
Spectron	83-90	1.6,1.8,2.0L		WR8DC	W8DC	0.9	2	WR78-4PK		
Transit Van V4	79-81	1.7, 2.0L	VA	WR6DC	W6DC	0.6	18	WR56-4PK		
Trader				WR7DC	W7DC	0.6	18	WR78-4PK		
Transit VG	97-98	2.0L	NSJ						FR5DP1X	1
FORD - 6 cyl.										
EXPLORER see Passenger section										
Bronco	81-84	4.1L		HR6BC	H6BC	1.1				
Courier Carb.	87-90	2.6L	AM	WR8DC	W8DC	0.8	2	WR78-6PK	WR8DP	0.8
Courier EFI	94-96	2.6L	G6	FR7DCX		1.1	31	FR78X-6PK	FR7DPX	1.1
Courier EFI	97-	2.6L	G6 (F)	FR7LCX		1.1		FR78X-6PK		
Courier PE	99-	2.6L	G6	FR7LCX		1.1		FR78X-6PK		
D Series				DR9BC	D9BC	0.7	10			
F Series	78-85	250 cc		WR8DC	W8DC	0.7	8	WR78-4PK		

LPG: where application is not specified, see tech notes in passenger section

Make / Model	Year	Capacity	Engine Code	RESISTOR	Super	Gap mm	Card No.	Performance SUPER 4	Long life PLATINUM	Gap mm
FORD - 6 cyl. cont.										
F Series 6 cyl										
Normal service	65-78			DR9BC	D9BC	0.7	10			
Severe service	65-78			DR7AC	D7AC	0.7				
F100	81-85	4.1L	W	WR9DC	W9DC	0.7		WR91-4PK		
F250	81-84	4.1L		WR8DC	W8DC	0.8		WR78-6PK		
Falcon XF Utility van	88-93	4.1L	N	WR9LCX		1.1	36	WR91V-6PK		
Falcon XG Ute	93-96	4.0L	H	WR9LCX	W9LCX	1.1	36	WR91V-6PK		
Falcon XG Ute XR6	93-96	4.0L	X	WR9LCX	W9LCX	1.1	36	WR91V-6PK		
Falcon XH Ute XR6	4/96-10/97	4.0L	X	WR9LCX		1.1	36	WR91V-6PK		
Falcon AU Ute	9/98-00	4.0L		WR9DCX		1.1	44	WR91V-6PK	WR9DPX	1.1
Falcon AU XR6 Ute			X	WR9LCX		1.1	36			
Falcon AU Ute LPG			X, Y	W8LCR		0.9	35	WR78-4PK		
Falcon AU II Ute	99-	4.0L		WR9LEV		1.3		WR91V-6PK		
Falcon AU II Ute LPG				WR9LCX		1.1		WR78X-4PK		
Falcon AU II XR6		4.0L		WR9LEV		1.1				
Transit	73-78			DR8BC	D8BC					
Transit Van Alloy Head	81-			WR8DC	W8DC	0.9	8	WR78-6PK		
Transit Van Iron Head	78-81			HR9BC	H9BC	0.7	9			
Transit Van	-95	2.0L		DR7AC	D7AC	0.7				
Transit VH	01-	2.3L		HR6DC	H6DC	0.9				
FORD - 8 cyl.										
