

## Racing/High Performance Spark Plug: Heat Range Facts

Typically, engines which are stock or are only slightly modified, can use the original equipment (OE) recommended spark plug.

**Racing Modified Engines** – Generally, any engine modification that alters the overall compression ratio of the engine will involve spark plug selection issues. One thing to consider is heat range.

The heat range of the spark plug determines how much heat the spark plug is capable of removing from the combustion chamber. The heat range of the spark plug does not increase or decrease horsepower. It changes the temperature of the tip of the spark plug. If the heat range is too cold, the deposits will not burn off the tip and the spark plug will foul. If the spark plug heat range is too hot, pre-ignition can occur.

A switch in heat range of the spark plug will change the temperature of the spark plug tip by 70-120 degrees.

If you are unsure of the correct heat range to use, always start with a colder spark plug. If the plug is too cold, the plug will eventually foul and a misfire will occur. This will not hurt the engine. Unfortunately, though, if a spark plug that is too hot is inadvertently chosen, pre-ignition and detonation can severely damage your engine. Don't go to a hotter heat range unless you've consulted your engine experts.

As there are many different ways to modify your engine for racing applications, we can't tell you here which specific spark plug to use. If you have made modifications to your engine, you should refer to your component manufacturer's specifications and/or contact the experts at Honeywell at [www.autolite.com](http://www.autolite.com).

**Honeywell International Inc. is not responsible for engine damage resulting from improper spark plug selection due to engine modifications or racing.**

## Bougies compétition / à Haut rendement : Faits sur la gamme de conductibilité thermique

Habituellement, les moteurs de série ou légèrement modifiés seulement peuvent utiliser les bougies d'équipement d'origine recommandées.

**Moteurs de compétition modifiés** — En général, toute modification qui change le taux de compression total du moteur entraîne des problèmes de sélection des bougies. L'un des éléments à considérer est la gamme de conductibilité thermique.

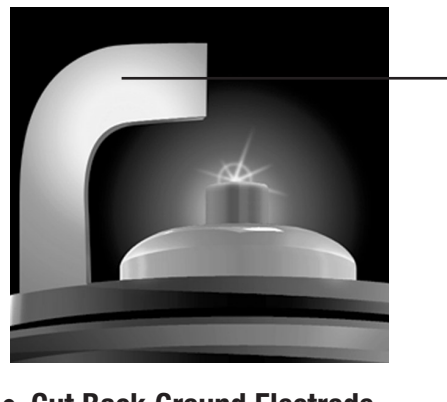
La gamme de conductibilité thermique des bougies détermine la quantité de chaleur que la bougie peut éliminer de la chambre de combustion. La gamme de conductibilité thermique de la bougie n'accroît ni ne réduit la puissance. Elle change la température de l'extrémité de la bougie. Si la gamme de conductibilité thermique est trop basse, les dépôts ne brûleront pas à l'extrémité, et la bougie s'encrassera. Si la gamme de conductibilité thermique est trop élevée, un allumage prématuré peut se produire.

La modification de la gamme de conductibilité thermique de la bougie changera la température de l'extrémité de la bougie d'environ 70 à 120 degrés.

Si vous n'êtes pas certain de la bonne gamme de conductibilité thermique à utiliser, commencez toujours par une bougie à gamme faible. Si la bougie est trop froide, elle finira par s'encrasser et il y aura un raté d'allumage. Cela n'endommagera pas le moteur. Par contre, si une bougie à gamme trop élevée est choisie par inadvertance, un allumage prématuré et une détonation peuvent grandement endommager le moteur. N'utilisez pas une bougie à gamme de conductibilité thermique supérieure à moins d'avoir consulté un expert motoriste.

Comme il existe de nombreuses façons de modifier un moteur aux fins de compétitions, nous ne sommes pas en mesure de vous indiquer la bougie exacte à utiliser. Si vous avez modifié votre moteur, vous devriez consulter les spécifications du fabricant des composants utilisés et/ou communiquer avec les spécialistes de Honeywell à [www.autolite.com](http://www.autolite.com).

**Honeywell International Inc. n'est pas responsable des dommages causés au moteur par une mauvaise sélection de bougies à la suite de modifications au moteur ou de compétitions.**



- **Cut Back Ground Electrode**
- **Anti-Corrosive Nickel Plating**
- **Large Ground Electrode for better heat transfer**
- **Électrode de masse raccourcie**
- **Nickelage anticorrosif**
- **Grosse électrode de masse pour un meilleur transfert thermique**
- **Electrodo de masa corto**
- **Niquelado anticorrosivo**
- **Electrodo de masa grande para mejor transferencia del calor**

## Bujía de competición/alto rendimiento: Grado térmico

Generalmente, los motores corrientes o que han sido ligeramente modificados, pueden utilizar la bujía de equipo original (OE) recomendada.

**Motores modificados para competición** - En general, cualquier modificación que altere la relación de compresión total del motor tendrá que ver con la selección de la bujía. Un cosa que deberá tomarse en cuenta es el grado térmico.

El grado térmico de la bujía determina cuanto calor es capaz la bujía de extraer de la cámara de combustión. El grado térmico de la bujía no aumenta ni disminuye la potencia del motor, solamente cambia la temperatura de la punta de la bujía. Si el grado es demasiado frío, los depósitos en la punta no se quemarán y la bujía se ensuciará. Si el grado térmico es demasiado caliente, puede ocurrir encendido prematuro.

Un cambio en el grado térmico de la bujía cambiará la temperatura de la punta de la misma entre 70 y 120 grados.

En caso de tener dudas respecto al grado térmico correcta a utilizar, comenzar siempre con una bujía más fría. Si es demasiado fría, la bujía finalmente se ensuciará y ocurrirá falla del encendido. Esto no daña el motor. Desafortunadamente, si por accidente se elige una bujía demasiado caliente, el encendido prematuro y la detonación pueden dañar críticamente el motor. No pasar a un grado térmico más caliente sin antes consultar a un experto en motores.

Como existen muchas maneras distintas de modificar el motor para aplicaciones de carrera, aquí podemos indicar qué bujía específica utilizar. Si se le han hecho modificaciones al motor, referirse a las especificaciones del fabricante del componente y/o ponerse en contacto con los expertos de Honeywell en [www.autolite.com](http://www.autolite.com).

**Honeywell International Inc. no se hace responsable de los daños causados al motor como resultado de la selección de bujías incorrectas debido a modificaciones hechas al motor o para competición.**

# Autolite® Racing Spark Plug Popularity Listings

## Listes des bougies de compétition Autolite® les plus populaires

## Listas de las bujías de competición Autolite® más populares

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### Racing Plugs\* Bougies de compétition\* / Bujías de competición\*

Plug Number	Popularity Percent	Cumulative Percent
AR3932	15.46%	15.46%
AR3933	14.04%	29.50%
AR133	11.95%	41.45%
AR134	7.34%	48.79%
AR135	5.84%	54.63%
AR3910	5.37%	60.00%
AR51	5.20%	65.20%
AR13	4.64%	69.84%
AR3934	4.08%	73.92%
AR132	3.97%	77.89%
AR12	2.86%	80.75%
AR2592	2.04%	82.79%
AR5383	1.83%	84.62%
AR52	1.52%	86.14%
AR73	1.47%	87.61%
AR2593	1.45%	89.06%
AR3911	1.37%	90.43%

Plug Number	Popularity Percent	Cumulative Percent
AR473	1.23%	91.66%
AR93	1.12%	92.78%
AR2594	0.92%	93.70%
AR50	0.92%	94.62%
A471X7	0.78%	95.40%
AR3935	0.63%	96.03%
AR3931	0.54%	96.57%
AR472	0.53%	97.10%
AR474	0.53%	97.63%
AR72	0.42%	98.05%
A471X6	0.41%	98.46%
AR33	0.40%	98.86%
AR94	0.40%	99.26%
AR53	0.30%	99.56%
AR32	0.24%	99.80%
AR92	0.20%	100.00%

### High Performance Plugs Bougies à haut rendement / Bujías de alto rendimiento

Plug Number	Popularity Percent	Cumulative Percent
AR3924	32.15%	32.15%
AR103	28.11%	60.25%
AR3923	13.71%	73.96%
AR25	11.34%	85.30%

Plug Number	Popularity Percent	Cumulative Percent
AR24	8.50%	93.80%
AR764	4.07%	97.87%
AR23	2.13%	100.00%

\* The proper gap for Autolite® Racing Plugs is set during the manufacturing process. Do not gap before installing.

\* L'écartement correct des bougies Autolite® Racing est obtenu durant la fabrication. Aucun ajustement n'est nécessaire avant l'installation.

\* El entrehierro correcto para las Bujías Autolite® para Automóviles de Carrera se establece durante el proceso de fabricación. No modifique el entrehierro antes de la instalación.

