



Lawn & Garden Cross Reference Guide





Champion Part Number	Hex Tool Size	Fineline Part Number
CJ6Y	3/4"	3400158
CJ7Y	3/4"	3400174
CJ8	3/4"	3405077
CJ8Y	3/4"	3400182
DJ7Y	5/8"	3400190
DJ8J	5/8"	3409746
J19LM	13/16"	3409788
N9YC	13/16"	3400679
RCJ6Y	3/4"	3404403
RCJ8Y	3/4"	3401421
RC12YC	5/8"	3400204
RJ19HX	13/16"	3400225
RJ19LM	13/16"	3403245

All Champion spark plugs in the contained cross reference lists are available to Bunnings customers either in store or upon special order request.

***For technical support re Champion spark plugs please call Motospecs on
1300 337 636
(8.30am-5.00pm EST Monday to Friday)***

BOSCH >>>>> CHAMPION

Bosch	Champion	Bosch	Champion
FR10DCX	RC12YC	W9D	N12YC
FR8DC	RC12YC	W9DC	N12YC
HS5E	DJ6J	W9E	J8C
HS8E	DJ8J	W9EC	J8C
U175T1	Z9Y	WAK145T3	DJ8J
U260T1	Z9Y	WAK175T3	DJ7J
UR3AS	Z9Y	WAK225T3	DJ6J
W10AC	L90C	WKA125T3	CJ14
W10CC	N21	WKA145T6	CJ7Y
W10E	J8C	WKA175T3	CJ6
W10EC	J11C	WKA175T36	CJ7Y
W12E	RJ12C	WKA175T38	CJ6
W35T3	RJ12C	WKA175T6	CJ7Y
W45T1	L90C	WKA200TR6	RCJ6Y
W6D1	N9YC	WKA225T3	CJ4
W6DC	N9YC	WKA225T6	CJ7Y
W6DP	N9YC	WKA225TR6	CJ7Y
W7D	N9YC	WR10E	RJ8C
W7DC	N9YC	WR11EO	RJ19LM
W7DO	N9YC	WR7DC	RN9YC
W7DP	N9YC	WR8E	RJ8C
W8B	L92YC	WR8EC	RJ8C
W8BC	L92YC	WR8EP	RJ8C
W8BP	L92YC	WR9E	RJ8C
W8D	N11YC	WR9EC	RJ8C
W8DC	N11YC	WS5E	CJ4
W8DP	N11YC	WS5F	CJ7Y
W8DX	N12YC	WS6F	CJ6Y
W8E	J8C	WS7E	CJ6
W8EC	J8C	WS7F	CJ7Y
W8LCR	RN9YC	WS8E	CJ8
W95T1	L90C	WS8F	CJ7Y
W95T2	N21	WS9E	CJ14
W95T3	J8C	WSR5F	RCJ7Y
W95T30	N12YC	WSR6F	RCJ6Y
W95TR3	RJ8C	WSR8F	RCJ8Y

DENSO >>>>>> CHAMPION

Denso	Champion	Denso	Champion
P20R	RN9YC	W16EX-U	N11YC
U16FS-U	Z9Y	W16EX-ZU	N11YC
U16FSR-UBU	use Z9Y	W16FPR	L92YC
U17F	Z9Y	W16FP-U	L92YC
U20FRS-U	Z9Y	W16FP-U10	L92YC
U20FS	Z9Y	W16LS	L90C
U20FS-GU	Z9Y	W16S	J8C
U20FS-U	Z9Y	W16S-U	J8C
U20M-U	Y82	W20EP-GU	N9YC
U22FSR-L	Z9Y	W20EP-U	N9YC
U22FS-U	Z9Y	W20ES-L	N9YC
W14	J8C	W20ESR-L	RN9YC
W14EP-U	N12YC	W20EX	N9YC
W14EX-GU	N12YC	W20EX-GU	N9YC
W14EX-U	N12YC	W20EXR-U	RN9YC
W14FP	L92YC	W20EXR-ZU	RN9YC
W14FPR	RL95YC	W20EX-U	N9YC
W14FPR-UL	RL95YC	W20EX-ZU	N9YC
W14FP-U	L92YC	W20M	CJ8
W14FP-UL	L92YC	W20MP-U	CJ8Y
W14FP-UL10	L92YC	W20MR-U	RCJ8
W14L	L90C	W20M-U	CJ8
W14LM	J17LM	W20SR-U	RJ6C
W14LM-U	J17LM	W22M	CJ6
W14MR-U	RCJ8	W22MP-U	CJ6Y
W14M-U	CJ14	W22M-U	CJ6
W14-U	J8C	W9	J8C
W16EPR-U	RN9YC	W9FP	L92YC
W16EPR-U11	RN9YC	W9-U	J8C
W16EP-U	N11YC	WA20M	DJ8J
W16EP-ZU	N11YC	WA20M-U	DJ8J
W16EX	N12YC	WA22M	DJ6J
W16EX-GU	N11YC	WA22M-U	DJ6J