302	74-78	4.9, 5.0L		HR8BC	H8BC	0.7				
351		5.8L		HR9BC	H9BC	0.7	15			
Bronco	85-86	5.0L		HR9BC	H9BC	0.8	15			
Bronco	81-85	5.8L		HR6BC	H6BC	1.1				
F100	83-85	5.8L	C	HR9BC	H9BC	0.7	15			
F100	90-92	5.8L		HR9BC	H9BC	0.7	15			
F100 F/Inj	85-87	5.0L	T	HR8BCX		1.1				
F150	87-90	5.0L	T	HR8BCX		1.1				
F150	90-92	5.8L	A	HR9BCY		1.5			HR9BPY	1.5
Falcon XY 4WD				DR8BC	D8BC	0.8	10			
Falcon XH Ute	97-	5.0L	Z	HR9BCY		1.5	6		HR9BPY	1.5
Falcon XH Ute XR8	97-	5.0L	X	HR9BCY		1.5			HR9BPY	1.5
Falcon AU Ute	99-	5.0L		HR8DCV		1.3			HR8DPP22U	1.0
LN 700	75-78	6.0L		DR7AC	D7AC	0.8				
LN/T 900		7.8L		DR7AC	D7AC	1.0				
G.M.C										
330, 361 Normal service				DR7BC	D7BC	0.7				
391 Normal service				DR7BC	D7BC	0.7				
All 14 mm – 3/4 reach				WR8CC	W8CC	0.7				
3/8 reach				WR7EC	W7EC	0.7				
All 18 mm Normal service					M8ACO	0.7				
Severe service					M7AC	0.7				
HERCULES (ENGINE)										
All Models 18 mm					M8ACO	0.7				
All Models 3/8 reach										
Light Service				WR9EC	W9EC	0.7				
Normal service				WR8EC	W8EC	0.7				
Severe service				WR5EC	W5EC	0.7				

LPG: where application is not specified, see tech notes in passenger section

Make / Model	Year	Capacity	Engine Code	Resistor	Super	Gap	Card No.	Performance SUPER 4	Long life Platinum	Gap
HOLDEN - 4 cyl..										
Combo Van	96-	1.4L	C14NZ, C14SE	WR8DC4		0.7				
Drover	85-87	1.3L	G13A	WR8DC	W8DC	0.8	2	WR78-4PK		
Frontera see Passenger section										
Gemini Ute, Panel Van		1.6L		WR7DC	W7DC	0.7	17	WR78-4PK		
Jackaroo see Passenger section										
Rodeo	83	1.8L	G180Z	WR9DC	W9DC	0.8	46	WR91-4PK		
Rodeo	-89	1.6,1.9,2.3L		WR7DC	W7DC	0.8	17	WR78-4PK		
Rodeo TF	88-98	2.6L	4ZE1	WR8DCX	W8DCX	1.1	30	WR78X-4PK	WR8DPX	1.1
Rodeo TF	90-93	2.3L	4ZD1	WR7DC	W7DC	0.8	17	WR78-4PK	WR7DP	0.8
Rodeo TF	99-	2.2L	C22NE	WR7DCX				WR78X-4PK	FR7DPX	1.1
Scurry	85-87	1.0L	F10A	WR8DC	W8DC	0.8	2	WR78-4PK		
Shuttle	84-87	1.8L	4ZB1	WR8DCX	W8DCX	1.1	30	WR78X-4PK	WR8DPX	1.1
Shuttle	87-91	2.0L	4ZC1	WR7DCX	W7DCX	1.1	29	WR78X-4PK	WR7DPX	1.1
HOLDEN - 6 cyl.										
3/8 reach				WR10FC	W10FC	0.7	6			
To HG, HQ 3/4 reach – Flat Seat				WR8DC	W8DC	0.9	8	WR78-4PK		
Taper Seat				HR9BC	H9BC	0.9	9	HR91GX-4PK		
HQ, HJ, HX, HZ Normal service				HR9BC	H9BC	0.9	9	HR91GX-4PK		
Severe service				HR6BC	H6BC	0.9	9			
Commodore VG Utility	90-98	3.8L		HR9DCY		1.5	33			
Commodore VP Utility	90-98	3.8L		HR9DCY		1.5	33			
Commodore VR Utility	90-98	3.8L		HR9DCY		1.5	33			
Commodore VS Utility	90-98	3.8L		HR9DCY		1.5	33			
Commodore VU Utility	00-	3.8L		HR8DCV						
Rodeo TF Series	92-98	3.2L	6VD1			1.1		FR78X-6PK	FR7DP1X	1.1
WB Panel Van	80-85	3.3L	WL	HR7DCY	H7DCY	1.5	23			
WB Utility	80-85	3.3L	WL	HR7DCY	H7DCY	1.5	23			
HOLDEN - 8 Cyl.										