# Autolite® High Performance Racing Applications

	PLUG 	GAP ÉNCARTEMENT ESPACIO		PLUG 	GAP ÉNCARTEMENT ESPACIO
<b>ACURA</b>			<b>BMW (Cont'd/Suite/Continúa)</b>		
<i>Integra</i>			<i>325i, 325iC</i>		
2001-00 4-1.8L F/inj. DOHC V-Tec	AR3923	.044	1994 6-2.5L F/inj.	AR3923	.032
<i>NSX</i>			<i>325iC</i>		
2005-00 V6-3.0L F/inj.	AR3923	.044	1993-92 6-2.5L F/inj. (12V)	AR3923	.032
1999 V6-3.0L F/inj. DOHC	AR3923	.044	<i>325iC, 325iS</i>		
1995-94 V6-3.0L F/inj.	AR3924	.044	1995 6-2.5L F/inj. (24V)	AR3923	.032
<i>RL</i>			<i>325iS</i>		
2004-00 V6-3.5L F/inj. SOHC	AR3924	.044	1994-93 6-2.5L F/inj.	AR3923	.035
<i>RSX</i>			<i>325iS, 325iX, 525i</i>		
2004-02 4-2.0L F/inj. (16V) DOHC K20A3 V-Tec	AR3923	.044	1991 6-2.5L F/inj.	AR3923	.032
<b>ALFA ROMEO</b>			<i>328i, 328Ci, 528i</i>		
<i>164</i>			2000 6-2.8L F/inj.		
1995-94 V6-3.0L F/inj.	AR3923	.025	328i, 328iC, 328iS		
<b>ASTON MARTIN</b>			1996 6-2.8L F/inj.		
<i>DB-7</i>			525i		
2004-02 V12-6.0L F/inj. DOHC	AR3924	.052	1993-92 6-2.5L F/inj.	AR3923	.032
2001-00 V12-5.9L F/inj. DOHC	AR3924	.050	<i>525i, 525i Touring</i>		
6-3.2L F/inj. DOHC SC	AR3924	.030	1994 6-2.5L F/inj.	AR3923	.030
1998-97 6-3.2L F/inj. DOHC SC	AR3924	.030	<i>530i</i>		
1999 6-3.2L F/inj. DOHC	AR3924	.030	1996-94 V8-3.0L F/inj.	AR3924	.032
1997-96 6-3.2L F/inj. DOHC	AR3924	.030	<i>540i</i>		
<i>DB-9</i>			1996 V8-4.0L F/inj.		
2005 V12-6.0L F/inj. (48V) QOHC	AR3924	.052	<i>540i, 540iA</i>		
<i>Vanquish</i>			2004-00 V8-4.4L F/inj.		
2005-02 V12-6.0L F/inj. (48V) QOHC	AR3924	.052	<i>540i, 740iL</i>		
2001 V12-5.9L F/inj. DOHC	AR3924	.050	1997 V8-4.4L F/inj.	AR3923	.032
<i>Virage</i>			<i>545i, 645Ci, 745i</i>		
1995-90 V8-5.3L F/inj.	AR3923	.030	2005-03 V8-4.4L F/inj.	AR3924	.040
<i>Volante</i>			<i>850Ci</i>		
1995-90 V8-5.3L F/inj.	AR3923	.030	1997 V12-5.4L F/inj.	AR3923	.032
<b>AUDI</b>			<i>M3</i>		
<i>TT Coupe</i>			1995 6-3.0L F/inj. (24V)		
2005-00 4-1.8L F/inj. Turbo	AR3923	.032	<i>M5</i>		
<b>BMW</b>			2003-00 V8-5.0L F/inj.		
<i>318i, 318iC, 318iS</i>			<i>Z3</i>		
1995 4-1.8L F/inj. (16V)	AR3923	.032	2002-00 6-2.5L F/inj.	AR3924	.040
1993 4-1.8L F/inj.	AR3923	.032	<i>Z4</i>		
<i>318i, 318iC, 318iS, 318ti</i>			2005-03 6-2.5L F/inj. (24V) DOHC M54		
1996 4-1.9L F/inj.	AR3923	.032	6-3.0L F/inj. (24V) DOHC M54	AR3924	.040
<i>318iS</i>			<i>Z8</i>		
1994 4-1.8L F/inj.	AR3923	.030	2003-01 V8-5.0L F/inj. (32V) DOHC	AR3924	.040
1991 4-1.8L F/inj. (16V)	AR3923	.032	<i>Alpina Roadster</i>		
<i>318ti</i>			2004-03 V8-4.8L F/inj. (32V) DOHC		
1995 4-1.8L F/inj.	AR3923	.032	<b>BUICK</b>		
<i>323i, 323Ci</i>			<i>Regal, Grd Natl, GNX</i>		
2000 6-2.5L F/inj.	AR3924	.040	1987-84 V6-3.8L F/inj. Turbo (7)	AR25	.035
<i>325i</i>			1974-73 V8-455CID 2 bbl.		
1995-91 6-2.5L F/inj. (24V)	AR3923	.032	<i>Skylark, Special, Sportwagon (RWD)</i>		
			1967 V8-400CID 4 bbl.		
			AR25 .035		

# Autolite® High Performance Racing Applications

	PLUG 	GAP ÉCARTEMENT ESPACIO		PLUG 	GAP ÉCARTEMENT ESPACIO
<b>CHEVROLET</b>			<b>CHEVROLET (Cont'd/Suite/Continúa)</b>		
<i>Bel Air, One Fifty, Two Ten</i>			<i>Corvette</i>		
1956-55 V8-265CID 2 & 4 bbl.	AR74	.035	1973-72 V8-350CID 4 bbl. High Perf	AR135	.035
1957 V8-283CID 2 & 4 bbl.	AR74	.035	1970 V8-350CID 4 bbl. High Perf	AR74	.035
<i>Beretta, GT, GTZ, Z26</i>			1974-72 V8-454CID 4 bbl.	AR135	.035
1992-90 4-2.3L F/inj. (A)	AR3924	.035	1971-70 V8-454CID 4 bbl.	AR24	.035
<i>Camaro, Iroc Z, RS, Z28</i>			1992-90 V8-5.7L F/inj. (J)	AR3924	.035
1983 V6-2.8L 2 bbl. HO (L)	AR23	.045	1992-91 V8-5.7L F/inj. (8)	AR3924	.035
1995-94 V6-3.4L F/inj. (S)	AR25	.045	1998-97 V8-5.7L F/inj. (32V) (G)	AR103	.050
1969-68 V8-302CID 4 bbl.	AR74	.035	<i>Delray</i>		
1973-69 V8-307CID 2 bbl.	AR135	.035	1959-57 V8-283CID 2 & 4 bbl.	AR74	.035
1969-67 V8-327CID 2 & 4 bbl.	AR74	.035	1958 V8-348CID 3-2bbl	AR74	.035
1974 V8-350CID 2 & 4 bbl.	AR135	.035	V8-348CID 4 bbl.	AR74	.035
1973-72 V8-350CID 2 & 4 bbl.	AR74	.035	<i>Impala</i>		
1970 V8-350CID 2 & 4 bbl.	AR135	.035	1966-58 V8-283CID 2 & 4 bbl.	AR74	.035
1969-67 V8-350CID 2 & 4 bbl.	AR74	.035	1969-62 V8-327CID 2 & 4 bbl.	AR74	.035
1972 V8-350CID 4 bbl.	AR135	.035	1958 V8-348CID 3-2bbl	AR74	.035
1971 V8-350CID 4 bbl.	AR25	.035	1961-58 V8-348CID 4 bbl.	AR74	.035
1972 V8-400CID 4 bbl.	AR135	.035	1973-72 V8-350CID 2 & 4 bbl.	AR135	.035
1985 V8-5.0L 4 bbl. (G)	AR25	.045	1970-69 V8-350CID 2 & 4 bbl.	AR74	.035
1986 V8-5.0L 4 bbl. (H)	AR24	.045	1970 V8-400CID 2 & 4 bbl.	AR74	.035
1986-85 V8-5.0L F/inj. (F)	AR24	.035	1973-72 V8-400CID 2 bbl.	AR135	.035
1987 V8-5.7L F/inj. (8)	AR24	.035	V8-454CID 4 bbl.	AR135	.035
<i>Chevelle, Malibu</i>			<i>Monte Carlo</i>		
1968-64 V8-327CID 4 bbl.	AR74	.035	1974-72 V8-350CID 2 & 4 bbl.	AR135	.035
1968 V8-327CID 4 bbl. High Perf	AR74	.030	1971 V8-350CID 4 bbl.	AR25	.035
1969 V8-350CID 2 bbl. High Perf	AR74	.035	1974-70 V8-400CID 2 & 4 bbl.	AR135	.035
1974-72 V8-350CID 4 bbl.	AR135	.035	1974-72 V8-454CID 4 bbl.	AR135	.035
1970-69 V8-350CID 4 bbl.	AR74	.035	1971 V8-454CID 4 bbl.	AR24	.035
1969 V8-350CID 4 bbl. High Perf	AR74	.035	V8-454CID 4 bbl. High Perf	AR25	.035
1974 V8-400CID 2 & 4 bbl.	AR135	.035	1986 V8-5.0L 4 bbl. (G)	AR24	.035
1972 V8-400CID 4 bbl.	AR135	.035	<i>Nova, Chevy II</i>		
1970 V8-400CID 4 bbl.	AR74	.035	1968-65 V8-327CID 4 bbl.	AR74	.030
V8-400CID 4 bbl.	AR25	.035	1968 V8-327CID 4 bbl. High Perf	AR74	.030
1974-72 V8-454CID 4 bbl.	AR135	.035	1974-72 V8-350CID 2 & 4 bbl.	AR135	.035
1971-70 V8-454CID 4 bbl.	AR24	.035	1970-68 V8-350CID 2 & 4 bbl.	AR74	.035
1971 V8-454CID 4 bbl. High Perf	AR25	.035	1971 V8-350CID 4 bbl.	AR25	.035
<i>Corvette</i>			1969-68 V8-350CID 4 bbl. High Perf	AR74	.035
1956 V8-265CID 2-4bbl	AR74	.035	1970 V8-396CID 4 bbl.	AR24	.035
1956-55 V8-265CID 4 bbl.	AR74	.035	<b>CHEVROLET/GMC TRUCK</b>		
1963 V8-283CID	AR74	.035	<i>El Camino/Caballero/, Sprint</i>		
1961-57 V8-283CID 2 & 4 bbl.	AR74	.035	1970 V8-396CID 4 bbl.	AR25	.035
1959-57 V8-283CID 2-4bbl	AR74	.035	V8-396CID 4 bbl. High Perf	AR24	.035
V8-283CID F/inj.	AR74	.035	V8-454CID 4 bbl.	AR24	.035
1968-62 V8-327CID 4 bbl.	AR74	.030	<b>CHRYSLER</b>		
1962 V8-327CID F/inj.	AR74	.035	<i>300C</i>		
1974-72 V8-350CID 4 bbl.	AR135	.035	1957 V8-392CID	AR74	.035
1970-69 V8-350CID 4 bbl.	AR74	.035	<i>300D</i>		
1971 V8-350CID 4 bbl.	AR25	.035	1958 V8-392CID	AR74	.035

