

CONDENSED SPECIFICATION CHART

MAKE	PLUG		DIST. GAP	CAM DWELL ANGLE	MAKE	PLUG		DIST. GAP	CAM DWELL ANGLE
	TYPE	GAP				TYPE	GAP		
BUICK					DE SOTO (Cont'd)				
1950-52; 1953 (40 Ser.)	46	.025	.015	26-33	1960 All (w/Ram Manifold Engine)	44S	.035	.017	27-32
1953-55 V-8	44	.032	.015	26-33	(w/Ram Manifold)	42S	.035	.017	27-32
1956	44	.032	.015	26-33	1961 All	44S	.035	.017	27-32
1957	44	.032	■	28-32	DODGE				
1958 Reg.	45	.032	■	28-32	1950-55 6 Cyl.	46	.030	.020	38-40
Extended Tip	45S	.032	■	28-32	Resistor	R46	.035	.020	38-40
1959-60	44S	.032	■	28-32	1953-55 V-8	45	.030	.017	33-35
1961-63 V-8 Special (2BBL.)	45FFS	.035	■	28-32	Resistor	R45	.035	.017	33-35
(4BBL.)	44FFS	.035	■	28-32	1956 V-8	R45S	.035	.020	30-32
All Others (V-6 & V-8)	44S	.035	■	28-32	1957-59 6 Cyl.	R45	.035	.020	38-40
CADILLAC					1957 V-8	R44S	.035	.017	28-30
1949-52	48X	.035	.015	31	1958 Coronet & Royal	R44XLS	.035	.017	28-30
1953-54	46	.035	.016	26-33	Sta. Wag. & Custom Royal	R44S	.035	.017	28-30
1955	44	.035	.016	26-33	1959 Coronet V-8	R44S	.035	.017	28-30
1956-62	44	.035	■	28-32	D-500 V-8	42S	.035	.017	33-35
1963 with AM/FM radio	R44	.035	■	28-32	All Other V-8	44S	.035	.017	33-35
w/o AM/FM radio	44	.035	■	28-32	1960 6 Cyl.	44XLS	.035	.020	36-42
CHECKER CAB					V-8 (ex. D-500)	44S	.035	.017	27-32
18MM L head	C86	.030	.020	--	D-500	42S	.035	.017	34-40
14MM OHV eng.	45XL	.030	.020	--	1960-63 6 Cyl. (Incl. Dart & Lancer)	45XLS†	.035	.020	36-42
CHEVROLET					V-8 High Perf. Eng.	42S	.035	.017	27-32
1949-52	46	.035	.018	31-37	V-8 All Others	44S	.035	.017	27-32
1953-54 All (Except Corvette)	44	.035	.016	38-45	EDSEL				
1955 (6 Cyl.)	44	.035	.016	28-35	1958	84TS	.035	.015	26-29
V-8 (Except Corvette)	44	.035	.016	26-33	1959-60 6 Cyl.	85T	.035	.025	35-38
1953-54 Corvette	43	.035	.015	28-35	1959-60 292 V-8	85TS	.035	.015	26-29
1955 Corvette (Normal Ser.)	44	.035	.018	26-33	All Other V-8	84TS	.035	.015	26-29
(Severe Ser.)	R43	.035	.018	26-33	FORD				
1956 6 Cyl.	45	.035	.016	28-35	1952-54 6 Cyl.	45L	.035	.025	35-38
V-8	45	.035	.016	26-33	1949-53 V-8	45L	.030	.015	26-29
1957-58 6 Cyl.	44	.035	.016	28-35	1954 V-8	45L	.035	.015	24-28
V-8 (Except Corvette)	44	.035	■	28-32	1955-57 6 Cyl.	85T	.035	.025	35-38
1957-58 Corvette					1958-60 6 Cyl.	85T	.034	.025	35-38
Light Service	46	.035	■	28-32	1955-56 V-8	85T	.035	.015	24-28
Moderate Service	44	.035	■	28-32	1957 V-8 190	85T	.034	.015	24-28
Heavy Duty Service	C43	.035	■	28-32	All Other V-8	84T	.034	.015	26-28.5
Severe Service	C42-1	.035	■	28-32	1958-60 V-8 292	85TS	.034	.015	26-28.5
1958 Pass w/348 Engine	43N●	.035	■	28-32	All Other V-8	84TS	.034	.015	26-28.5
1959-61 6 Cyl.	44*	.035	.016	28-35	1960-63 Falcon	85TS	.035	.025	35-38
