



**Champion Spark Plugs, properly installed in your engine, will insure the utmost engine performance and economy of gas and oil.**

### **FOLLOW THESE INSTRUCTIONS**

- 1. Be sure the proper type spark plug has been selected for your engine. Check with Champion size chart.**
- 2. Tighten spark plug firmly in cylinder, but not too tight. Spark plugs too loose or too tight may cause you trouble.**
- 3. Spark plugs should be tested and cleaned in the Champion service unit at regular intervals or when you change oil, to assure maximum service.**
- 4. Gaps should always be set by bending the shell electrode, and never by bending the center electrode.**
- 5. All spark plugs, even Champions, should be replaced in sets every 10,000 miles. This actually costs you nothing as their cost is saved many times over in gas and oil and improved car performance.**

**CHAMPION SPARK PLUG COMPANY  
OF CANADA, LIMITED  
WINDSOR, CANADA**

# K.L.G.

## SPARKING PLUGS

### K-L-G SPARKING PLUGS—TOO GOOD TO 'MISS'

#### FITTING INSTRUCTIONS :

1. Make sure that the type of K.L.G. plug selected for your engine is the correct model as shown in the latest K.L.G. Recommendation List, and that the spark gap is set to the manufacturer's recommendation.
2. Screw plug firmly into cylinder head, using new seating washer provided. Do not overtighten as damage may be caused to both the plug and the cylinder head.

#### GAP SETTING.

K.L.G. plugs are normally supplied with spark gaps between the central and earth electrodes set as follows :

TPS types, and A.5	0.28" - 0.32"
FA types	0.24" - 0.28"
All others up to and including 60 heat value	}
FE.70 and FE.80	
Remainder 70-100 heat valves	}
P.TEN.L.50	

A slight wider gap is permissible where a sports or other high-output coil is used. Where the engine manufacturer recommends a different gap from the standard K.L.G. setting, it is important that the appropriate adjustment be made before fitting.

When adjusting the gap, never move or lever on the centre firing point, but move only the side, or earth, electrodes.

To ensure maximum efficiency and long life of the plug, care should be taken to check the gap setting at frequent intervals.

## BOUGIES K-L-G—PLUS DE RATES

#### MONTAGE.

1. Assurez-vous que le type de bougie K.L.G. choisi pour votre moteur est conforme au modèle indiqué dans la dernière liste de recommandations K.L.G. Assurez-vous aussi que l'écartement des pointes est bien celui que vous indique le fabricant.
2. Vissez la bougie à fond dans la culasse du cylindre, en utilisant la nouvelle rondelle de siège fournie à cet effet. Bloquer exagérément risque d'endommager tant la bougie que la culasse.

#### REGLEGE DE L'ECARTEMENT

Les bougies K.L.G. sont livrées normalement avec les écartements suivants entre l'électrode centrale et l'électrode de masse :

Bougies TPS et A.5	de 0.70 à 0.80 mm.
Bougies FA	de 0.60 à 0.70 mm.
Toutes bougies, jusqu'à puissance calorifique 60 y compris	}
Bougies FE.70 et FE.80	
Autres bougies de puissance calorifique 70 à 100	}
Bougie P.TEN.L.50	

Avec une bobine sport ou toute autre bobine à grand débit, il est possible d'utiliser un écartement un peu plus grand. Si le constructeur du moteur recommande un écartement qui n'entre pas dans la gamme des écartements standards K.L.G., il convient d'effectuer le réglage voulu avant le montage. Lorsque vous faites ce réglage, il ne faut jamais déplacer le pointe centrale d'allumage, ni s'en servir comme d'appui de levier. Dignes seulement l'électrode latérale de masse. Pour assurer à la bougie le meilleur rendement et la plus longue durée, il convient de régler fréquemment l'écartement des pointes.

## K-L-G—ZÜNDKERZEN—

### Versagen nie, drum wähle sie!

#### MONTAGE DER ZÜNDKERZE.

1. Überzeugen Sie sich davon, dass die zu montierenden K.L.G. Zündkerzen auch tatsächlich von der in der neuesten K.L.G. Empfehlungsliste angegebenen Type sind und dass der Elektrodenabstand den Werkvorschriften entsprechend eingestellt ist.
2. Kerze mit dem neuen Dichtungsring dicht in den Zylinderkopf einschrauben, aber nicht überziehen, da dies zum Bruch der Kerze und des Zylinderkopfs führt.