# Autolite® High Performance Racing Applications

	PLUG 	GAP ÉNCARTEMENT ESPACIO		PLUG 	GAP ÉNCARTEMENT ESPACIO
<b>CHRYSLER (Cont'd/Suite/Continúa)</b>			<b>DODGE (Cont'd/Suite/Continúa)</b>		
<i>300E</i>			<i>Charger, Coronet, Super Bee</i>		
1959 V8-413CID	AR74	.035	1972-70 V8-440CID 3-2bbl	AR74	.035
<i>300F</i>			1976-67 V8-440CID 4 bbl.	AR74	.035
1960 V8-413CID	AR74	.035	1974 V8-440CID 4 bbl.	AR23	.035
<i>300G</i>			1976-74 V8-440CID 4 bbl. High Perf	AR74	.035
1961 V8-413CID	AR74	.035	<i>Coronet</i>		
<i>Cirrus</i>			1958 V8-325CID 2-4bbl	AR74	.035
1995 V6-2.5L F/inj. (H)	AR3923	.044	1958-57 V8-325CID 4 bbl.	AR74	.035
<i>Crossfire</i>			1959 V8-326CID 2-4bbl	AR74	.035
2005-04 V6-3.2L F/inj. (18V) SOHC (L)	AR3924	.040	V8-326CID 4 bbl.	AR74	.035
2005 V6-3.2L F/inj. (18V) SOHC (N) SC	AR3924	.040	<i>Dart, Demon Swinger</i>		
<i>Newport</i>			1961 V8-361CID 2 & 4 bbl.	AR74	.035
1976 V8-400CID 4 bbl.	AR74	.035	V8-383CID 2 bbl.	AR74	.035
1977-76 V8-440CID 4 bbl.	AR74	.035	V8-383CID 4 bbl.	AR74	.035
1976 V8-440CID 4 bbl. High Perf	AR74	.035	<i>Dart, Demon, Swinger, GT</i>		
<i>Newport, 300</i>			1971-67 V8-383CID 2 & 4 bbl.	AR74	.040
1964-61 V8-361CID 2 & 4 bbl.	AR74	.035	1971 V8-440CID 4 bbl.	AR74	.040
V8-361CID 2-4bbl	AR74	.035	<i>Magnum XE</i>		
1971-62 V8-383CID 2 & 4 bbl.	AR74	.040	1978 V8-400CID 4 bbl.	AR74	.035
1966-65 V8-383CID High Perf	AR74	.035	<i>Matador</i>		
1958-57 V8-392CID	AR74	.035	1960 V8-361CID 2 & 4 bbl.	AR74	.035
1975-72 V8-400CID 2 & 4 bbl.	AR74	.035	<i>Neon</i>		
1960-59 V8-413CID	AR74	.035	2005-97 4-2.0L F/inj. SOHC (C)	AR3923	.035
1965-63 V8-413CID 2 & 4 bbl.	AR74	.035	2005-03 4-2.0L F/inj. HO (F)	AR3923	.035
1964-63 V8-413CID 2-4bbl	AR74	.035	1999-96 4-2.0L F/inj. DOHC (Y)	AR3923	.035
1965 V8-413CID Police	AR74	.035	1998 4-1.8L F/inj.	AR3923	.035
1973-66 V8-440CID 2 & 4 bbl.	AR74	.030	<i>Phoenix</i>		
1975-74 V8-440CID 4 bbl. High Perf	AR74	.035	1960 V8-361CID 2-4bbl	AR74	.035
1966 V8-440CID High Perf	AR74	.035	V8-383CID 2-4bbl	AR74	.035
<i>Sebring (FJ-Body), Sebring Convertible</i>			1961-60 V8-318CID 2 & 4 bbl.	AR74	.035
1998-96 4-2.0L F/inj. (16V) DOHC (Y)	AR3923	.050	<i>Polara</i>		
1998-97 4-2.4L F/inj. (16V) (X)	AR3924	.050	1967-64 V8-318CID 2 & 4 bbl.	AR74	.035
2000-96 V6-2.5L F/inj. (H)	AR3923	.044	1971-63 V8-383CID 2 & 4 bbl.	AR74	.040
1997-95 V6-2.5L F/inj. (N)	AR3923	.044	1966-63 V8-383CID 4 bbl. High Perf	AR74	.035
2000 V6-2.5L F/inj. (24V) DOHC (N)	AR3924	.044	1978-72 V8-400CID 2 & 4 bbl.	AR74	.035
<b>DODGE</b>			1965 V8-413CID 2 & 4 bbl.	AR74	.035
<i>Challenger, Challenger R/T</i>			V8-413CID Police	AR74	.035
1970 V8-383CID 2 & 4 bbl.	AR74	.035	1965-63 V8-426CID 2 & 4 bbl.	AR74	.035
1972-70 V8-440CID 3-2bbl	AR74	.035	V8-426CID 2-4bbl	AR74	.035
1970 V8-440CID 4 bbl.	AR74	.035	1977-66 V8-440CID 2 & 4 bbl.	AR74	.035
<i>Charger, Coronet, Super Bee</i>			1971-70 V8-440CID 3-2bbl	AR74	.040
1967-65 V8-318CID 2 bbl.	AR74	.035	1969 V8-440CID 3-2bbl	AR74	.035
1965 V8-361CID 2 bbl.	AR74	.035	1978-74 V8-440CID 4 bbl. High Perf	AR74	.035
V8-361CID 4 bbl.	AR74	.035	1966 V8-440CID High Perf	AR74	.035
1971-65 V8-383CID 2 & 4 bbl.	AR74	.040	<i>Royal</i>		
1978-72 V8-400CID 2 & 4 bbl.	AR74	.035	1958 V8-325CID 2-4bbl	AR74	.035
1974 V8-400CID 4 bbl. High Perf	AR74	.035	1958-57 V8-325CID 4 bbl.	AR74	.035
1965 V8-426CID 2-4bbl	AR74	.035	1958 V8-350CID 2-4bbl	AR74	.035
V8-426CID 4 bbl.	AR74	.035	V8-350CID 4 bbl.	AR74	.035

# Autolite® High Performance Racing Applications



PLUG  
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## DODGE (Cont'd/Suite/Continúa)

<i>Royal</i>		
1959 V8-361CID 2 & 4 bbl.	AR74	.035
V8-361CID 2-4bbl	AR74	.035
<i>Stealth</i>		
1991-92 V6-3.0L F/inj. DOHC Twin-Turbo (C)	AR3924	.044
1993-91 V6-3.0L F/inj. DOHC (B)	AR3924	.044
1993 V6-3.0L F/inj. Turbo (C) (Cdn)	AR3924	.044
1997-93 V6-3.0L F/inj. DOHC (J)	AR3924	.044
V6-3.0L F/inj. Turbo (K)	AR3924	.044

## EAGLE

<i>Talon</i>		
1998-95 4-2.0L F/inj. (Y)	AR3923	.050

## FORD

<i>Contour, Contour SVT</i>		
2000-98 V6-2.5L F/inj. (24V) DOHC HO (G)	AR764	.054
V6-2.5L F/inj. (24V) DOHC (L)	AR764	.054

<i>Falcon</i>		
1964-63 V8-260CID	AR33	.035
1968-63 V8-289CID 2 & 4 bbl.	AR33	.035
1970-68 V8-302CID 2 bbl.	AR33	.035
1963 V8-352CID 2 bbl.	AR33	.035

<i>Galaxie</i>		
1971-61 V8-390CID 2 & 4 bbl.	AR33	.035
1961 V8-390CID 3-2bbl	AR33	.035
1964-61 V8-390CID 4 bbl. High Perf	AR33	.035
1963-62 V8-406CID 3-2bbl	AR33	.035
V8-406CID 4 bbl.	AR33	.035
1967-63 V8-427CID 2-4bbl	AR33	.035
1968-63 V8-427CID 4 bbl.	AR33	.035
1965 V8-427CID High Perf	AR33	.035
1968-67 V8-428CID 4 bbl.	AR33	.035
1969-66 V8-428CID 4 bbl. High Perf	AR33	.035
1972-69 V8-429CID 2 & 4 bbl.	AR33	.035
1971 V8-429CID 4 bbl. Police	AR33	.035

<i>Mustang</i>		
1980-79 4-140CID 2 bbl. Turbo	AR764	.034
1992 4-2.3L F/inj. (M)	AR764	.044
1986-84 4-2.3L F/inj. Turbo (W)	AR764	.034
1999 V6-3.8L F/inj. (4)	AR764	.054
1980 V8-255CID 2 bbl.	AR25	.050
1964 V8-260CID	AR33	.035
1968-66 V8-289CID 2 & 4 bbl.	AR33	.035
1968-64 V8-289CID 4 bbl. High Perf	AR33	.035
1973-68 V8-302CID 2 & 4 bbl.	AR33	.035
1975 V8-302CID 2 bbl.	AR25	.044
1971-70 V8-302CID 2 & 4 bbl.	AR24	.035
1970-69 V8-351CID 2 & 4 bbl. W	AR33	.035
1973-70 V8-351CID 2 & 4 bbl. C	AR25	.035