307				W8FC		0.9				
253, 308 Normal service				HR9BC	H9BC	0.9	15	HR91GX-4PK		
Severe Service				HR6BC	H6BC	0.9				
Commodore VG Utility	90-98	5.0L		HR8DCX		1.1	47	HR78X-4PK	HR8DPX	1.1
Commodore VP Utility	90-98	5.0L		HR8DCX		1.1	47	HR78X-4PK	HR8DPX	1.1
Commodore VR Utility	90-98	5.0L		HR8DCX		1.1	47	HR78X-4PK	HR8DPX	1.1
Commodore VS Utility	90-98	5.0L		HR8DCX		1.1	47	HR78X-4PK	HR8DPX	1.1
Commodore VU Ute Gen 3	00-	5.7L							HR9LPP22Y	1.5
Suburban	97-	5.7L							HR8DPP22U	1.0
WB Utility	80-85	4.2L		HR9BCY	H9BCY	1.5	22			
HONDA - see Passenger section										
HYUNDAI										
Trajet see Passenger section										
XL Van	95	1.5L	G4EK	FR7DCX		1.1	31	FR78X-4PK	FR7DPX	1.1
INTERNATIONAL										
Scout 80	62-67			WR7EC	W7EC	0.7				
ACCO, C, CM & D Series using B, BD220,240,264, 269 BLD264, 6-281,6-282				WR10FC	W10FC	0.7				

LPG: where application is not specified, see tech notes in passenger section

Make / Model	Year	Capacity	Engine Code	RESISTOR	Super	Gap mm	Card No.	Performance SUPER 4	Long life PLATINUM	Gap mm
INTERNATIONAL cont.										
V8-304, 345 & 392 eng's										
Light Service				WR10FC	W10FC	0.7				
Normal service				WR8EC	W8EC	0.7				
Severe service				WR7EC	W7EC	0.7				
Models using 18 mm					M10ACO	0.7				
ISUZU – See Bedford										
KENWORTH TRUCKS										
Budu LO525				WR7EC	W7EC	0.9				
Hall Scott 590				WR7EC	W7EC	0.5				
Hall Scott 400, 935, 1091										
Intake Side					M10ACO	0.5				
Exhaust Side					M8ACO	0.5				
International RD450, RD501				WR7EC	W7EC	0.8				
LeRoi H540				WR7EC	W7EC	0.6				
Waukesha 6MZR					M8ACO	0.6				
Waukesha 140GZB, GKB				WR7EC	W7EC	0.6				
Waukesha 145GZB, GKB				WR7EC	W7EC	0.6				
LPG Engines										
Hall Scott 400, 935, 1091										
Intake Side					M8ACO	0.4				
Exhaust Side					W4AC	0.4				
LADA										
Niva 4x4	83-94	1.6L	CARB	WR7DC	W7DC	0.7	17	WR78-4PK		
Niva 4x5	95-97	1.7L	CARB	WR7DC	W7DC	0.7	17	WR78-4PK	WR7DP	0.7
Niva 4x4	90-94	1.6L	EFI	WR7DC	W7DC	0.7	17	WR78-4PK	WR7DP	0.7
Niva 4x5	95-98	1.7L	EFI	WR7DC	W7DC	0.7	17	WR78-4PK	WR7DP	0.7
LANDROVER - see Passenger section										
LEYLAND										
15 cvt				WR8AC	W8AC	0.6	1			
20 cvt				WR7AC	W7AC	0.6				
Cub Models 1/2 reach					W10AC	0.6				
Comet Models 3/4 reach				WR8CC	W8CC	0.6				
18 mm standard reach					M10ACO	0.6				
18 mm long reach					M12B	0.6				
Mini Van				WR8DC	W8DC	0.6	2	WR78-4PK		
460N and 560N Series				WR8CC	W8CC	0.7				
Terrier V8 – Normal service			P76		W10AC	0.7				
Terrier V8 – Severe Service				WR7BC	W7BC	0.7				
Redline 350 EA, 750 EA				WR7CC	W7CC	0.7				
MACK										
BG, BL – 18 mm					M8ACO	0.8				
CE, CF, CU, CV 18 mm					M8ACO	0.8				
EN 291, 331 14 mm				WR7EC	W7EC	0.8				
EN 291, 331 – 18 mm					M8ACO	0.8				
EN 354				WR5EC	W5EC	0.8				
EN 354A					M8ACO	0.8				
EN 377 – 14 mm				WR7EC	W7EC	0.8				
EN 377 – 18 mm					M8ACO	0.8				
EN 401, 402				WR7EC	W7EC	0.6				

Make / Model	Year	Capacity	Engine Code	Resistor	Super	Gap	Card No.	Performance SUPER 4	Long life Platinum	Gap
MACK cont.										
