

# VULCAN DRIFTER RIDERS



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## Drifter Spark Plug Cross Reference

Below you will find charts with plug cross references by brand.

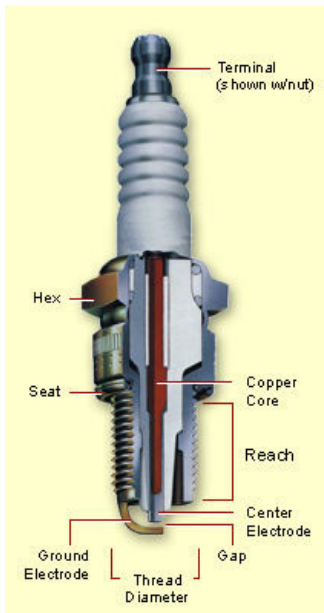
Different brands work better on different types of engines, so generally you want to use the same brand and part number plug recommended by the manufacturer. There are some plugs that are very specific to a type of engine. You should verify the plug works with your application.

800 Drifter			1500 Drifter			
Brand	Standard	IRIDIUM	Brand	PN	PN	IRIDIUM
NGK (2001+)	CR7E	CR7EIX	NGK	DPR6EA-9	DPR7EA-9	DPR7EIX-9
(1999-2000)	CR8E	CR8EIX	Accel	882	882	
Autolite	4303	XS4303	AC Delco	R121XLS	R121XLS	
<b>Champion</b>	G59C**		Autolite	4164	4162 ; 4164	XS4164
			Beck/Arnley	176-5230	176-5230	
Seat Type	Gasket		Bosch	XR4CS	XR4CS	
Thread Size	10mm		Champion	RA6HC	RA6HC	
Reach	0.75		GM#	5614066	5614066	
Hex Size	0.625		Motorcraft	87	87	
			ND	X20EPR-U9	X22EPR-U9	
** The Champion plug does not directly cross from the NGK plug, but does cross from the Autolite plug. It appears to be a non-resistor, high heat range plug. Use with caution.			Presto-Lite	12G2 ; 12G3	12G2 ; 12G3	
			Denso	X20EPR-U9	X22EPR-U9	IX22B
Seat Type	Gasket					
Thread Size	12mm					
Reach	0.75					
Hex Size	18mm					

NGK NUMBERING SYSTEM:

NGK SPARK PLUGS		B	P	6	E	S	-11
SHELL		CONSTRUCTION	HEAT RANGE	REACH (mm)	FIRING END CONSTRUCTION	GAP	
Thread x Hex	Pitch	L - Compact Type M - Compact Type (Bantam) 3/4" Hex Size P - Projected Insulator R - Resistor U - Semi-Surface Discharge Supplementary Gap Surface Gap Inductive Resistor Z - Inductive Resistor	2 4 5 4 6 7 8 8.5 9 9.5 10 10.5 11 12	E - 19.0mm (3/4") EH - 19.0mm (3/4") Reach Half Thread (12.7mm Threaded) H - 12.7mm (1/2") L - 11.2mm (7/16") S - 9.5mm (3/8") Z - 21mm  Bantam Type BM_A, B_LM and CMR_A - 9.5mm (3/8")  Tapered Seat A_F - 10.9mm B_F - 11.2mm (7/16") B_EF - 17.5mm (.708") 5/8" Hex BM_F - 7.8mm BPM_F - 7.8mm  No Symbol A_ Type - 12.0mm B_ Type - 9.5mm BM_ Type - 9.5mm CM_ Type - 8.5mm G_ Type - 22.5mm  14mm Thread - 9.5mm 18mm Thread - 12mm	A - Special Design B - Special Design C - Low Angle G.E. CM - Low Angle G.E. Compact (18.5mm Insulator) CS - Low Angle G.E. D - Special Design E - V-Groove C.E. (14mm Only) 1.5mm Projected Insulator -E - Special Resistance F - Tapered Seat G - Fine Wire Nickel Alloy C.E. -G - Copper Core G.E. GP - Platinum Alloy Fine Wire GV - Gold-Palladium C.E. I - Iridium Tipped C.E. IX - 0.6mm Fine Wire Iridium C.E. K - 2 Ground Electrodes Intermittent Gap KC - 2 Ground Electrodes KUB - 2 Ground Electrodes Semi Surface Discharge -L - Half Heat Range -LM - Compact Type 14.5mm Insulator Length -LPG - Specially Designed for LPG N - Special Design -N - Strengthened G.E. P - Platinum Tip Q - 4 Ground Electrodes S - Stand.2.5mm Copper Core C.E. -S - Special Gasket T - 3 Hybrid Ground Electrodes U - Semi-Surface Discharge V - 1.0mm Fine Wire Gold Pallad. C.E. -VG - V-Groove C.E. VX - 0.8mm Fine Wire Platinum C.E. W - Tungsten Electrode X - Booster Gap (Except VX/IX Type) Y - V-Groove C.E. (14mm Only) 2.5mm Insulator Projection YA - Fouling Resistant Z - Thick 2.9mm C.E. (Except DPR_Zand G-2Z)  No Symbol V-Groove C.E. (14mm Plugs w/ 19mm Reach Only)	6 - 0.6mm (.024") 7 - 0.7mm (.028") 8 - 0.8mm (.032") 9 - 0.9mm (.035") 10 - 1.0mm (.040") 11 - 1.1mm (.044") 13 - 1.3mm (.050") 14 - 1.4mm (.055") 15 - 1.5mm (.060")  None Cars: 0.8-0.9mm M.C.: 0.7-0.8mm	
	ISO Height Taper Seat						
A	- 18mm x 1"						
AB	- 18mm x 13/16"						
B	- 14mm x 13/16"						
BC	- 14mm x 5/8" (16.0mm)						
BK	- 14mm x 5/8" (16.0mm)						
C	- 10mm x 5/8" (16.0mm)						
DC	- 12mm x 5/8" (16.0mm)						
E	- 8mm x 13.0mm						
G	- PF1/2" Pipe x 23.8mm						
J	- 12mm x 5/8" (16.0mm)						
BM_A	- 14mm x 3/4" (19.0mm)						
BPM_A	- 14mm x 3/4" (19.0mm)						
CM-6	- 10mm x 14.0mm						
A_F	- 18mm x 13/16"						
B_F	- 14mm x 5/8" (16.0mm)						