## FORD (Cont'd/Suite/Continúa)


<i>Mustang</i>		
1971 V8-351CID 4 bbl. C	AR24	.035
1969-67 V8-390CID 4 bbl.	AR33	.035
2004-03 V8-4.6L F/inj. (32V) Mach 1 (R)	AR103	.054
2002-01 V8-4.6L F/inj. (16V) (W)	AR764	.054
2004-03 V8-4.6L F/inj. (32V) DOHC SC (Y)	AR103	.054
2004 V8-4.6L F/inj. (16V) (X)	AR103	.054
2003-96 V8-4.6L F/inj. (16V) (X)	AR764	.054
2004-03 V8-4.6L F/inj. (32V) (V)	AR103	.054
2002-96 V8-4.6L F/inj. (32V) (V)	AR764	.054
1968 V8-427CID 4 bbl.	AR33	.035
1970-68 V8-428CID 4 bbl.	AR33	.035
1971-69 V8-429CID 4 bbl.	AR33	.035
1971-70 V8-429CID 4 bbl. C	AR24	.035
1985-82 V8-5.0L 2 & 4 bbl. HO	AR25	.044
1995-93 V8-5.0L F/inj. (D)	AR764	.054
1993-88 V8-5.0L F/inj. HO (E)	AR25	.054
1995-94 V8-5.0L F/inj. (T)	AR25	.054

<i>Taurus</i>		
1995-90 V6-3.0L F/inj. SHO (Y)	AR3924	.044
1999-96 V8-3.4L F/inj. SHO (N)	AR764	.044

<i>Thunderbird</i>		
1986-83 4-2.3L F/inj. Turbo (W)	AR764	.034
1980 V8-255CID 2 bbl.	AR25	.050
1964 V8-289CID 2 & 4 bbl.	AR33	.035
1962-58 V8-352CID 4 bbl.	AR33	.035
1963 V8-390CID 3-2bbl	AR33	.035
1968-61 V8-390CID 4 bbl.	AR33	.035
1996-95 V8-4.6L F/inj. SOHC (W)	AR764	.054
1972 V8-400CID 2 bbl. W	AR33	.035
V8-400CID 2 bbl. C	AR25	.035
1967-66 V8-428CID 4 bbl.	AR33	.035
1972-68 V8-429CID 2 & 4 bbl.	AR33	.035
1973 V8-429CID 4 bbl. C	AR25	.035
1971-70 V8-429CID 4 bbl. C	AR24	.035
1960-59 V8-430CID 4 bbl.	AR33	.035
1992 V8-5.0L F/inj. HO (T)	AR25	.054

<i>Torino</i>		
1968-63 V8-289CID 2 & 4 bbl. High Perf.	AR33	.035
1974-69 V8-302CID	AR33	.035
1970 V8-302CID 2 bbl. C	AR24	.035
1974-70 V8-351CID 2 & 4 bbl. C	AR25	.035
1974-69 V8-351CID 2 & 4 bbl. W	AR33	.035
1969-66 V8-390CID 2 & 4 bbl.	AR33	.035
1961 V8-390CID 2 & 4 bbl.	AR33	.035
V8-390CID 3-2bbl	AR33	.035
V8-390CID 4 bbl. High Perf	AR33	.035
1972 V8-400CID 2 bbl. C	AR25	.035
V8-400CID 2 bbl.	AR33	.035

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	PLUG 	GAP ÉNCARTEMENT ESPACIO		PLUG 	GAP ÉNCARTEMENT ESPACIO
<b>FORD (Cont'd/Suite/Continúa)</b>			<b>LOTUS</b>		
<i>Torino</i>			<i>Elan</i>		
1967 V8-427CID 2-4bbl	AR33	.035	1992-90 4-1.6L F/inj.	AR3923	.044
V8-427CID 4 bbl.	AR33	.035	<i>Elise</i>		
1969-68 V8-428CID 4 bbl.	AR33	.035	2005-04 4-1.8L F/inj. (16V) DOHC	AR3923	.044
1972-70 V8-429CID 4 bbl.	AR33	.035	<i>Esprit</i>		
1971-70 V8-429CID 4 bbl. C	AR24	.035	2005-97 V8-3.5L F/inj. Turbo	AR3923	.035
1974 V8-460CID 4 bbl. Police	AR25	.035	<b>MAZDA</b>		
<b>HONDA</b>			6		
<i>Del Sol</i>			2005-03 4-2.3L F/inj. (16V) DOHC	AR103	.044
1997-94 4-1.6L F/inj. DOHC V-Tec	AR3923	.052	V6-3.0L F/inj. (24V) DOHC	AR103	.044
<b>INFINITI</b>			<i>Miata</i>		
<i>G20</i>			2005-97 4-1.8L F/inj. DOHC	AR3924	.044
2002-91 4-2.0L F/inj. (16V) DOHC SR20DE	AR3924	.044	<i>MX-6</i>		
<b>JAGUAR</b>			1997-94 4-2.0L F/inj. (C)	AR3924	.044
<i>S Type</i>			<b>MERCEDES</b>		
2005-03 V6-3.0L F/inj. (24V) DOHC	AR103	.050	<i>SLK230 - Roadster</i>		
2005-01 V8-4.2L F/inj. (32V) DOHC	AR3924	.040	2004-98 4-2.3L F/inj. (16V) DOHC 111983 SC	AR3923	.040
2005-03 V8-4.2L F/inj. (32V) DOHC SC	AR3924	.040	<b>MERCURY</b>		
<i>X TYPE</i>			<i>Capri RWD</i>		
2005-03 V6-2.5L F/inj. DOHC (D)	AR103	.050	1986-83 4-2.3L F/inj. Turbo (W)	AR764	.034
V6-3.0L F/inj. (24V) DOHC (F)	AR103	.050	1979 4-140CID 2 bbl. Turbo (W)	AR764	.034
<i>XJ-6</i>			1985-84 V8-5.0L F/inj. HO (M)	AR25	.044
1997-89 6-4.0L F/inj.	AR3924	.035	1983 V8-5.0L 4 bbl. HO (F)	AR25	.044
1997-96 6-4.0L F/inj. SC	AR3923	.035	1982 V8-5.0L VV (F)	AR25	.050
<i>XJ8</i>			<i>Comet</i>		
2005-04 V8-4.2L F/inj. (32V) DOHC	AR3924	.050	1963 V8-260CID	AR33	.035
2003-01 V8-4.0L F/inj. (32V) DOHC	AR3924	.050	1967-65 V8-289CID 2 & 4 bbl.	AR33	.035
2002-00 V8-4.0L F/inj. (32V) DOHC SC	AR3923	.050	1974-68 V8-302CID 2 & 4 bbl.	AR33	.035
<i>XJ-12</i>			1973-69 V8-351CID 2 & 4 bbl.	AR33	.035
1997-94 V12-6.0L F/inj.	AR103	.035	1970-66 V8-390CID 2 & 4 bbl.	AR33	.035
<i>XJR, XJR-S</i>			1967 V8-427CID 2-4bbl	AR33	.035
2005-04 V8-4.2L F/inj. (32V) DOHC SC	AR3923	.050	1969-68 V8-427CID 4 bbl.	AR33	.035
2003-98 V8-4.0L F/inj. (32V) DOHC SC	AR3923	.050	1969 V8-428CID 4 bbl.	AR33	.035
1999-98 V8-4.0L F/inj.	AR3924	.050	1970 V8-429CID 4 bbl.	AR24	.035
1997-95 6-4.0L F/inj. SC	AR3923	.035	<i>Cougar</i>		
<i>XJ-S</i>			2002-99 V6-2.5L F/inj. (24V) DOHC (L)	AR764	.054
1996-91 6-4.0L F/inj.	AR3924	.035	<i>Cougar, XR-7</i>		
1996-93 V12-6.0L F/inj.	AR103	.035	1986 4-2.3L F/inj. Turbo (W)	AR764	.034
1992-82 V12-5.3L F/inj.	AR103	.025	1967 V8-289CID 2 & 4 bbl.	AR33	.035
<i>XK-8</i>			1969-68 V8-302CID 2 & 4 bbl.	AR33	.035
2005-03 V8-4.2L F/inj. (32V) DOHC	AR3924	.040	1970 V8-302CID 2 bbl. C	AR24	.035
2002-97 V8-4.0L F/inj.	AR3924		1974-69 V8-351CID 2 & 4 bbl.	AR33	.035
<i>XKR</i>			1974-70 V8-351CID 2 & 4 bbl. C	AR25	.035
2005-03 V8-4.2L F/inj. (32V) DOHC SC	AR3924	.040	1975 V8-351CID 2 bbl. M	AR25	.044
2002-00 V8-4.0L F/inj. (32V) DOHC SC	AR3923	.050	1969-67 V8-390CID 2 & 4 bbl.	AR33	.035
<b>LEXUS</b>			1997-94 V8-4.6L F/inj. SOHC (W)	AR764	.054
<i>SC430</i>			1968 V8-427CID 4 bbl.	AR33	.035
2005-01 V8-4.3L F/inj. (32V) QOHC 3UZFE	AR3923	.044	1970-69 V8-428CID 4 bbl.	AR33	.035

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## MERCURY (Cont'd/Suite/Continúa)