EN 405				WR5EC	W5EC	0.8				
EN 414, 414A				WR7CC	W7CC	0.9				
EN 431, 431A – 14 mm				WR7EC	W7EC	0.6				
EN 431, 431A – 18 mm					M8ACO	0.6				
EN 438				WR7EC	W7EC	0.8				
EN 464, A & B				WR7EC	W7EC	0.8				
EN 471, 471A				WR5EC	W5EC	0.8				
EN 510				WR5EC	W5EC	0.8				
EN 510A – 14 mm				WR7EC	W7EC	0.8				
EN 510A – 18 mm					M8ACO	0.8				
EN 510B, C – 14 mm				WR7EC	W7EC	0.8				
EN 532				WR5EC	W5EC	0.8				
EN 540A				WR7EC	W7EC	0.8				
EN 548				WR7EC	W7EC	0.8				
EN 707A – 18 mm					M8ACO	0.8				
EN 707B – 18 mm					M8ACO	0.8				
EN 707C – 14 mm										
3/8 reach				WR7EC	W7EC	0.8				
1/2 reach				WR8CC	W8CC	0.8				
EN 707C – 18 mm					M10ACO	0.8				
ENF 707C – 14 mm										
3/8 reach				WR7EC	W7EC	0.8				
EO, EP, EY – 14 mm				WR7EC	W7EC	0.8				
EO, EP, EY – 18 mm					M8ACO	0.8				
FK, FM, FO					M8ACO	0.6				
MAZDA										
B1500, B1600, B1800	66-78	1.5,1.6,1.8L	UA, NA, VC	WR7DC	W7DC	0.7	17	WR78-4PK		
B2000 Leaded Fuel	83-85	2.0L	MA	WR8DC	W8DC	0.7	2	WR78-4PK		
B2000 ULP	85-88	2.0L	FE	WR8DC	W8DC	0.7	2	WR78-4PK	WR8DP	0.7
B2200	88-93	2.2L	F2	WR8DC	W8DC	0.7	2	WR78-4PK	WR8DP	0.7
B2600 Carb	87-90	2.6L	4G54	WR7DC	W7DC	0.7	17	WR78-4PK	WR7DP	0.7
B2600 F/Inj	90-96	2.6L	G6	FR6DC		0.7		FR56-4PK	FR6DP	0.7
B2600 Bravo	97-99	2.6L	G6	FR7LCX		1.1		FR78X-4PK		
B2600 Bravo	99-	2.6L	G6	FR7LCX		1.1		FR78X-6PK		
D1100		1.1L		WR7DC	W7DC	0.7	17	WR78-4PK		
D1500		1.5L		WR7DC	W7DC	0.7	17	WR78-4PK		
D2000		2.0L		WR7DC	W7DC	0.7	17	WR78-4PK		
E1300, E1400, E1600	78-85	1.3,1.4,1.6L	TC, NA, UC	WR7DC	W7DC	0.7	17	WR78-4PK		
E1800	84-85	1.8L	F8	WR8DC	W8DC	0.7	2	WR78-4PK		
E1800	90-96	1.8L	F8	WR8DC		0.8	2	WR78-4PK	WR8DP	0.8
E2000	68-77	2.0L	VA	WR7DC	W7DC	0.8	17	WR78-4PK		
E2000 Leaded Fuel	82-85	2.0L	FE	WR7DC	W7DC	0.7	17	WR78-4PK		