#### ELEKTRODENABSTAND.

Normalerweise werden K.L.G. Zündkerzen mit folgendem Abstand zwischen Mittel- und Seitenelektrode geliefert :

TPS Typen sowie A.5	0.70 — 0.80 mm.
FA Typen	0.60 — 0.70 mm.
Alle anderen bis einschließlich	}
Wärmezahl 60	
FE.70 und FE.80	}
Sonstige mit Wärmezahl 70—100	
P.Ten.L.50	

Bei Verwendung einer Sport- oder ähnlichen Hochleistungs-Zündspule kann der Elektrodenabstand auch etwas vergrößert werden. In Fällen, in denen der Hersteller des Motors einen anderen als den normalen K.L.G. Elektrodenabstand vorschreibt, muss die entsprechende Einstellung desselben vor Montage der Kerze vorgenommen werden.

Bei Einstellung des Elektrodenabstandes nie die Mittelelektrode sondern stets nur die Seitenelektrode abbiegen bzw. bewegen! Um aus der Kerze das Beste über eine möglichst lange Zeit herauszuholen, ist der vorerwähnte Elektrodenabstand regelmäßig zu kontrollieren.



## BUJÍAS DE ENCENDIDO K-L-G NUNCA FALLAN

#### INSTRUCCIONES DE MONTAJE.

1. Asegúrese de que el tipo de bujía K.L.G. elegido para su motor sea el modelo correcto, según se indica en la última Carta de Recomendaciones K.L.G., y de que el calibre de la bujía esté de acuerdo con las recomendaciones del fabricante.
2. Enroscar firmemente la bujía en la culata del cilindro, utilizando la nueva arandela de su sede suministrada. No apretar demasiado, pues de lo contrario puede producirse desperfecto en la bujía y en la culata del cilindro.

#### CALIBRADO.

Las bujías K.L.G. se suministran normalmente con la separación entre los electrodos de masa y central calibrada tal como se indica a continuación :

Tipos TPS y A.5	0.70 — 0.80 mm.
Tipos FA	0.60 — 0.70 mm.
Todas las demás hasta el 60 inclusive	}
FE.70 y FE.80	
Las restantes del 70 al 100	}
P.TEN.L.50	

Cuando se emplean bobinas de alta tensión o de deporte, se permite una separación un poco mayor. En los casos en que los fabricantes del motor recomiendan una separación distinta del calibre normal K.L.G., es importante medir con el calibre correcto antes de instalarlas.

Al ajustar el espacio de chispa, no hay que mover nunca la punta central de encendido, ni hacer fuerza de palanca sobre la misma, sino actuar tan sólo sobre los electrodos laterales o de masa. Para asegurar el máximo rendimiento y duración de la bujía, téngase el cuidado de verificar a intervalos regulares el calibre de la misma.

## CANDELE D'ACCENSIONE K-L-G LA CANDELA DI FIDUCIA

#### ISTRUZIONI PER IL MONTAGGIO.

1. Assicurarsi che il tipo di candela K.L.G. scelto per il vostro motore corrisponda a quello raccomandato nell'ultima lista K.L.G. e che la distanza fra le punte sia quella raccomandata.
2. Avvitare a fondo la candela nella testata del cilindro, impiegando la nuova rondella fornita all'uso, avendo cura di non stringere troppo onde evitare di danneggiare sia la candela che la testata.

#### REGISTRAZIONE DELLA DISTANZA.

Le candele K.L.G. sono generalmente fornite con la seguente distanza fra l'elettrodo centrale e di massa :

Tipi TPS e A.5	0.70 — 0.80 mm.
Tipi FA	0.60 — 0.70 mm.
Tutti gli altri tipi, sino ad un potere calorifico di 60 incluso	}
FE.70 ed FE.80	
Da un potere calorifico di 70 a 100	}
P.TEN.L.50	

Nel caso di bobine per motori sport o d'alta potenza si potrà impiegare una candela con distanza leggermente maggiorata. Se il fabbricante del motore raccomanda una distanza diversa da quella standard K.L.G., converrà effettuare la registrazione appropriata prima del montaggio.

Quando si procede alla registrazione della distanza, non si agisca mai sull'elettrodo centrale, ma solamente su quello laterale di massa.

Per garantire rendimento e durata massimi della candela, la distanza fra le punte dovrebbe venire controllata ad intervalli frequenti e regolata.

### IMPORTANT NOTICE

This plug is made in accordance with one or more of the following British Patents:—448913; 475838; 514661; 607685; 517586; 535594; 539244; 620618; 559709; 560178; 568305; 651581.