### Cougar, XR-7

1969 V8-428CID 4 bbl. Police	AR33	.035
V8-429CID 2 & 4 bbl.	AR33	.035
1993-91 V8-5.0L F/inj. HO (T)	AR25	.054

### Cyclone

1971-70 V8-351CID 2 & 4 bbl. C	AR25	.035
V8-429CID 4 bbl.	AR24	.035

### Meteor

1970-68 V8-302CID 4 bbl.	AR33	.035
1972-71 V8-351CID 2 & 4 bbl.	AR33	.035
1970-62 V8-390CID 2 & 4 bbl.	AR33	.035
1965-62 V8-390CID Police	AR33	.035
1963 V8-394CID 4 bbl. High Perf	AR74	.030
1963-62 V8-406CID 3-2bbl	AR33	.035
1963-62 V8-406CID 4 bbl.	AR33	.035
1965-63 V8-427CID 2-4bbl	AR33	.035
1965-63 V8-427CID 4 bbl.	AR33	.035
1968-66 V8-428CID 4 bbl.	AR33	.035
1970-66 V8-428CID 4 bbl. Police	AR33	.035
1971-70 V8-429CID 2 & 4 bbl.	AR33	.035

### Montego

1971-70 V8-429CID 4 bbl. HO	AR24	.035
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### Sable

2005 V6-3.0L F/inj. (S)	AR103	.054
2004-03 V6-3.0L F/inj. (S)	AR764	.054
2001-02 V6-3.0L F/inj. (S)	AR764	.054
2000 V6-3.0L F/inj. (S)	AR103	.054
1999-96 V6-3.0L F/inj. (S)	AR764	.054
2005-01 V6-3.0L F/inj. (U)	AR103	.044
2000-86 V6-3.0L F/inj. (U)	AR764	.044

## MERKUR

### XR4Ti

1989-88 4-2.3L F/inj. Turbo (T)	AR764	.034
1987-85 4-2.3L F/inj. Turbo (W)	AR764	.034

## MITSUBISHI

### 3000 SL, GT, VR-4

1999-91 V6-3.0L F/inj. DOHC	AR3923	.044
V6-3.0L F/inj. DOHC Turbo	AR3923	.044

### Diamante

2004-97 V6-3.5L F/inj. (24V) SOHC 6G74 (P)	AR3924	.044
1996-92 V6-3.0L F/inj. DOHC	AR3923	.044

### Eclipse

1999-97 4-2.0L F/inj. DOHC	AR3923	.044
1996 4-2.0L F/inj. DOHC	AR3923	.032
1995 4-2.0L F/inj. DOHC	AR3924	.044
2005 4-2.4L F/inj. SOHC	AR3923	.044
2004-96 4-2.4L F/inj. SOHC	AR3924	.044
2005 V6-3.0L F/inj. (24V) SOHC (H)	AR3924	.044
2004 V6-3.0L F/inj. (24V) SOHC (H)	AR3923	.044

## MITSUBISHI (Cont'd/Suite/Continúa)

### Eclipse

2003-00 V6-3.0L F/inj. (24V) DOHC 6G72	AR3923	.044
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### Lancer

2005-04 4-2.0L F/inj. DOHC	AR3924	.044
4-2.0L F/inj. (16V) SOHC Turbo	AR3924	.044
2002 4-2.0L F/inj. (16V) DOHC 4G64	AR3924	.044
2003 4-2.0L F/inj. (16V) DOHC 4G63 Turbo	AR3924	.044
2005-04 4-2.4L F/inj. (16V) SOHC	AR3924	.044

## NISSAN

### 200SX

1998-95 4-1.6L F/inj. DOHC GA16DE	AR3923	.044
1998-96 4-2.0L F/inj. DOHC SR20DE	AR3924	.044

### 240SX

1998-91 4-2.4L F/inj. DOHC KA24DE	AR3924	.044
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### 300ZX

1996-94 V6-3.0L F/inj. VG30DE	AR3924	.044
1996-91 V6-3.0L F/inj. VG30DETT Turbo	AR3924	.044

### Altima

2001-93 4-2.4L F/inj. (B)	AR3924	.044
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### Sentra

1998-94 4-1.6L F/inj. DOHC GA16DE	AR3924	.044
2001-98 4-2.0L F/inj. DOHC SR20DE	AR3924	.044
1997-94 4-2.0L F/inj. DOHC SR20DE	AR3924	.032

## OLDSMOBILE

### Cutlass, Cutlass Supreme, F85, 442

1967-64 V8-330CID 2 & 4 bbl.	AR74	.030
1965 V8-330CID 4 bbl. High Perf	AR74	.030
1973-68 V8-350CID 2 & 4 bbl.	AR74	.040
1969-65 V8-400CID 2 & 4 bbl.	AR74	.030
1966 V8-400CID 3-2bbl	AR74	.030
1969 V8-400CID 4 bbl.	AR74	.030
1973-68 V8-455CID 2 & 4 bbl.	AR74	.040

### Omega

1974-73 V8-350CID 2 & 4 bbl.	AR74	.040
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## PANOZ

### Esperante

2005-00 V8-4.6L F/inj. (32V) DOHC	AR103	.054
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### Roadster

2001-99 V8-4.6L F/inj. (32V) DOHC	AR103	.054
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## PLYMOUTH

### Barracuda

1970-67 V8-383CID 2 & 4 bbl.	AR74	.035
1972-70 V8-440CID 3-2bbl	AR74	.040
1971-70 V8-440CID 4 bbl.	AR74	.035





### Fury

1967-62 V8-318CID 2 & 4 bbl.	AR74	.035
1964-62 V8-361CID 2 & 4 bbl.	AR74	.035
1964-63 V8-361CID 2-4bbl	AR74	.035

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<b>PLYMOUTH (Cont'd/Suite/Continúa)</b>			<b>PONTIAC</b>		
<i>Fury</i>			<i>Fiero</i>		
1970-63 V8-383CID 2 & 4 bbl.	AR74	.035	1988-85 V6-2.8L F/inj. HO (9)	AR23	.045
1963 V8-383CID 3-2bbl	AR74	.035	<i>Firebird</i>		
1964-63 V8-383CID 4 bbl. High Perf	AR74	.035	1984-83 V6-2.8L 2 bbl. HO (L)	AR23	.045
1978-69 V8-400CID 2 & 4 bbl.	AR74	.035	1986-85 V6-2.8L F/inj. HO (S)	AR23	.045
1970 V8-400CID 4 bbl. HO	AR74	.035	1989 V6-3.8L F/inj. Turbo (7)	AR103	.035
1963 V8-421CID 4 bbl.	AR74	.035	1967 V8-326CID 2 & 4 bbl.	AR74	.035
1965-64 V8-426CID 2 & 4 bbl.	AR74	.035	1971-68 V8-350CID 2 & 4 bbl.	AR74	.035
V8-426CID 2-4bbl	AR74	.035	1971-67 V8-400CID 2 bbl.	AR74	.035
1969 V8-428CID 4 bbl. HO	AR74	.030	1970-67 V8-400CID 4 bbl. HO	AR74	.035
1977-66 V8-440CID 2 & 4 bbl.	AR74	.035	1971-70 V8-455CID 4 bbl.	AR74	.035
1969 V8-440CID 3-2bbl	AR74	.030	1985 V8-5.0L 4 bbl. (G)	AR25	.045
V8-440CID 4 bbl.	AR74	.030	1986 V8-5.0L 4 bbl. (H)	AR24	.045
1978-74 V8-440CID 4 bbl. High Perf	AR74	.035	1986-85 V8-5.0L F/inj. (F)	AR24	.035
<i>Gran Fury</i>			1987 V8-5.7L F/inj. (8)	AR24	.035
1975 V8-400CID 2 & 4 bbl.	AR74	.035	<i>Grand Prix</i>		
1977-75 V8-440CID 2 & 4 bbl.	AR74	.035	1963 V8-326CID 2 & 4 bbl.	AR74	.035
1976-75 V8-440CID 4 bbl. High Perf	AR74	.035	V8-326CID 3-2bbl	AR74	.035
<i>GTX</i>			1971 V8-350CID 2 bbl.	AR74	.035
1968 V8-428CID 4 bbl.	AR74	.035	1962 V8-364CID 4 bbl.	AR74	.035
1968-67 V8-440CID 4 bbl.	AR74	.035	1964-62 V8-389CID 2 & 4 bbl.	AR74	.035
<i>GTX, Road Runner, Satellite</i>			1964-63 V8-389CID 3-2bbl	AR74	.035
1967-63 V8-318CID 2 & 4 bbl.	AR74	.035	1971-67 V8-400CID 2 & 4 bbl.	AR74	.035
1964-63 V8-361CID 2-4bbl	AR74	.035	1971 V8-400CID 2 bbl.	AR74	.035
1966-62 V8-361CID 4 bbl.	AR74	.035	1970 V8-400CID 4 bbl. HO	AR74	.035
1966 V8-383CID	AR74	.035	1962 V8-401CID 4 bbl.	AR74	.035
1964 V8-383CID	AR74	.035	1964-63 V8-421CID 3-2bbl	AR74	.035
1971-63 V8-383CID 2 & 4 bbl.	AR74	.035	V8-421CID 4 bbl.	AR74	.035
1964-63 V8-383CID 4 bbl. High Perf	AR74	.035	1969-68 V8-428CID 4 bbl.	AR74	.030
1973-69 V8-400CID 2 & 4 bbl.	AR74	.035	1969 V8-428CID 4 bbl. HO	AR74	.030
1970 V8-400CID 4 bbl. HO	AR74	.035	1971 V8-455CID 2 & 4 bbl.	AR74	.035
1965-63 V8-426CID 2 & 4 bbl.	AR74	.035	<i>Grand Prix/FWD</i>		
1964-63 V8-426CID 2-4bbl	AR74	.035	1990-89 V6-3.1L F/inj. Turbo (V)	AR103	.045
1969 V8-428CID 4 bbl. HO	AR74	.030	<i>Grand Prix/RWD</i>		
1972-69 V8-440CID 3-2bbl	AR74	.035	1986 V8-5.0L 4 bbl. (H)	AR24	.045
1974-69 V8-440CID 4 bbl.	AR74	.035	<i>Lemans, Grand AM, GTO, Tempest</i>		
1974 V8-440CID 4 bbl. High Perf	AR74	.035	1968-66 V8-300CID 2 & 4 bbl.	AR74	.035
<i>Neon</i>			1967-64 V8-326CID 2 & 4 bbl.	AR74	.035
2001-94 4-2.0L F/inj. SOHC (C)	AR3923	.035	1968-67 V8-340CID 2 & 4 bbl.	AR74	.035
1999-95 4-2.0L F/inj. DOHC (Y)	AR3923	.035	1971-68 V8-350CID 2 & 4 bbl.	AR74	.035
<i>Valiant, Duster, Fury, Scamp, Signet</i>			1966-64 V8-389CID 2 & 4 bbl.	AR74	.035
1971 V8-383CID 2 & 4 bbl.	AR74	.035	1966-65 V8-389CID 3-2bbl	AR74	.035
1967 V8-383CID 4 bbl.	AR74	.035	1971-66 V8-400CID 2 & 4 bbl.	AR74	.035
1971 V8-400CID 2 bbl.	AR74	.035	1967 V8-400CID 4 bbl. HO	AR74	.035
1967 V8-400CID 4 bbl.	AR74	.035	1967-66 V8-401CID 4 bbl.	AR74	.035
V8-428CID 4 bbl. HO	AR74	.035	1967 V8-425CID 2-4bbl	AR74	.035
1971 V8-440CID 3-2bbl	AR74	.035	1966-64 V8-425CID 2-4bbl	AR74	.035
V8-440CID 4 bbl.	AR74	.035	1967-64 V8-425CID 4 bbl.	AR74	.035
			1971-70 V8-455CID 4 bbl.	AR74	.035