TALON >>>>>> CHAMPION

Talon	Champion	Talon	Champion
9295-336402	RCJ7Y	9295-305006	RN9YC
9111-310002	RDJ7Y	9295-310502	RZ7C
9295-330501	RCJ6Y	9295-310801	RZ7C
9295-305001	RJ19LM	9295-320001	RDJ8J

NGK >>>>>>>> CHAMPION

NGK	Champion	NGK	Champion
2G7	RN9YC	BP5HS-10	L92YC
B2	J11C	BP6E	N9YC
B2-10	J11C	BP6EA	N9YC
B2H	L90C	BP6ES	N9YC
B2-LM	J19LM	BP6EY	N9YC
B4	J8C	BPM4A	CJ8Y
B4-10	J11C	BPM4A-10	CJ8Y
B4ES	N21	BPM6A	CJ8Y
B4H	L90C	BPM6A-10	CJ8Y
B4H-10	L90C	BPM6F	DJ6Y
B4HS	L90C	BPM7	CJ7Y
B4HV	L90C	BPM7A	CJ7Y
B4-LM	J17LM	BPMR4A	RCJ8Y
BR4-LM	RJ17LM	BPMR4A-10	RCJ8Y
B5HS	L90C	BPMR6A	RCJ8Y
B6S	J8C	BPMR6A-10	RCJ8Y
BCP4ES	RC14YC	BPMR6F	RDJ7Y
BCP5E	RC12YC	BPMR7A	RCJ7Y
BCP5ES	RC12YC	BPMR7A	RCJ6Y
BCPR4E	RC14YC	BPR2HS	RL95YC
BCPR4ES	RC14YC	BPR4H	RL95YC
BCPR4EY	RC12YC	BPR4HS	RL95YC
BCPR5E	RC12YC	BPR4HS-10	RL95YC
BCPR5ES	RC12YC	BPR4HSA	RL95YC
BCPR5EY	RC12YC	BPR5E	RN9YC
BM4A	CJ14	BPR5E	RN9YC
BM4A10	CJ14	BPR5EA	RN9YC
BM6	CJ8	BPR5ES	RN9YC
BM6A	CJ8	BPR5EV	RN9YC
BM6A10	CJ8	BPR5EY	RN9YC
BM6F	DJ8J	BPR5HS	RL95YC
BM7	CJ6	BPR6E	RN9YC
BM7A	CJ6	BPR6ES	RN9YC
BM7F	DJ6J	BPR6EV	RN9YC
BMA4A	CJ14	BPR6EY	RN9YC
BMP7F	DJ6Y	BR2-LM	RJ19LM
BMR4A use	CJ14	BR4-LM	RJ17LM
BMR6A	RCJ8	BR6S	RJ8C
BMR6F	RDJ8J	C5HSA	Z9Y
BMR7A	RCJ6	C6HSA	Z9Y
BMR7F	RDJ6J	CM6	Y82
BP2H	L95YC	CMR5H	RZ7C
BP2HS	L95YC	CMR6A	RY4C
BP4H	L92YC	CMR6H	RZ7C
BP4HS	L92YC	CMR7A	RY4C
BP4HS-10	L92YC	CMR7H	RZ7C
BP4HSA	L92YC	CR5HS	Z9Y
BP5ES	N9YC	CR5HSA use	Z9Y
BP5EY	N11YC	CR5HSB use	Z9Y
BP5HS	L92YC		

NHSP LD >>>>> CHAMPION

NHSP LD	Champion	NHSP LD	Champion
A7T	Z9Y	G5RC	RJ8C
E5C	L90C	G6C	J8C
E5RTC	RL95YC	G6T	J12YC
E5T	L95YC	K6RLCX	RC12YC
E5TC	L95YC	K6RTC	RC12YC
F5C	N5C	K6RTCV	RC12YC
F5T	N12YC	K6RTCX	RC12YC
F5TC	N12YC	K6RTCX	RC12YC
F5TCV	N12YC	K6RTCX	RC12YC
F6RTC	RN9YC	K6TC	RC12YC
F6RTC	RN9YC	L5C	CJ14
F6RTCV	RN9YC	L5T	CJ8Y
F6RTCX	RN9YC	L6	CJ8
F6T	N11YC	L6T	CJ8Y
F6TC	N11YC	L7/L7Y	CJ7Y
F6TC	N11YC	L7T	CJ7Y
F6TCV	N11YC	L8	CJ6
F7RTC	RN9YC	L8RT	RCJ7Y
F7TC	N9YC	L8RTF	RCJ6Y
F8C	N3C	L8T	CJ6Y
F8TC	N7YC	L9	CJ6
G3F	J11C	L9T	CJ6Y
G5	J19LM	N6	DJ8J
GL5RC	RJ19LM	N9	DJ6J