E2000 ULP	86-98	2.0L	FE	WR7DC	W7DC	0.7	17	WR78-4PK	WR7DP	0.7
E2300		2.3L		WR7DC	W7DC	0.7	17	WR78-4PK		
F1000 Van	69-78	1.0L	PB	WR7DC	W7DC	0.7	17	WR78-4PK		
T2000				WR7DC	W7DC	0.7	17	WR78-4PK		
T2600	85-88	2.6L		WR7DC	W7DC	0.8	17	WR78-4PK	WR7DP	0.7
323 Van				WR7DC	W7DC	0.7	17	WR78-4PK		
Light Bus, 18, 20				WR7DC	W7DC	0.7	17	WR78-4PK		
Traveller E1800	84-85	1.8L	F8	WR8DC	W8DC	0.7	2	WR78-4PK		
MERCEDES-BENZ										
0309B – 75 hp				WR7DC	W7DC	0.7	17	WR78-4PK		
0319B,407	65-			WR7BC	W7BC	0.7				
0321H				WR5AC	W5AC	0.7				

Make / Model	Year	Capacity	Engine Code	RESISTOR	Super	Gap mm	Card No.	Performance SUPER 4	Long life PLATINUM	Gap mm
MERCEDES-BENZ cont.										
L207				WR7DC	W7DC	0.7	17	WR78-4PK		
L307				WR7DC	W7DC	0.7	17	WR78-4PK		
L319B	65-			WR7BC	W7BC	0.7				
L408G – 75 hp				WR7DC	W7DC	0.7	17	WR78-4PK		
L408G – 85 hp				WR5DC	W5DC	0.7				
L408GA, GC – 85 hp				WR5DC	W5DC	0.7				
LF408G – 75 hp				WR7DC	W7DC	0.7	17	WR78-4PK		
LF408G – 85 hp				WR5DC	W5DC	0.7		WR56-4PK		
ML320	98-	3.2L	M112.942						F8DPER	1.1
Vito Panel van	98-	2.0L	M111.948	F8KTCR		1.1				
MITSUBISHI - 4 cyl.										
Canter T91A, T93, T97				WR7CC	W7CC	0.7				
Canter – FC Series	79-92			WR7DC	W7DC	0.7	17	WR78-4PK		
Canter – T Series	79-			WR7DC	W7DC	0.7		WR78-4PK		
Challenger see Passenger section										
Delica 75	73-			WR7CC	W7CC	0.8				
Delica T100E				WR7CC	W7CC	0.8				
Delica T120				WR8DC	W8DC	0.8		WR78-4PK		
Jeep J20, J20C				WR9EC	W9EC	0.7				
Jupiter T33, T41 Junior				WR7CC	W7CC	0.7				
Mini Cab LT30VJ				WR5AC	W5AC	0.7				
Mini Cab LT30H				WR7AC	W7AC	0.7				
L200 Express	80-85	1.6L	4G32	WR9LC	W9LC	0.7				
L200 Express	80-82	2.0L	4G52	WR7DC	W7DC	0.7	17	WR78-4PK		