# Autolite® High Performance Racing Applications

	PLUG 	GAP ÉCARTEMENT ESPACIO		PLUG 	GAP ÉCARTEMENT ESPACIO
<b>PONTIAC (Cont'd/Suite/Continúa)</b>			<b>VOLKSWAGEN (Cont'd/Suite/Continúa)</b>		
<i>Tempest</i>			<i>Beetle</i>		
1969 V8-350CID 2 & 4 bbl.	AR74	.030	2002 4-2.0L F/inj. Turbo	AR3923	.043
<i>Ventura</i>			<i>Golf, GTI, Cabriolet</i>		
1961 V8-389CID 2 & 4 bbl.	AR74	.035	2005-01 4-1.8L F/inj. (20V) DOHC Turbo	AR3923	.032
<i>Ventura, Ventura II</i>			2000 4-1.8L F/inj. (20V) DOHC Turbo	AR3923	.040
1971 V8-350CID 2 bbl.	AR74	.035	2005-02 4-2.0L F/inj. SOHC	AR3923	.043
V8-400CID 2 & 4bbl.	AR74	.035	2001-00 4-2.0L F/inj. SOHC	AR3923	.040
V8-455CID 4 bbl.	AR74	.035	1999 4-2.0L F/inj. (16V)	AR3924	.040
<b>PORSCHE</b>			1998-90 4-2.0L F/inj. (16V)	AR3924	.028
<i>911, 911 Carrera, 911 Carrera 2/4, 911 SC Coupe, 911 Turbo</i>			2005-02 V6-2.8L F/inj. DOHC	AR3924	.043
2001-99 6-3.4L F/inj. DOHC	AR3923	.032	2001-00 V6-2.8L F/inj. DOHC	AR3924	.040
2005-02 6-3.6L F/inj.	AR3923	.032	1999-97 V6-2.8L F/inj.	AR3924	.028
2005-94 6-3.6L F/inj. Turbo	AR3923	.032	1996-95 V6-2.8L F/inj.	AR3923	.028
1990 6-3.6L F/inj.	AR3924	.032	1994 V6-2.8L F/inj.	AR3924	.028
<i>968</i>			1993 V6-2.8L F/inj.	AR3923	.028
1994 4-3.0L F/inj.	AR3923	.032	<i>Passat, Passat Syncro</i>		
<i>Boxster</i>			2004-03 4-1.8L F/inj. DOHC Turbo	AR3923	.043
2000-98 6-2.5L F/inj. DOHC	AR3923	.032	2002-98 4-1.8L F/inj. DOHC Turbo	AR3923	.032
2005-00 6-2.7L F/inj. DOHC	AR3923	.032	1997-94 4-2.0L F/inj.	AR3924	.028
6-3.2L F/inj. DOHC	AR3923	.032	1993-92 4-2.0L F/inj.	AR3923	.028
<i>Carrera GT</i>			1991-90 4-2.0L F/inj.	AR3924	.028
2005-04 V10-5.7L F/inj.	AR3923	.032	2005-02 V6-2.8L F/inj.	AR3924	.043
<b>TOYOTA</b>			2001 V6-2.8L F/inj.	AR3924	.040
<i>Camry</i>			2000 V6-2.8L F/inj. SOHC Turbo	AR3924	.040
2001-92 4-2.2L F/inj. DOHC 5S-FE	AR3923	.044	1999-97 V6-2.8L F/inj.	AR3924	.028
2005-02 4-2.4L F/inj. (16V) DOHC 2AZ-FE	AR3923	.044	1996-92 V6-2.8L F/inj.	AR3923	.028
2005-94 V6-3.0L F/inj. DOHC 1MZ-FE	AR3923	.044			
2005-04 V6-3.3L F/inj. (24V) DOHC 3MZ-FE	AR3923	.044			
<i>Celica-All Trac, ST, GT, GTS</i>					
2005-00 4-1.8L F/inj. (16V) DOHC 1ZZ-FE	AR3924	.044			
4-1.8L F/inj. (16V) DOHC 2ZZ-GE	AR3923	.044			
1998-94 4-1.8L F/inj. 7A-FE	AR3924	.032			
1993-90 4-2.0L F/inj. 3S-GTE Turbo	AR3923	.032			
1999-91 4-2.2L F/inj. 5S-FE	AR3923	.044			
1990 4-2.2L F/inj. 5S-FE	AR3924	.044			
<i>MR2, Spyder</i>					
2005-00 4-1.8L F/inj. (16V) DOHC 1ZZ-FE	AR3924	.044			
1995-91 4-2.0L F/inj. (16V) 3S-GTE Turbo	AR3923	.032			
1995-92 4-2.2L F/inj. (16V) 5S-FE	AR3923	.044			
1991 4-2.2L F/inj. (16V) 5S-FE	AR3924	.044			
<i>Paseo</i>					
1999-92 4-1.5L F/inj. 5E-FE	AR3924	.044			
<i>Supra, Celica Supra</i>					
1998-93 6-3.0L F/inj. 2JZ-GE	AR3924	.044			
6-3.0L F/inj. 2JZ-GTE Turbo	AR3923	.044			
<b>VOLKSWAGEN</b>					
<i>Beetle</i>					
2005-99 4-1.8L F/inj. (20V) DOHC Turbo	AR3923	.032			
2005-00 4-2.0L SOHC	AR3923	.043			