It is sold under Limited Licence under those Patents for use and sale on the express conditions:—

That K.L.G. Plugs shall not be resold or offered for sale, new, secondhand, used or partly used, at a price lower than that published in the K.L.G. official price list; that the plugs shall not in any circumstances be reconditioned or renovated for sale.

Any breach of any of the above conditions by any persons dealing with K.L.G. Plugs will render such person liable to an action of infringement of Letters Patent.

The marks "K.L.G." and "Corundite" are registered and proceedings will be taken against infringers.

It is also made in accordance with one or more of the following British Commonwealth and Foreign Patents:—

AUSTRALIA: 106968; 113212; 118654; 119359; 126015.

CANADA: 390994 (1940); 406713 (1942); 418307 (1945); 422371 (1945); 435142 (1946).

FRANCE BREVETE S.G.D.G.: 852280; 925363; 926340.

ITALY: 372973; 417981.

SWITZERLAND: 263753.

U.S.A.: 2174913; 2293381; 2342360; 2473241.

K.L.G. SPARKING PLUGS LTD., CRICKLEWOOD WORKS, LONDON, N.W.2

A subsidiary Company of Smiths Motor Accessories Ltd.

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**"DEPENDABLE FOR EVERY ENGINE"**

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2. Tighten plug firmly in cylinder, but not too tight. Plugs too loose or too tight may cause you trouble.
3. Plugs should be tested and cleaned in the Champion Service Unit at regular intervals or when you change oil, to ensure maximum service.
4. Spark gaps should always be set by bending the side electrode and never by bending the centre electrode.

**SOLD UNDER LIMITED LICENCE UNDER BRITISH LETTERS PATENT Nos. 526902 and 10065/59**

The Champion Sparking Plug contained in this box is covered by one or more of the above letters patent owned by the Champion Sparking Plug Company Limited, who grant to the purchaser thereof and to any person into whose hands it may come, a limited licence to use or sell the same on the express conditions:—

- (1) that it shall not be resold, or offered for sale, new, secondhand, used or partly used, at a price lower than that published in the Champion official price lists;
- (2) that no allowances, bonuses, rebates, gifts or other consideration of any kind shall be made or given by a seller or accepted by a purchaser whereby the price paid is brought below that published in the Champion official price lists; and
- (3) that the plug shall not in any circumstances be reconditioned or renovated for resale.

Any breach of any of the above conditions by any person dealing with this plug will render such person liable to an action for infringement of Letters Patent. No agent or dealer is authorised to vary or waive any of the above conditions. The word "Champion" is a registered trademark and proceedings will be taken against infringers.

**CHAMPION SPARKING PLUG COMPANY LIMITED,  
FELTHAM, MIDDLESEX**

**FACTORIES : FELTHAM, ENGLAND ; WINDSOR, CANADA ; TOLEDO, U.S.A.**

# Edison



## ALBANITE - INSULATED SPARK PLUGS

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Before Installing These Spark Plugs :

- 1. GAP SETTING AND ADJUSTMENT :** Adjust gap to size specified by the car manufacturer. This information appears in the car manufacturer's instruction book. When adjusting the gap, move or bend the SIDE or GROUND electrode wire ONLY. DO NOT DISTURB THE CENTER ELECTRODE WIRE. (Factory Gap-Setting is .025.)
  - 2. CONNECTIONS :** See that the terminal connections are clean. Examine the spark plug wires for cracks. Leaky or cracked wires should be replaced.
  - 3. INSTALLATION :** FIRSTLY IT IS DESIRABLE TO CLEAN ALL PORT THREADS BY THE INSERTION OF THE CORRECT SIZE PLUG TAP — USE PROPER SOCKET WRENCHES FOR INSTALLING SPARK PLUGS. Too much force in tightening will cause distortion and on the other hand loosely fitted spark plugs will cause leakage and over-heating.
  - 4. NEW GASKETS :** All Spark Plugs should be examined occasionally for cleanliness and proper gap. New gaskets should be used each time plugs are fitted, even after inspection or cleaning. This is most essential in maintaining the proper operating temperatures of the plugs.
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*Manufactured by*