V-8 (Except "W")	44N	.035	■	28-32	1961-62 223 (6 Cyl.)	84T	.034	.025	35-38
Series Engine	44*	.035	■	28-32	1963-223 6 Cyl.				
"W" Series Engine	44N	.035	■	28-32	w/econ. carb.	85TS	.035	.025	35-38
1959-63 Corvette & Taxicabs					w/o econ. carb.	84T	.035	.025	35-38
(Light Service)	46	.035	●	28-30	1961-63 221, 260, 292 (V-8)	85TS	.034	.015	26-28.5
(Moderate Service)	44	.035	●	28-30	1961-63 352, 390, 406 (V-8)	84TS	.034	.015	26-28.5
Corvette					LINCOLN				
(Heavy Duty Ser.)	C43	.035	●	28-30	1949-52	45L	.030	.015	26-28.5
(Severe Service)	C42-1	.035	●	28-30	1953-54	45L	.035	.015	26-28.5
1960-63 Corvair:					1955	85T	.035	.015	26-28.5
Monza Powerglide & Hi-Perf eng.	44FF	.035	.019	32-34	1956-57	84T	.035	.015	26-28.5
Spyder (1962-63)	44FF	.035	.019	32-34	1958-63	84TS	.032	.015	26-28.5
All others	46FF	.035	.019	32-34	MERCURY				
1962 6 Cyl. (exc. Chevy II)	46	.035	.019	28-35	1949-53	45L	.030	.015	26-28.5
1962-63 Chevy II 4 & 6 cyl.	46N	.035	.019	31-34	1954	45L	.030	.015	24-28
1962 V-8 283	46	.035	.019	28-32	1955-56	85T	.035	.015	26-28.5
1963 V8 283	45	.035	.019	28-32	1957	84T	.034	.015	22-28.5
1962-63 V-8 327 Eng.	44	.035	.019	28-32	1958-59 Exc. 312 V-8	84TS	.032	.015	22-28.5
1962-63 V-8 409 Eng.	43N	.035	.019	29 each	1959-60 312 V-8	85TS	.035	.015	26-28
1963 6 Cyl. 230 eng.	46N	.035	.019	32-34	1960-63 Comet (144 & 170 Eng.)	85TS	.034	.025	35-38
CHRYSLER					1960-62 223 (6 Cyl.)	84T	.034	.025	35-38
1956 Windsor	R45S	.035	.017	30-32	221, 292 (V-8)	85TS	.034	.015	26-28.5
All Others	R44XLS	.035	.017	38-40	1960-63 352, 390, 406 (V-8)	84TS	.034	.015	26-28.5
1957 Windsor, Saratoga	R44S	.035	.017	26-28	1962-63 Meteor 170 6 Cyl.	85TS	.034	.025	35-38
Imperial, New Yorker	R44XLS	.035	.017	38-40	221, 260 V-8	85TS	.034	.015	26-28.5
1958 Windsor, Saratoga	R44S	.035	.017	28-30	OLDSMOBILE				
Imperial, New Yorker	R44XLS	.035	.017	32-36	1951-54 V-8	46	.030	.015	26-33
1959 Mdl. 300E	42S	.035	.017	33-35	1955	44	.030	.016	26-33
All Others	44S	.035	.017	28-30	1956	44	.030	■	26-33
1960-63 High Perf. Eng.	42S	.035	.016	27-32	1957-59	44	.030	■	28-32
All Others	44S	.035	.016	27-32	1960-61 88	45	.030	■	28-32
CONTINENTAL					1962-63 Dynamic 88				
1956-57	84T	.035	.015	26-28	8.75 to 1	45	.030	■	28-32
1958-63	84TS	.035	.015	26-28	10.25 to 1	44	.030	■	28-32
DE SOTO					1960-63 Super 88 & 98	44	.030	.016	28-32
1956	R45S	.035	.017	30-32	1961-62 F-85 (2BBL.)	46FFX▲	.030	.016	30
1957-58	R44S	.035	.017	28-30	(4BBL.)	45FF	.030	.016	30
1959 Adventurer	42S	.035	.017	33-35	1963 215 eng. 2BBL. Carb.	46FFX▲	.030	.016	28-32
All Others	44S	.035	.017	28-30	4B9L Carb. (w/Synchro trans) & (all Jet fire 1962-63)	45FF	.025	.016	28-32
					4BBL. Carb. w/hydra. trans.	44FF	.030	.016	28-32