# Racing/High Performance Spark Plug Principal Application Guide

## Guide d'utilisation des principales bougies de compétition/Haut rendement

### Guía de utilización principal de las bujías de competición/alto rendimiento

Racing Plug Number	Application Coverage
<b>RACING PLUGS / BOUGIES DE COMPÉTITION / BUJIAS DE COMPETICION</b>	
<b>AR12</b>	Chevrolet; Dodge; Plymouth (Racing); Flagship Marine
<b>AR13</b>	1985-82 Buick; 1988-79 Chevrolet; 1975-73 Dodge; 1986-82 Oldsmobile; 1975 Plymouth; 1988-81 Pontiac
<b>AR32</b>	Ford (Racing)
<b>AR33</b>	Ford (Racing); 1974-58 Ford; 1974-62 Mercury
<b>AR50</b>	Chrysler HEMI (Racing); Chevrolet Big Block (Racing); Ford HEMI (Racing)
<b>AR51</b>	Chrysler HEMI (Racing); Chevrolet Big Block (Racing); Ford HEMI (Racing); 1969 Alfa Romeo; 1967 Alfa Romeo; 1965-59 Alfa Romeo; 1992 Maserati; 1992-91 Porsche; 1989-87 Porsche
<b>AR52</b>	Chrysler HEMI (Racing); Chevrolet Big Block (Racing); Ford HEMI (Racing); 1992 Maserati; 1992-91 Porsche; 1989-87 Porsche; 1971-70 Honda; 1976-75 Lotus; 1972-51 Mercedes; 1988-84 Mitsubishi; 1972-71 Peugeot; 1988-87 Plymouth; 1973-71 Porsche; 1968 Porsche; 1976-72 Range Rover; 1979-78 Renault
<b>AR53</b>	Chrysler HEMI (Racing); Chevrolet Big Block (Racing); Ford HEMI (Racing)
<b>AR72</b>	Chevrolet (Racing); Chrysler Wedge V8 (Racing)
<b>AR73</b>	Chevrolet (Racing); Chrysler Wedge V8 (Racing)
<b>AR74</b>	Chevrolet (Racing); Chrysler Wedge V8 (Racing); 1973-55 Chevrolet; 1977-57 Chrysler; 1978-57 Dodge; 1963 Mercury; 1974-65 Oldsmobile; 1978-62 Plymouth; 1971-61 Pontiac
<b>AR92</b>	Chevrolet (Racing); Ford (Racing). <i>Extended Tip Applications.</i>
<b>AR93</b>	Chevrolet (Racing); Ford (Racing). <i>Extended Tip Applications.</i>
<b>AR94</b>	Chevrolet (Racing); Ford (Racing). <i>Extended Tip Applications.</i>
<b>AR131</b>	Chevrolet; Ford Small Block (Racing)
<b>AR132</b>	Chevrolet; Ford Small Block (Racing)
<b>AR133</b>	Chevrolet; Ford Small Block (Racing)
<b>AR134</b>	Chevrolet; Ford Small Block (Racing)
<b>AR135</b>	Chevrolet; Ford Small Block (Racing); 1974-69 Chevrolet
<b>AR472</b>	Buick V6 Aluminum Heads (Racing); Chevrolet Big Block 17 Degree Heads (Racing); Ford Aftermarket Heads (Racing); Oldsmobile Competition Engine (Racing)
<b>AR473</b>	Buick V6 Aluminum Heads (Racing); Chevrolet Big Block 17 Degree Heads (Racing); Ford Aftermarket Heads (Racing); Oldsmobile Competition Engine (Racing)
<b>AR474</b>	Buick V6 Aluminum Heads (Racing); Chevrolet Big Block 17 Degree Heads (Racing); Ford Aftermarket Heads (Racing); Oldsmobile Competition Engine (Racing)
<b>AR2592</b>	Chevrolet Big Block (Racing); Chrysler HEMI (Racing)
<b>AR2593</b>	Chevrolet Big Block (Racing); Chrysler HEMI (Racing)
<b>AR2594</b>	Chevrolet Big Block (Racing); Chrysler HEMI (Racing)
<b>AR3910</b>	Chevrolet Big Block (Racing); Chrysler HEMI (Racing)
<b>AR3911</b>	Chevrolet Big Block (Racing); Chrysler HEMI (Racing)
<b>AR3931</b>	Chevrolet Big Block (Racing); Chrysler HEMI (Racing)
<b>AR3932</b>	Chevrolet Big Block (Racing); Chrysler HEMI (Racing)
<b>AR3933</b>	Chevrolet Big Block (Racing); Chrysler HEMI (Racing)
<b>AR3934</b>	Chevrolet Big Block (Racing); Chrysler HEMI (Racing)
<b>AR3935</b>	Chevrolet Big Block (Racing); Chrysler HEMI (Racing)
<b>HIGH PERFORMANCE PLUGS / BOUGIES À HAUT RENDEMENT / BUJÍAS DE ALTO RENDIMIENTO</b>	
<b>AR23</b>	1963 Chevrolet; 1974 Dodge; 1986-83 Pontiac
<b>AR24</b>	1987-85 Chevrolet; 1971-70 Chevrolet; 1970 Chevrolet/GMC Truck; 1971-70 Ford; 1970 Mercury; 1987-85 Pontiac
<b>AR25</b>	1987-84 Buick; 1974-73 Buick; 1995-94 Chevrolet; 1985 Chevrolet; 1971-70 Chevrolet; 1995-80 Ford; 1975-70 Ford; 1993-91 Mercury; 1975-70 Mercury; 1985 Pontiac
<b>AR103</b>	1997 Jaguar; 1990-89 Pontiac
<b>AR764</b>	2002-92 Ford; 1986-79 Ford; 2002-94 Mercury; 1987-86 Mercury; 1987 Merkur
<b>AR3923</b>	2002-99 Acura; 1995-94 Alfa Romeo; 1994-90 Aston Martin; 2002-00 Audi; 1997-91 BMW; 1998-95 Chrysler; 2002-96 Dodge; 1998-95 Eagle; 1997-96 Honda; 1999-91 Mitsubishi; 1997-95 Nissan; 1999-95 Plymouth; 1998-94 Porsche; 2002-95 Toyota; 2002-92 Volkswagen
<b>AR3924</b>	2002-00 Acura; 1995-94 Acura; 2001-00 Aston Martin; 2002-00 BMW; 1996-94 BMW; 1992-90 Chevrolet; 2000-97 Chrysler; 1996-91 Dodge; 1995-90 Ford; 1993 Jaguar; 2002-00 Mazda; 1999-95 Mitsubishi; 1998-90 Nissan; 1990 Porsche; 1998-86 Toyota; 1999-92 Volkswagen

**Important:** Applications in this section are to be used as a guide only. For the most part, the application recommendations are based on original equipment specifications. Engine modifications and the type of service can cause wide variations in the actual heat ranges which are required.

**Important :** Ne considérer les applications figurant dans cette section qu'à titre indicatif. La plupart des recommandations sont fonction des spécifications de l'équipement d'origine. Les modifications apportées au moteur et le type d'utilisation des bougies peuvent influencer très sensiblement sur les plages thermiques requises.

**Importante:** Las aplicaciones que figuran en esta sección deberán utilizarse como guía solamente. En su mayoría, las recomendaciones se basan en especificaciones del equipo original. Las modificaciones hechas al motor y el tipo de servicio pueden afectar en gran medida los grados térmicos requeridos.

# Racing Engine Heat Range Chart

## Tableau des températures des bougies pour moteurs de course

## Tabla de grado térmico para motores de carrera

THREAD SIZE & REACH	HEX	HEAT RANGE	STANDARD (NON-RESISTOR)	STANDARD (RESISTOR)	POWER TIP (NON-RESISTOR)	POWER TIP (RESISTOR)	RETRACT. TIP (RACING)	SPECIALIZED ENGINES	STANDARD RACING (NON-RESISTOR)	
<b>CHEVROLET – with Standard Reach; CHRYSLER – Wedge V8</b>										
14mm 3/8"	13/16"	HOT			75	85				
				303	AR74					
				353	AR73					
		COLD			AR72					
	292									
<b>CHEVROLET – Big Block; CHRYSLER – HEMI; PORSCHE AND MOST IMPORTS – Specialized Engines</b>										
14mm 3/4"	5/8"	HOT				AR3924/ 3924				
						AR3923/ 3923				
					AR3935					
					AR3934		AR3911			
				AR3933		AR3910				
COLD										
14mm 3/4"	13/16"	HOT		404						
						64				
					403	AR53	63		4055	
					402	AR52	62		4054	
						AR51			4063	AR2594/2594
		COLD				AR50			4062	AR2593
									4051	AR2592
								2414		
								2413		
<b>CHEVROLET – Big Block; OLDSMOBILE, FORD – Using Tapered Seat Plugs</b>										
14mm (Tapered Seat) .708" Full Thread	5/8"	HOT				AR764**/ 764**				
						AR103/103				
						AR94				
					AR474	AR93				
		COLD			AR473	AR92				
			AR472							
<b>FORD, CHEVROLET – Small Block, Using Tapered Seat Plugs</b>										
14mm (Tapered Seat) .460"	5/8"	HOT				AR25/25				
				144		AR24/24				
					AR135	AR13	AR23/23			
					AR134	AR12				
					AR133					
		COLD			AR132					
			AR131							
<b>FORD – Large Block, 352, 390, 406, 427, 429 C.I.D. Engines – Using Tapered Seat Plugs</b>										
18mm 1/2"	13/16"	HOT				45				
				124						
		COLD			AR33					
				AR32						
<b>VOLKSWAGEN – Formula Vee and Others*</b>										
14mm .472"	13/16"	HOT	414		275			4093		
							4092			
		COLD	411							

\* .472" and 1/2" reach plugs should not be interchanged in racing engines. \*\* Half Thread.

\* Les bougies d'une longueur de 0,472 de 1/2 po ne sont pas interchangeables avec les bougies de moteurs de course. \*\* Filetage mi-hauteur.

\* Las bujías de una longitud de 0,472 de 1/2 pulgada no se pueden intercambiar en los motores de carrera. \*\* Rosca corta

# Understanding Heat Range / Gamme thermique / Grado termico

## Why is Heat Range Critical?

It is the measure of how fast the spark plug tip dissipates combustion heat. It must do this in a controlled manner that will:

1. Stay cool enough to avoid pre-ignition and/or electrode destruction.
2. Run hot enough to burn off combustion deposits that would otherwise collect at the firing tip.
3. Adapt to specific engine characteristics and widely varying driving/load conditions.

## Pourquoi les gammes thermiques sont-elles si importantes?

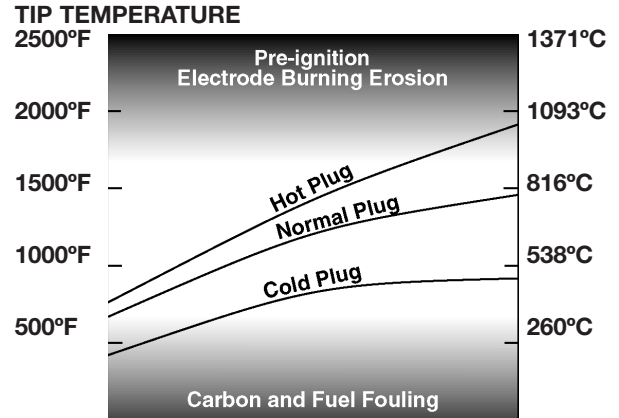
Les gammes thermiques indiquent la vitesse à laquelle l'extrémité d'une bougie dissipe la chaleur de combustion. La transmission de la chaleur doit se faire de façon à ce que la bougie:

1. Reste assez froide pour éviter l'allumage prématuré et/ou la destruction de l'électrode.
2. Atteigne un degré de chaleur assez élevé pour brûler les dépôts de combustion qui, autrement, s'accumuleraient à son extrémité.
3. Puisse s'adapter aux caractéristiques spécifiques du moteur et à tous les types de conduite et à toutes les charges.