**EDISON - SPLITDORF SPARK PLUG MANUFACTURERS PTY. LTD.**  
**SYDNEY, AUSTRALIA**

*Sole Australian Manufacturing Licensees for*

**EDISON-SPLITDORF CORPORATION**  
**WEST ORANGE, N.J., U.S.A.**



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**CHAMPION SPARK PLUG COMPANY**  
**TOLEDO, OHIO, U.S.A.**

FORM 473

## **NOTICE**

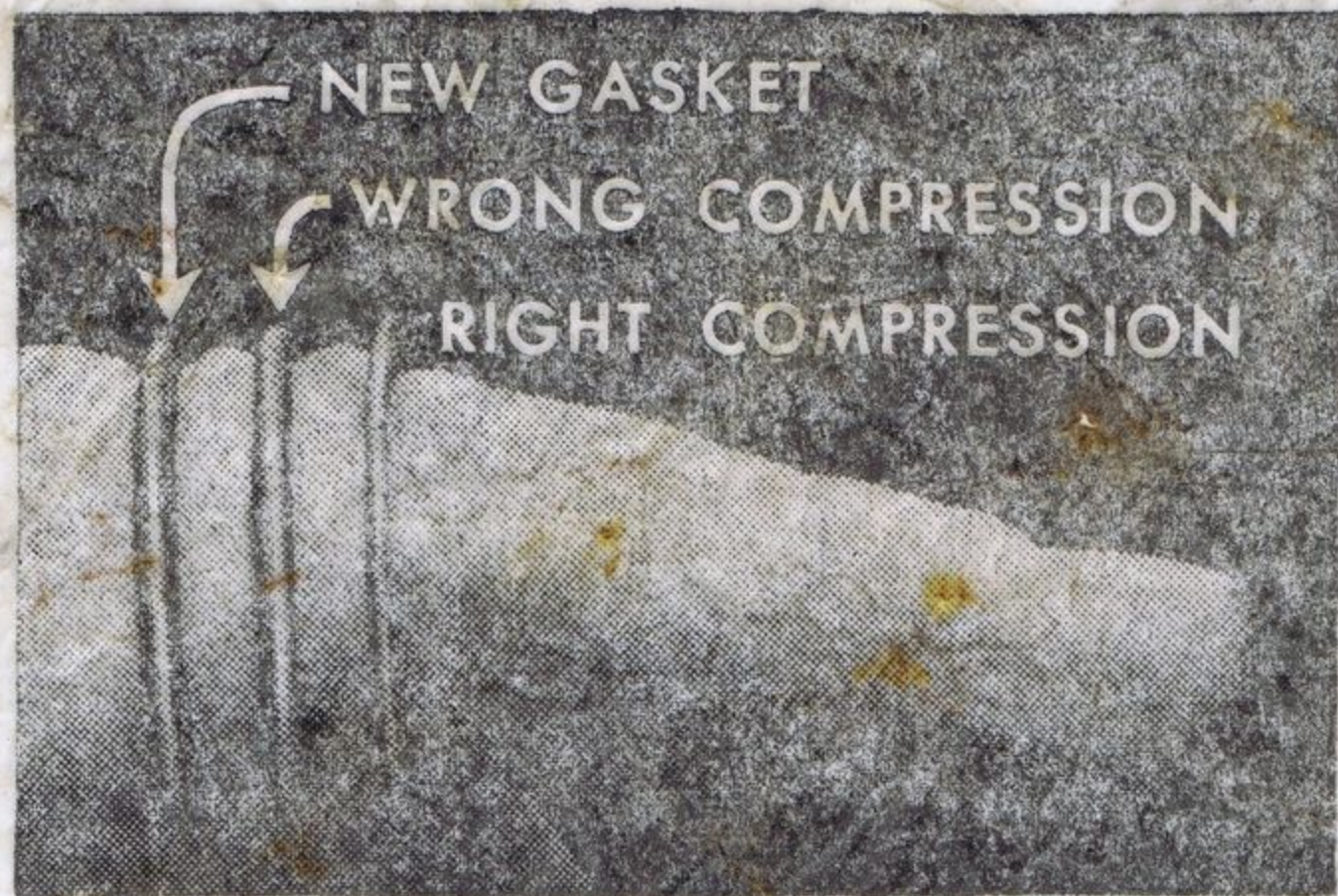
J-4  
J-5  
J-14  
Y-6  
Y-8

**THE SPARK GAP ON THIS PLUG IS SET FOR CHEVROLET.**

**FOR USE IN ALL OTHER ENGINES RESET GAP TO MANUFACTURER'S SPECIFICATIONS.**

**CHAMPION SPARK PLUG CO.**

# IMPORTANT



FOR best spark plug performance—gaskets must be compressed approximately half their original thickness. Screw plug in until you feel it is tight—remove plug and compare gasket with a new gasket. If the gasket is not compressed to half its original thickness, reinstall and tighten the plug until you discover the amount of pressure required on the handle to flatten the gasket. When a plug is tightened properly, the gasket is compressed approximately one-half its original thickness. Install trial plug and all remaining plugs with new gaskets using the same pressure as used in making your trial installation.