MAKE	PLUG		DIST. GAP	CAM DWELL ANGLE
	TYPE	GAP		
PLYMOUTH				
1953-56 (6 Cyl.)	46	.030	.020	38-40
(Resistor)	R46	.030	.020	38-40
1955 (V-8)	45	.030	.017	33-35
(Resistor)	45R	.035	.017	33-35
1956 (V-8)	R45S	.035	.017	30-32
1957-59 (6 Cyl.)	R45	.035	.020	38-40
1957 V-8 Except Fury	R45S	.035	.017	28-30
1958 V-8	R44S	.035	.017	28-30
1959 V-8 (Except Golden Commando)	R44S	.035	.017	28-30
Golden Commando V-8	42S	.035	.017	33-35
1960 Commando V-8	42S	.035	.017	27-32
All Other V-8	44S	.035	.017	27-32
1960-62 Valiant	45XLS†	.035	.020	36-42
1960-62 6 Cylinder	45XLS†	.035	.020	36-42
1961-63 V-8 (exc. High Perf. Eng.)	44S	.035	.017	27-32
1961-63 High Perf. Eng.	42S	.035	.017	27-32
PONTIAC				
1952-53 (6 Cyl.)	44	.025	.022	31-37
1952-54 (8 Cyl.)	44	.025	.016	21-30
1954 (6 Cyl.)	44	.025	.016	38-45
1955 V-8	44	.035	.016	26-33
1956 V-8	46	.035	.016	26-33
1957-59 V-8	45	.035	■	28-32
1960 All	45S	.035	■	28-32
1961-63 Tempest 4 Cyl.	45S	.035	■	75
1961 V8 Tempest	45FFS	.035	■	28-32
1962 V8 Tempest	44FFS	.035	■	28-32
1961-62 V8 (exc. Tempest)	45S	.035	■	28-32
1963 V8 All (exc. Super duty) V8 Super duty & 421 eng.	44S	.035	.016	28-32
RAMBLER				
1953-55	45	.030	.020	31-37
1956-59 All	45L	.035	.016	28-32
1960-63 6 Cyl. exc. Amer. OHV	45L	.035	.016	31-34
6 Cyl. Amer. OHV	45LS	.035	.016	31-34
V8	45L	.035	.017	28-32
STUDEBAKER				
1952-55 V-8	45L	.025	.020	28-34
1955-57 6 Cyl.	44	.030	.020	38-40
1956 Golden Hawk V-8	46XL	.035	.016	38-40
All Other V-8	45L	.035	.016	26-33
1957 V-8	45L	.035	.015	26-33
1958-60 6 Cyl.	44	.030	.020	38-40
1958-61 V-8	45LS	.035	.016	28-34
1961-63 6 Cyl.	43LS	.035	.020	38-40
1962-63 V-8 (exc. Avanti)	43LS	.035	.016	28-32
1963 Avanti V8 All	44S	.035	.017	24 ea.
Sustained High Speed	42S	.035	.017	24 ea.
WILLYS				
1950-62 (4 Cyl.)	45	.030	.020	46-48
1950-63 (6 Cyl.) exc. Tornado	45	.030	.020	38-40
1963 Tornado	42FF	.030	.020	--



FIRE RING SPARK PLUGS

Charles Berlin Jones Co.

