



◀ SPARK PLUGS ▶

SPARK PLUGS	
Plug type	Quantity per box
RB5HS	10
RB6HS	10
RB7ES	10
RB7HS	10
RB8EGV	4
RB8ES	10
RB8EVX	4
RB8HS	10
RB9EG	4
RB9EGV	4
RB9ES	10
RB9EVX	4
RB9HS	10
RB9HVX	4
RB10EG	4
RB10EGV	4
RB10ES	4
RB10EV	4
RB10EVX	4
RB10HVX	4
RBCPR7ET	10
RBKR5E	10
RBKR6E-11	10
RBKR7E-11	10
RBKR5EIX	4
RBP5ES	4
RBP6ES	10
RBP6HS	10
RBP7ES	10
RBP7HS	10
RBP8ES	10
RBP8HS	10
RBPM7A	10
RBPR6ES	10
RBPR6HS	10
RBPR7ES	10
RBPR7HS	10
RBPR8ES	10
RBPR8HS	10
RBR6HS	10
RBR7HS10	10
RBR8EG	4
RBR8ES	10
RBR8EV	4
RBR8EVX	4
RBR8HS	10
RBR8HS-10	10
RBR9ECM	10
RBR9ECS	10

SPARK PLUGS	
Plug type	Quantity per box
RBR9EG	4
RBR9ES	10
RBR9EVX	4
RBR9HS	10
RBR10EG	4
RBR10EV	4
RC7E	10
RC8E	10
CR6HS	10
RCR7E	10
RCR7HSA	10
RCR8E	10
RCR8EB	10
RCR8EH9	10
RCR8EHVX9	4
RCR8EK	10
RCR8HS(A)	10
RCR9E	10
RCR9EB	10
RCR9EH9	10
RCR9EHI9	4
RCR9EIA9	4
RCR9EHVX-9	4
RCR9EK	10
RCR9EVX	4
RCR10E	10
RCR10EK	10
RD7EA	10
RD8EA	10
RD9EA	10
RD8EVX	4
RD9EVX	4
RDCPR8E	10
RDCPR9E	10
RDPR7EA9	10
RDPR8EA9	10
RDPR8EVX-9	4
RDPR8Z	10
RDPR9EA9	10
RDPR9EVX-9	4
RDPR9Z	10
RDR7EA	10
RDR7ES	10
RDR8EA	10
RDR8ES	10
RDR8ESL	10
RDR8EVX	4
RDR9EA	10
RJR9B	10
RJR9C	10

PLUG CAPS	
Plug type	Quantity per box
RLB05F	1
RLB10F	1
RSB05F	1
RSB10F	1
RVB05F	1
RVB10F	1
RXB05F	1
RXB10F	1
RTB05EM	1
RTB05EMA	1

COMPETITION CABLES	
Type	Quantity per box
RCR1	1
RCR1	1
RCR1	1
RCR1	1
RJ1	1

IRIDIUM PLUGS	
Type	Quantity per box
RBR6HIX	4
RBR7HIX	4
RBR8HIX	4
RBR8EIX	4
RBR9EIX	4
RCR8EHIX-9	4
RCR9EHIX-9	4
RCR8EIX	4
RCR9EIX	4
RDPR7EIX-9	4
RDPR8EIX-9	4
RDPR9EIX-9	4
RDR8EIX	4
RDR9EIX	4
RIFR8H-11	4
RIMR9A-9H	4
RIMR9B-9H	4
RIMR9C-9H	4



"S" type

NGK standard spark plugs with copper cored centre electrodes for wide heat range. Copper's superior heat conductivity dissipates the heat of combustion away from the firing end, preventing hot spots that can lead to pre-ignition. Copper cored electrodes also mean that longer insulator noses can be used to protect against fouling.



"G" type

These plugs feature a smaller diameter centre electrode tip made of conventional nickel alloy. The smaller diameter centre electrode means the voltage required to produce a spark is reduced. However as the tip is made of conventional nickel alloy the service life is reduced and these plugs are best used in applications where plugs are frequently changed.



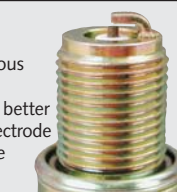
"V" type

The centre electrode of this type is made of gold palladium alloy and is even smaller in diameter than the G type at 1,0 mm and has therefore an even lower voltage requirement. Now mostly superseded by "VX" types.



"GV" type

These plugs have a centre electrode of precious metal similar to the V range. In addition the insulator nose is an improved design to allow better gas flow around the firing end. The ground electrode is shorter and stronger, making the GV range more suited for racing applications.



"VX" type

These plugs have an even smaller centre electrode (0,8 mm) than the V types and this is made of platinum. This combined with a taper cut ground electrode means an even lower required voltage than the V types. The result is better ignitability along with improved starting, idle stability and anti-fouling performance.



"IX" type

Similar in design to the VX Platinum spark plug, the use of the precious metal Iridium allows us to manufacture a spark plug with an even smaller diameter centre electrode (0,6 mm) without compromising durability. This extremely small Iridium tip centre electrode concentrates the available electrical energy and combined with the taper cut ground electrode provides the best performance in terms of starting, idling and especially throttle response.



◀ SPARK PLUG CAPS ▶



RVB05F
RVB10F



RLB05F
RLB10F



RXB05F
RXB10F



RSB05F
RSB10F



RTB05EM
(ø17mm)



RTB05EMA
(ø17mm)