L200 Express	83-86	2.0L	4G63	WR8DC	W8DC	0.7	2	WR78-4PK		
L300 Express	83-85	1.6L	4G32	WR9LC	W9LC	0.7				
L300 Express	85-86	1.6L	4G32	WR8DC	W8DC	0.7	2	WR78-4PK		
L300 Express Leaded Fuel	83-85	1.8L	4G62	WR9LC	W9LC	0.7				
L300 Express Leaded Fuel	83-86	2.0L	4G63	WR8DC	W8DC	0.7	17	WR78-4PK		
Express SF ULP	86-90	2.0L	4G63	WR8DC	W8DC	0.7	2	WR78-4PK	WR8DP	0.7
Express SF ULP	86-90	2.4L	4G64	WR7DC	W7DC	0.7	17	WR78-4PK	WR7DP	0.7
Express SG	90-91	2.0L	4G63	WR8DC	W8DC	0.7	2	WR78-4PK	WR8DP	0.7
Express SG	90-91	2.4L	4G64	WR7DC	W7DC	0.7	17	WR78-4PK	WR7DP	0.7
Express SH	91-94	2.0, 2.4L	4G63, 4G64	WR7DC	W7DC	0.8	17	WR78-4PK	WR7DP	0.7
Express SJ	94-98	2.0, 2.4L	4G63, 4G64	FR7DCX	F7DCX	1.1	31	FR78X-4PK	FR7DPX	1.1
Express WA	94-98	2.4L	4G64	FR7DCX		1.1	31	FR78X-4PK	FR7DPX	1.1
Nimbus - see Passenger section										
Pajero - see Passenger section										
Starwagon - see Passenger section										
Triton ME, MF, MG	86-90	2.6L	4G54	WR8DC	W8DC	0.8	2	WR78X-4PK	WR8DP	0.8
Triton MH	90-91	2.6L	4G54	WR8DC	W8DC	0.8	2	WR78X-4PK	WR8DP	0.8
Triton MJ	91-96	2.6L	4G54	WR8DC	W8DC	0.8	2	WR78-4PK	WR8DP	0.8
Triton MK	10/96-	2.4L	4G64	FR7DCX	F7DCX	1.1		FR78X-4PK	FR7DPP22U	1.1
MITSUBISHI - 6 cyl.										
Pajero - see Passenger section										
Triton MH	90-91	3.0L	6G72	WR7DCX	W7DCX	1.1		WR78X-4PK	WR7DPX	1.1
Triton MJ	91-96	3.0L	6G72	WR7DCX	W7DCX	1.1		WR78X-4PK	WR7DPX	1.1
Triton MK	10/96-	3.0L	6G72	FR7DCX		1.1		FR78X-6PK	FR7DPP22U	1.1
NISSAN										
Nissan – Bus, Miller, King Cab				WR8CC	W8CC	0.5				
Panel Van, Truck Patrol, Carrier				WR8CC	W8CC	0.5				
Double Tyre Urvan				WR8CC	W8CC	0.5				

Make / Model	Year	Capacity	Engine Code	Resistor	Super	Gap	Card No.	Performance SUPER 4	Long life Platinum	Gap
NISSAN cont.										