■ For "External Adjustment" insert hex wrench through window, turn screw clockwise until engine misfires, then turn counterclockwise 180°.

● Consult Manufacturer's Specifications.
* 1961 use Type 45.
●● W/3/8" Reach use C43
† Use gasket in addition to a aluminum plug tube

▲ Or type 46FFS

trucks

Note—Use .025" plug gap unless otherwise shown.

Check manufacturer's recommendations for dwell angles on each engine and its application.

CHEVROLET

1949-55 1/2 thru 1 1/2 Ton (Gap .035")	C44
2 Ton Mdl.s. (Gap .035")	43-5-Com
1956-57 All 1/2 thru 1 1/2 Ton (Gap .035")	C45
All 2-2 1/2 Ton 265 cu. in. (Gap .035")	C43
All 2 1/2 Ton H.D. 283 & 322 cu. in. (Gap .035")	C42-1
1958-61 1/2-1 1/2 Ton (Gap .035")	45-Com
2-2 1/2 Ton	C42-1
"W" Series Eng.	C42N
1962 LD (283) V-8 2 bbl.	
L-6 (235)	
Normal Service (Gap .035")	C46
Heavy Duty (Gap .035")	C45
L-6 (261)	
Light Duty (Gap .035")	C43
Normal (Gap .035")	C42-1
1963 4 cyl. 153 C.I.D. (Gap .035")	46N
6 cyl. 230 C.I.D. (Gap .035")	46N
V8, 283 (Gap .035")	
Normal Duty	C45
Heavy Duty	C44
6 cyl. 292 (Gap .035")	
Light Duty	C43N
Normal Duty	C42N
1962-63 V8, 327 (Gap .035")	
Light Duty	C43
Normal Duty	C42-1
V8 348 (Gap .035")	
409 (Gap .035")	
Light Duty	C43N
Normal Duty	C42N
1960-63 Corvair (Gap .035")	46FF

DODGE

1949-50 All (Gap .030")	45-Com
1951-54 6 Cyl. (thru 1 Ton) (Gap .030")	46-Com
1951-54 V-8 (1 1/2 Ton & Up) (Gap .030")	
Normal Service	45-Com
Severe Service	CR43
1951-54 V-8 (3/8" Reach) (Gap .030")	
Normal Service	45-Com
Severe Service	43-Com
1951-54 V-8 (3/4" Reach) Reg. (Gap .030")	C44XL
Resistor (Gap .035")	CR44XL
1955-56 6 Cyl. (Thru 1 1/2 Ton-Light) (Gap .030")	46-Com
1955-56 6 Cyl. (1 1/2 Ton Heavy & Up) (Gap .030")	
Normal Service	44-Com
Severe Service	CR43
1955-56 V-8 (3/8" Reach) (Gap .030")	
Normal Service	44-Com
Severe Service	CR43
1955-56 V-8 (3/4" Reach) (Gap .035")	CR45XL
1957-59 All 6 Cyl. (Gap .035")	45-Com
V-8 (354 cu. in.) (Gap .035")	CR44XL
All Other V-8 (Gap .035")	CR43
1960 6 Cyl.	C44
360; 413 V-8	C44XL
1961 6 Cyl. All (ex R6D4) (Gap .035")	C44XL
R6D4 (Gap .035")	C44XL
V-8 (3/4" Reach) (Gap .035")	C44XL
(3/8" Reach) (Gap .035")	C44
1962-63 6 Cyl. OHV & V-8 (3/4" Reach) (Gap .035")	C44XL
6 Cyl. L Head (Gap .035")	C45
V-8 (3/8" Reach) (Gap .035")	C44S