## ¿Por qué el grado térmico es tan importante?

El grado térmico indica la rapidez con que la punta de la bujía disipa el calor de combustión. La disipación debe hacerla de una manera controlada para:

1. Permanecer bastante fría para evitar el encendido prematuro y/o la destrucción del electrodo.
2. Lograr un calor bastante elevado para quemar los depósitos de combustión que de otra manera se acumularían en la punta de encendido.
3. Adaptarse a las características específicas del motor y las distintas condiciones de conducción y de carga.



Idle	Vehicle Speed	Full Throttle
Marche au Ralenti	Vitesse du Véhicule	Conduite à Pleins Gaz
Ralenti	Velocidad del vehículo	Acelerador a fondo

Each engine has different temperature characteristics; typical plug temperature ranges are illustrated above.

Tous les moteurs fonctionnent à des températures différentes. Les gammes de température types sont illustrées ci-dessus.

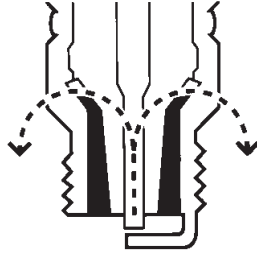
Cada motor funciona a temperaturas diferentes. Los rangos de temperatura de la bujía se ilustran más arriba.

# Understanding Heat Range / Gamme thermique / Grado termico

The shorter the path, the faster the heat is dissipated and the cooler the plug.

Plus la distance est courte, plus la chaleur se dissipe rapidement et plus la bougie est froide.

Cuanto más corta la trayectoria, más rápida la disipación del calor y más fría la bujía.



## Heavy Loads High Speeds

SHORT Insulator Tip  
Fast Heat Transfer  
LOWER Heat Range  
COLD PLUG

## Charges Lourdes Vitesse Rapides

Les BOUGIES FROIDES, dont la gamme de conductibilité thermique est PLUS BASSE, ont une extrémité ou tête d'isolateur COURTE et transmettent la chaleur rapidement.

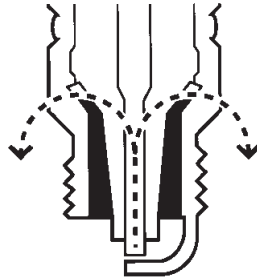
## Cargas pesadas Altas velocidades

Punta del aislador CORTA  
transferencia del calor rápida  
Grado térmico MAS BAJO  
BUJIA FRIA

The longer the path, the slower the heat is dissipated and the hotter the plug.

Plus la distance est longue, moins la chaleur se dissipe rapidement et plus la bougie est chaude.

Cuanto más larga la trayectoria, más lenta la disipación del calor y más caliente la bujía.



## Short Trip Stop-and-Go

LONG Insulator Tip  
Slow Heat Transfer  
HIGHER Heat Range  
HOT PLUG

## Extrémité Courte Conduite Marche/Arrêt

Les BOUGIES CHAUDES, dont la gamme de conductibilité thermique est PLUS HAUTE, ont une extrémité ou tête d'isolateur LONGUE et transmettent la chaleur plus lentement.

## Punta corta Tráfico urbano

Punta del aislador LARGA  
transferencia de calor lenta  
Grado térmico MAS ALTO  
BUJIA CALIENTE

## How is Heat Range Engineered?

Heat is conducted away from the firing tip through the (1) insulator to (2) the spark plug shell to (3) the cylinder head.

Thus, heat ranges are primarily controlled by the length of the insulator through which the heat must travel before escaping to the cylinder head.

Other factors effecting heat range are the thermal characteristics of the insulator and the bond of the insulator to the shell.

## Comment concevons-nous les Gammes Thermiques?

La chaleur est produite à l'extrémité de la bougie, puis passe par (1) l'isolateur, (2) le culot de la bougie et enfin (3) la culasse.

Ainsi, c'est la longueur de l'isolateur par lequel la chaleur doit passer avant de s'échapper par la culasse qui détermine dans un premier temps la gamme thermique.

Parmi les autres facteurs qui déterminent la gamme thermique, on citera les caractéristiques thermiques de l'isolateur et le lien formé entre l'isolateur et le culot de la bougie.

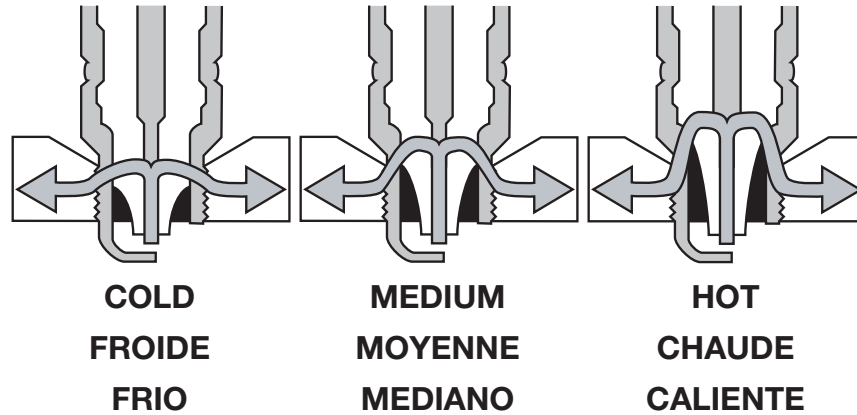
## ¿Cómo se conciben los grados técnicos?

El calor producido en la punta de la bujía pasa por (1) el aislador, (2) el cuerpo y termina (3) en la culata.

Así, es la longitud del aislador por el cual debe pasar el calor antes de escapar a la culata la que determina los grados térmicos.

Otros factores que afectan el grado térmico son las características térmicas del aislador y la unión formada entre el aislador y el cuerpo de la bujía.

# Understanding Heat Range / Gamme thermique / Grado termico



## Selecting the Right Heat Range

Working closely with engine manufacturers, Honeywell's Autolite® product engineers have developed plugs in many heat ranges to suit all engine applications. They range from COLD through MEDIUM; and HOT to EXTREMELY HOT. Rules for selecting the correct plug are to follow manufacturer specifications as listed in this catalog.

## Sélection de la Gamme Thermique

En étroite collaboration avec les fabricants de moteurs, les ingénieurs de produits Autolite® Honeywell ont développé des bougies capables de fonctionner dans des plages thermiques très variées et convenant aux différents types de moteur. On peut choisir parmi des bougies dont la gamme varie de FROIDE à MOYENNE et de CHAUDE à TRÈS CHAUDE. Pour sélectionner la bougie adéquate, il suffit de suivre les recommandations du fabricant telles qu'elles figurent dans le présent catalogue.

## Selección del grado térmico adecuado

Trabajando estrechamente con los fabricantes de motores, los ingenieros del producto Autolite® de Honeywell han desarrollado bujías de muchos intervalos de temperaturas, idóneos para todas las aplicaciones de motores. Los grados varían de FRIÓ a MEDIANO y de CALIENTE a MUY CALIENTE. Para seleccionar la bujía correcta, se debe seguir las especificaciones del fabricante tal como figuran en este catálogo.

# Racing Cross Reference Chart

## Tableau comparatif des bougies de compétition

## Tabla de interreferencia de bujías de competición

Racing Plug Number	Old Racing Plug Number	Champion	NGK
AR12	12	RV9YC	R5674-7
AR13	13	RV9YC	R5674-6
AR23	-	RV9YC	BPR6FS
AR24	-	RV12YC	BPR6FS
AR25	-	RV15YC4	UR4
AR32	32	RF9YC	AP8FS
AR33	33	RF9YC	AP7FS
AR50	50	N59YD	R5672A-10
AR51	51	N61YD/N6YC	R5672A-9
AR52	52	N63YD/N7YC	R5672A-8
AR53	53	N9YC	BP6ES
AR72	72	J63Y/J12YC	R5670-7
AR73	73	J12YC	R5670-6
AR74	74	J12YC	R5670-6
AR92	-	S57YC	R5724-10
AR93	-	S59YC	R5724-9
AR94	-	S61YC	R5724-8
AR103	-	RS9YC	BPR6EFS/TR6
-	113	RF10C	AR6FS
AR131	131	V55C	R5673-10
AR132	132	V57C	R5673-9
AR133	133	V59C	R5673-8
AR134	134	V63C	R5673-8
AR135	135	V63C	R5673-7
-	136	RV8C	R5673-6
-	393	N3C	R5671A-7
AR472	472	S57C	B9EFS
AR473	473	S59C	B9EFS
AR474	474	S61C	B8EFS
AR764	-	RS12YC	TR5
AR2592	2592	C59	R5671A-10
AR2593	2593	C61	R5671A-9
AR2594	2594	N2C	B9ES
AR3910	3910	C59YC	R5672A-9
AR3911	3911	C61YC	R5672A-8
AR3923	-	RC9YC	BKR6E
AR3924	-	RC12YC	FR5
AR3931	-	C55C	R5671A-11
AR3932	3932	C57CX	R5671A-10
AR3933	3933	C59CX	R5671A-9
AR3934	3934	C61CX	R5671A-8
AR3935	-	C63C	R5671A-7
-	4113	L82YC	BP6HS
-	4114	L87YC	BP6HS