Clipper – Light Bus, Longbody, & Junior				WR8CC	W8CC	0.5				
Caball C240, C340	73-81	2.0L	H20	WR8CC	W8CC	0.5				
Cabstar PF22, H40	82-87	2.0, 2.2L	Z20, Z22	WR8DC	W8DC	0.8	2	WR78-4PK		
Homer 641 Series				WR8CC	W8CC	0.8				
Homer F20 Series	76-78	2.0L	H20	WR8CC	W8CC	0.8				
Homer T20 Series	73-78	1.6L	J16	WR8DC	W8DC	0.8	2	WR78-4PK		
E20 Van, Microbus	74-80	2.0L	H20	WR8CC	W8CC	0.5				
N720 Series	81-84	1.8L	L18S	WR8DC	W8DC	0.9	2	WR78-4PK		
N720 Series	83-85	2.2L	Z22	WR7DC	W7DC	0.8	17	WR78-4PK		
Navara D21	86-95	2.0L	Z20, Z20S	WR8DC	W8DC	0.8	2	WR78-4PK	WR8DP	0.8
Navara D21	86-88	2.4L	Z24	WR7DC	W7DC	0.8	17	WR78-4PK	WR7DP	0.8
Navara Twin Spark	88-92	2.4L	Z24S							
– Inlet Side				WR7DC	W7DC	0.8	17	WR78-4PK	WR7DP	0.8
– Exhaust Side				WR8DC	W8DC	0.8	2	WR78-4PK	WR8DP	0.8
Navara D21	92-98	2.4L	KA24E	FR8LCX		1.1	32	FR78X-4PK		
Navara D21	92-96	3.0L	VG30E	FR7KC		0.9		FR78-6PK		
Navara D22	99-	2.4L	KA24DE	FR7DCX		1.1		FR78X-4PK	FR7DPX	1.1
Navara D22	97-	2.4L	KA24E	FR7HC0X		1.1				
Nomad	83-86	1.2, 1.5L	A12,A15	WR8DC	W8DC	0.9	2	WR78-4PK		0.9
Nomad	87-92	2.0L	Z20S	WR8DC	W8DC	0.9	2	WR78-4PK	WR8DP	0.9
Nomad Twin Spark										
– Inlet Side	88-96	2.0L	Z20S	WR7DC	W7DC	0.8	17	WR78-4PK	WR7DP	0.8
– Exhaust Side				WR8DC	W8DC	0.8	2	WR78-4PK	WR8DP	0.8
One Tonne 520				WR8CC	W8CC	0.8				
One Tonne 521				WR7DC	W7DC	0.8	17	WR78-4PK		
Pathfinder - see Passenger section										
Patrol - see Passenger section										
Prairie M10	82-85	1.5L	E15	WR8DC	W8DC	0.8	2	WR78-4PK		
Pulsar van	83-85	1.3L		WR8DC	W8DC	0.9	2	WR78-4PK		
Sunny Van	79-83	1.2L		WR8DC	W8DC	0.9	2	WR78-4PK		
Terrano - see Passenger section										
720 Pick-Up	80-84	1.8L	L18S	WR8DC	W8DC	0.9	2	WR78-4PK		
720 Pick-Up	83-85	2.2L	Z22	WR7DC	W7DC	0.8	2	WR78-4PK		
Urvan E23	81-82	1.6L	J16	WR8DC	W8DC	0.8	2	WR78-4PK		
Urvan E23		1.8L	Z18	WR8DC	W8DC	0.9	2	WR78-4PK		
Urvan E23	81-86	2.0L	H20,Z20	WR8DC	W8DC	0.9	2	WR78-4PK		
Urvan E24	87-92	2.4L	Z24	WR7DC	W7DC	0.9	17	WR78-4PK		
Vanette	83-86	1.2, 1.5L	A12, A15	WR8DC	W8DC	0.9	2	WR78-4PK		
Vanette	87-92	2.0L	Z20S	WR8DC	W8DC	0.8	2	WR78-4PK	WR8DP	0.9
Vanette Twin Spark	88-96	2.0L	Z20S							
– Inlet Side				WR7DC	W7DC	0.8	17	WR78-4PK	WR7DP	0.8
– Exhaust Side				WR8DC	W8DC	0.8	2	WR78-4PK	WR8DP	0.8
Vanette	87-92	2.4L	Z24S	WR7DC	W7DC	0.9	17	WR78-4PK	WR7DP	0.9
Vanette Twin Spark	88-96	2.4L	Z24S							
– Inlet side				WR7DC	W7DC	0.8	17	WR78-4PK	WR7DP	0.8
– Exhaust side				WR8DC	W8DC	0.8	2	WR78-4PK	WR8DP	0.8
XF2 Ute	88-91	4.1L	N	WR9LCX		1.1				
Datsun Models										
E20, C80, F20,				WR7CC	W7CC	0.7				
C240, C340, B120,				WR7CC	W7CC	0.7				
620, GN620, 641,				WR7CC	W7CC	0.7				
Patrol G60				WR7CC	W7CC	0.7				
RENAULT										
All Models 14 mm 1/2 reach				WR7AC	W7AC	0.6				

Make / Model	Year	Capacity	Engine Code	Resistor	Super	Gap	Card No.	Performance SUPER 4	Long life Platinum	Gap
TOYOTA - 4 cyl. cont.										
