

2.4 SPARK PLUG ADAPTORS AND SPARK PLUGS

- Aircraft engines using 18mm & 1/2" reach spark plugs use adaptors with the same outside thread and a 14mm & 3/4" reach inside thread.

Use LSE high performance HP plugs, Denso spark plugs starting with a W or NGK spark plugs starting with a B in their designation.

- Aircraft engines using 18mm & 7/8" reach spark plugs use one of the following:
 - LSE long reach adaptors with 12mm inside thread for Denso X27GPR-U or X24GPR-U or equivalent 12mm spark plugs.
 - OR**
 - Optionally, for high performance applications, use LSE HP-LR (long reach) adaptors with 14mm inside thread for high performance HP-LR or IKH 14mm spark plugs.
- Install adaptors in cylinder head using the supplied copper washer. Torque to 35 - 45 ft-lbs using anti-seize compound.

- Install automotive style spark plugs with their washer. Torque to 20 ft-lbs using anti-seize compound.

* WARNING- DO NOT USE SHORT REACH ADAPTERS IN ENGINES THAT USE LONG REACH AIRCRAFT PLUGS OR VICE VERSA.

LSE Spark Plug Gap Specifications

Engines normally timed at 25 degrees BTDC:

These are typically engines with compression ratios less than 8.7:1. Gap spark plugs fired by the CDI to .032", max wear limit is .040".

Engines normally timed at 20 degrees BTDC:

These are usually engines with compression ratios of 8.7:1 or higher. Gap spark plugs fired by the CDI to .026", max wear limit is .035".

Turbo / Supercharged engines:

Gap the spark plugs fired by the CDI to .026", max wear limit is .035".

Turbo Normalized engines:

Gap the spark plugs fired by the CDI according to the compression ratio.

Standard nickel electrode plugs should last 200 – 400 hours depending on use. It may be necessary to re-adjust the electrode gap at every 100 hour inspection.

Iridium spark plugs should last 300 – 600 hours but also need to have the electrode gap checked and possibly re-adjusted at normal inspection periods.