TORCH >>>>> CHAMPION

Torch	Champion	Torch	Champion
A7T	Z9Y	GL4	J19LM
E5RTC	RL95YC	GL4RC	RJ19LM
E5T	L95YC	K5RF-11	RC12YC
E5TC	L95YC	K5RTC-11	RC12YC
E6TC	L92YC	K5TC	RC12YC
F5TC	N12YC	K6RTC	RC12YC
F6RF	N11YC	L6C	CJ8
F6RTC	RN9YC	L6RC	RCJ8
F6T	N11YC	L6RTC	RCJ8Y
F6TC	N11YC	L6TC	CJ8Y
F6TC	N11YC	L7RTC	RCJ7Y
F7RTC	RN9YC	L7TC	CJ7Y
F7TC	N9YC	N6C	DJ8J
G4C	J11C	N6RC	RDJ8J
G4RC	J11C	N6RTC	RDJ7Y
G6C	J8C	N6TC	DJ7Y
G6RC	RJ8C	N7C	DJ6J

1. Normal

Combustion deposits are slight and not heavy enough to cause any detrimental effect on engine performance. Note the brown to greyish tan colour, and minimal amount of electrode erosion which clearly indicates the plug is in the correct heat range and has been operating in a "healthy" engine.



2. Worn

This plug has served its useful life and should be replaced. The voltage required to fire the plug has approximately doubled and will continue to increase with additional miles of travel. Even higher voltage requirements, as much as 100% above normal, may occur when the engine is quickly accelerated. Poor engine performance and a loss in fuel economy are traits of a worn spark plug.



3. Carbon Fouled

Soft, black, sooty deposits easily identify this plug condition. This is most often caused by an over-rich, air-fuel mixture. Check for a sticking choke, clogged air cleaner, or a carburettor problem – float level high, defective needle or seat, etc. This may also be attributed to weak ignition voltage, an inoperative preheating system (carburettor intake air), or extremely low cylinder compression.



4. Splash Fouled

Appears as "spotted" deposits on the firing tip of the insulator and often occurs after a long delayed tune-up. By-products of combustion may loosen suddenly when normal combustion temperatures are restored. During hard acceleration these materials shed from the piston crown or valve heads, and are thrown against the hot insulator surface.



5. Oil Fouled

Too much oil is entering the combustion chamber. This is often caused by piston rings cylinder walls that are badly worn. Oil may also be pulled into the chamber because of excessive clearance in the valve stem guides. If the PCV valve is plugged or inoperative it can cause a build-up of crankcase pressure which can force oil and oil vapours past the rings and valve guides into the combustion chamber.



6. Fuel Additives

Red to purple deposits on one side of the core nose are an indication of a fuel additive. While many of these deposits are non-conductive and do not contribute to lack of performance, some additives contain octane boosters.



7. Ash Fouled

A build-up of combustion deposits stemming primarily from the burning of oil and/or fuel additives during normal combustion . . . normally non-conductive. When heavier deposits are allowed to accumulate over a longer mileage period, they can "mask" the spark, resulting in a plug misfire condition.



8. Pre-Ignition

Usually one or a combination of several engine operating conditions are the prime causes of pre-ignition. It may originate from glowing combustion chamber deposits, hot spots in the combustion chamber due to poor control of engine heat, cross-firing (electrical induction between spark plug wires), or the plug heat range is too high for the engine or its operating conditions.



9. Detonation

This form of abnormal combustion has fractured the insulator core nose of the plug. The explosion that occurs in this situation applies extreme pressures on internal engine components. Prime causes include ignition timing advanced too far, lean air-fuel mixtures, and insufficient octane rating of the gasoline.



10. Overheated

A clean, white insulator firing tip and/or excessive electrode erosion indicates this spark plug condition. This is often caused by overadvanced ignition timing, poor engine cooling system efficiency (scale, stoppages, low level), a very lean air-fuel mixture, or a leakage intake manifold. When these conditions prevail, even a plug of the correct heat range will overheat.



11. Insulator Glazing

Glazing appears as a yellowish, varnish-like colour. This condition indicates that spark plug temperatures have risen suddenly during a hard, fast acceleration period. As a result, normal combustion deposits do not have an opportunity to "fluff-off" as they normally do. Instead, they melt to form a conductive coating and misfire will occur.



12. Mechanical Damage

May be caused by a foreign object that has accidentally entered the combustion chamber. When this condition is discovered, check the other cylinder(s) to prevent a recurrence, since it is possible for a small object to "travel" from one cylinder to another. This condition may also be due to improper reach spark plugs fitted.



BUNNINGS
warehouse



*For technical support re Champion
spark plugs please call Motospecs on
1300 337 636
(8.30am-5.00pm EST Monday to Friday)*