Stout	67-75	2.0L	5R	WR7CC	W7CC	0.8	6			
Stout	76-79	2.0L	5R	WR8DC	W8DC	0.8	2	WR78-4PK		
Stout	79-83	2.0L	5R	WR7DC	W7DC	0.8	17	WR78-4PK		
Tarago - see Passenger section										
Town-Ace	92-97	1.3L	4K	WR7DC	W7DC	0.8	17	WR78-4PK	WR7DP	0.8
Town-Ace	92-97	1.6L	12R	WR7DC	W7DC	0.8	17	WR78-4PK	WR7DP	0.8
Town-Ace	97-98	1.8L	7K-C	WR8DC		0.8		WR78-4PK	WR8DP	0.8
Town-Ace	92-97	2.0L	3Y-C	WR7DCX		1.1	29	WR78X-4PK	WR7DPX	1.1
Toyo-Ace	74-85	2.0L	5R	WR8DC	W8DC	0.8	2	WR78-4PK	WR8DP	0.8
VOLKSWAGEN										
Caravelle Bus	84-	1.9L	MV		W7CCO	0.7				0.7
Caravelle Bus	84-92	2.1L	MV		W7CCO	0.7				0.7
Caravelle	93-98	2.0L	AAC		W8LTCR	0.8		WR78X-4PK		0.8
Kombi Van	84-92	2.1L	MV		W7CCO	0.7				0.7
Transporter	94-98	2.0L	AAC		W8LTCR	0.8		WR78X-4PK		0.8
Transporter	94-98	2.5L	AET		W8LTCR	1.0		WR78X-4PK		1.0
Transporter	94-98	2.5L	AET		W8DTC	0.8		WR78-4PK		0.8
VOLVO										
A6				WR7EC	W7EC	0.6				
A8B					M10ACO	0.6				
DC					M10ACO	0.6				
EB					M10ACO	0.6				
EC, ED				WR8EC	W8EC	0.6				
FB, FC, FE					M10ACO	0.6				
B4B 51HP				WR8EC	W8EC	0.6				
B14A - 14 mm				WR7EC	W7EC	0.6				
B16A 60 hp Duett, B36AV				WR8EC	W8EC	0.8				
B18A, B18D Duett				WR7BC	W7BC	0.7				
B20 Duett					W5BC	0.7				
WHITE										
14 mm 3/8 reach										
- Normal service				WR5EC	W5EC	0.6				
- Severe Service				WR5EC	W5EC	0.6				
18 mm										
- Normal service					M7AC	0.6				
- Severe service					M5AC	0.6				
WILLYS JEEP - see also Passenger section										
F Head	63-71			WR8EC	W8EC	0.8				
Ford Falcon Engine					D8BC	0.9				
150 cu in	80-83			HR9BCY	H9BCY	1.5				
173 cu in	84-86	2.8L		HR9BC	H9BC	0.9		HR91GX-4PK		
230 OHC	To-78	232 cu. in		WR8DC	W8DC	0.9		WR78-6PK		
258 cu in	80	4.2L		WR9HC	W9HC	0.9				
304 cu in				HR9BC	H9BC	0.9		HR91GX-4PK		
350 cu in				WR8DC	W8DC	0.9		WR78-4PK		
360 cu in				HR9BC	H9BC	0.9		HR91GX-4PK		
401 cu in				WR8DC	W8DC	0.9		WR78-4PK		