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**PLUG GAP:**

If you are using the plug recommended by the manufacturer, 99% will be properly gapped out of the box. But you should always check the gap to ensure it meets the mfg specs. (EXCEPT Iridium plugs!)

- Gap too small = thin weak spark, bad starting and increased fuel consumption.
- Gap too large = misfires and electrode wear

**HOT/COLD SPARKPLUGS:**

Part of the spark plug's job is to reduce heat in the combustion chamber by channeling heat through the insulator material and metal housing, and into the cylinder head where the cooling system can handle it. So using too hot a plug can lead to overheating, power loss, pre-ignition, detonation and engine damage. Plugs that are too cold can foul out, misfire and poor performance.

**HOT:**

- 1. runs at higher temperature

2. more prone to pre-ignition
3. less heat is absorbed by the plug and passed to the cooling system
4. longer insulator

**COLD:**

1. runs at a lower temperature
2. more prone to fouling
3. more heat absorbed and passed to cooling system
4. shorter insulator

Its always better to fix the problem than to try and patch it with plug changes. But a colder plug can be used on an engine that is running hot and a hotter plug for engines running cold.

For NGK plugs a p/n lower than the base is a hotter plug, and a p/n higher than the base is a colder plug. So for DPR6, DPR7 is colder, DPR5 is hotter. Always check with the plug manufacturer to ensure the plug you choose is compatible with your bike. Racing plugs have a different numbering scheme.

**PLUG CAPS:**

There are several different styles of plug caps. You should try to use a cap that best matches the angle between the plug wire and the plug itself. Avoid the decorative or sparking caps. These do lower the power to the plug.

**READING PLUGS:**

If you are interested in the process of reading plugs... have a [look at this page](#).

**IRIDIUM PLUGS:**

Iridium is a precious metal that is 6 times harder and 8 times stronger than platinum, it has a 1,200 degree (F) higher melting point than platinum and conducts electricity better. This makes it possible to create the finest wire center electrode ever. Prior till now, platinum had been favored for long life or performance spark plugs due to its high melting point. Also, the technology did not exist to machine and bond iridium on a spark plug electrode (at least in a cost effective manner).

First, if you decide to use IR plugs, use high performance wires. Actually the whole ignition system should be high performance.

IR plugs are longer lasting (40,000-60,000 mile claims); they

**IR plug brands:**

- NGK IR
- Denso
- OWS
- HKS
- Autolite Plugs
- ACDELCO
- Bosch
- TRD
- UMI
- Volkar
- MOBO
- RalliArt
- Brisk

**Manufacturers' indicate you should NOT gap a new IR plug.**

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