FORD

1959-64 All	40L-Com
1955-56 All (Gap .030")	847-Com
1957-6 Cyl. & 272 V-8	847-Com
1960-63 Falcon (Gap .035")	857D
All Others	CR37
1954-63 6 Cyl. & 292 V-8	847-Com
All Others	CR37
1962 6 Cyl. w/233 eng. (Gap .030")	CR47
6 Cyl. w/262 eng. & All V-8 (Gap .030")	CR37
1963 6 Cyl. 233 w/2 econ. Carb. (Gap .030")	CR47
With econ. Carb. (Gap .035")	CR57D
V8 292 in/100-F-100, F250 (Gap .030")	CR47
All other 6 & 8 (Gap .030")	CR37

GMC (ENGINE MODELS)

1959-65 239, 236, 248, 256, 270, 278	
302, 308, 318, 324 (V-8), 360, 361, 370, (V-8), 425, 452, 477, 518, 707, (Gap .030")	44-Com
1959 229 (V-8) (Gap .035")	44-5-Com
1956 306 (V-8) (Gap .035")	
100-300 Series	46-Com
350-450 Series	44-Com
1957-59 347 V-8	
100-300 Series	45-Com
350-450 Series	44-Com
1960-On 305A, 305D (Gap .035")	
3/8" reach	C44D
3/4" reach	C44D
305B, 305C (Gap .030") 3/8" reach (Gap .035") 3/4" reach	C42-1*
305E (Gap .035") 3/4" reach	C44NS
351, 401, 478, 702 (Gap .030)	C44NS
3/8" reach	C42-1*
Light duty 3/4" reach	C44N
Medium duty	C43N
Heavy duty	C42N
153, 230 (Gap .035")	46N

*C42-1 must have green dot on insulator (AC). Use solid copper gasket with this type.

Conversion Charts

AUTOMOTIVE CONVERSION, REACH, & HEAT RANGE CHART

Heat Range	Thread Size	Reach	AC SPARK PLUG		CHAMPION		AUTOLITE	
			Regular	Resistor	Regular	Resistor	Regular	Resistor
Hot ↑ Cold	10MM	1/4"	M8		Y8, Y6		P6	PR6
			104		Y4, Y4A, Y3		P4	PR4
Hot ↑ Cold	14MM	3/8"	48		J-12, UJ-12		All	AR10
			46	R46	J-11	XJ-11	A9, AZ9	4S-140, AR80, AR8
			45	R45	J-8, UJ-8	XJ-8	A7	AR51, 4S-165
			44	R44	J-7	XJ-7	A5	AR5
			43	R43	J-5, UJ-5, J5	XJ-5		AR-41, 4S-250
			42		J63R, J63T		A3, A703	AR-31
Hot ↑ Cold	14MM	3/8" Ext. Tip	46S ⊕	R46S ⊕	J-18Y ⊕	XJ-18Y ⊕	A82 ⊕	AR82 ⊕
			45S ⊕	R45S ⊕	J-12Y ⊕	XJ-12Y ⊕	A52 ⊕	AR52 ⊕
			44S ⊕	R44S ⊕	J-10Y ⊕		A42 ⊕	AR42 ⊕
			43S ⊕		J-9Y ⊕		A32 ⊕	AR32 ⊕
			42S ⊕	R42S ⊕				
			41		J58R, J58T		A603	
Hot ↑ Cold	14MM	7/16"	47L		H-12		AL-11	
			45L		H-10, H11	XH-10	AL-7, AL9	ARL-8
			45LS ⊕		H-18Y ⊕		AL-82 ⊕	ARL-82 ⊕
			43L		H8, H9	XH-9	AL-5	ARL-5
			43LS ⊕		H-14Y ⊕			
			47FF					
Hot ↑ Cold	14MM	1/2"	46FF	R46FF			AE-52 ⊕	AE82 ⊕
			46FFX ⊕					
			46FFS ⊕					
			45FFS ⊕					
			45FF					
			45F		L-10, L-8		AE6	AER6
			44FF					
			44FFS ⊕		UL-15Y ⊕		AE42 ⊕	
			44F		L-85		AE4	AER4
			42FF		L-10S, L-7			
Hot ↑ Cold	14MM	3/4"	47XL		N-21		AG7, AGZ7	
			46XL		N-18		A65	
			46XLS ⊕		N-16Y ⊕	XN-16Y ⊕	AG82	AGR82
			45XL	R45XL	N-8	XN-8		AGR51
			45XLS ⊕	R45XLS ⊕	N-14Y ⊕		AG52 ⊕	AGR52 ⊕
				R44XL	N-5	XN-5	AG3, AG4	AGR31, AGR41
			44XLS ⊕	R44XLS ⊕	N12Y ⊕	XN-12Y ⊕	AG32 ⊕	AGR32 ⊕
					UN-12Y ⊕		AG42 ⊕	AGR42 ⊕
			46N	R46N				
			45N	R45N				
44N	R44N							
43N	R43N							
Hot ↑ Cold	18MM Taper Seats	9/16" / 1/2"	88		D-21			
			86		D-16			
					UD-16			
			87TS ⊕					
			86T					
			86TS ⊕					
			85T	R85T	870	X870	BF-7	BRF-8
			85TS ⊕	R85TS ⊕	F-14Y ⊕	XF-14Y ⊕	BF-82 ⊕	BRF-82 ⊕
							BF-92 ⊕	
			84T		860			
84TS ⊕	R84TS ⊕	F-11Y ⊕	XF-11Y ⊕	BF-32 ⊕	BRF-42 ⊕			

⊕ Extended Tip ⊕ Low profile plug with Special termination

COMMERCIAL CONVERSION, REACH, & HEAT RANGE CHART

Heat Range	Thread Size	Reach	AC SPARK PLUG		CHAMPION		AUTOLITE				
			Regular	Resistor	Regular	Resistor	Regular	Resistor			
Hot ↑ Cold	10MM	1/4"	104-Com		Y4, Y4A		P-4	PR-4			
					Y-5						
Hot ↑ Cold	14MM	3/8"	C49		J-14, UJ-12						
			C47		J-12, UJ-12		AT-10				
			C47W ⊕								
			GC46		J-7B, J-9L						
			C46		J-11	XJ-11	AT-8				
			C45W ⊕		TJ-8J ⊕						
			TC45, C45W ⊕		J-8, UJ-8		AT-6				
			C45								
			C44, 440	CR44	J-7	XJ-7	AT-4				
			C44S ⊕		J-10Y ⊕		AT-42 ⊕				
Hot ↑ Cold	14MM	3/4"	C43	CR43	J-6, UJ-6	XJ-6	AT3				
			42-5 Com								
			C43Y		J-87B						
			C42-4								
			C42-1		J-3, J63R						
			C42, 401		J-4						
			C45L, TC45L		H-10, H-11	XH10	ATL-8				
			C43LY		H-8, H-9	XH9	ATL-4				
			C43L								
			C43								
Hot ↑ Cold	14MM	3/4"		CR45XL		XN-8		AGR51			
				CR44XL	N-5, N6		AGR-31, AGR-41				
			Hot ↑ Cold	14MM	3/4" (3/8" thread)	C44NS ⊕					
						C44N					
			C43N								
			C42N	CR42N							
			C41N								
			Hot ↑ Cold	18MM	1/2"	C88					
						C87		D-21		BT-9	
						C86, TC86		D-16, UD-16		BT-8	BR-8
C85, TC85		D-14					BT-6				
C83, TC83	CR83	D-10					BT-4	BR4			
C82		D-9					BT-3				
C81		D-6					BT-2				
C85TS ⊕		F-14Y ⊕									
84T-Com,	CR84T	860					BTF-6				
C84T											
Hot ↑ Cold	18MM	-	C83T	CR83T	F-10		BTF-3				
			88		D-21		BT-9				
			C88L, TC88L		D23		BT-10	BR10			
			C78L		W18						
			78S		C-16C						
			78		22						
			C77L								
			C77		W-20		T-11, TT-10				
			76				T-9				
			75-Com, C75		W14		TT-8				
	CR74	W14		T-7, T-5							
		W10		TT-4							