

Spark Plug Record And Reading Log

The plug is the cheapest diagnostic instrument on the machine. A record of what it looked like each time turns it into a trend rather than a guess.

BEFORE YOU START

Petrol vapour ignites, batteries produce hydrogen, and a machine on a stand can fall. Work outdoors or with the door open, keep ignition sources away from the fuel system, disconnect the battery before touching wiring, and never run an engine in a closed space. This sheet helps you observe and record. It is not a repair manual and it does not know your machine.

WHY THERE ARE NO "CORRECT" PLUG OR GAP FIGURES ON THIS SHEET

Plug type and gap are specified per engine by the manufacturer, and the manufacturers of these engines are frequently unidentifiable. Published figures for nominally identical engines disagree. What is reliable is the plug that is currently in your engine and running: record it, and you can always buy that again.

THE PLUG CURRENTLY FITTED

FULL PART NUMBER

Every character, in order

GAP AS FITTED

 mm

THREAD DIAMETER

 mm

REACH (THREADED LENGTH)

 mm

SPANNER SIZE FOR THE PLUG

FITTED AT

 miles

FITTED ON

COPY THE NUMBER, DO NOT TRANSLATE IT

Plug part numbers encode thread size, reach, heat range and construction in a maker's own scheme, and the schemes are not the same between makers. Cross-reference tables between makers exist and are maintained by the manufacturers themselves — use theirs. What this sheet is for is making sure you still know the number in two years' time.

READING LOG

Describe the electrode and the insulator nose in plain words — colour, deposits, wetness, and whether the electrode edges are still square or rounded off. Write what you saw, not what you concluded.

DATE	MILES	GAP MM	WHAT THE ELECTRODE AND INSULATOR LOOKED LIKE	RUNNING AS

SPARK PLUG RECORD AND READING LOG

DATE	MILES	GAP MM	WHAT THE ELECTRODE AND INSULATOR LOOKED LIKE	RUNNING AS

WHAT IS WORTH NOTICING

- ☐ Insulator nose colour, from white through tan to black
- ☐ Dry black soot, versus wet black oil — they are different findings
- ☐ Wet with petrol
The plug is being fuelled but not firing
- ☐ Electrode edges rounded rather than square
Normal wear over time
- ☐ Gap larger than when fitted
- ☐ Deposits bridging the gap
- ☐ Blistering or melting on the insulator
- ☐ Threads damaged, or the plug went in hard
- ☐ Plug is a different length or reach from the last one fitted

SKETCH OR TAPE A PHOTO — PLUG 1

Date:

SKETCH OR TAPE A PHOTO — PLUG 2

Date:

WHAT CHANGED BETWEEN THEM, AND WHAT YOU HAD ALTERED

Need to work out what you actually own?

The Scooter Parts Registry is a free public record of the Chinese factories behind US-market scooters, ATVs and go-karts — brand, engine family, VIN prefix, factory and related machines. No account, no email.

thescooterparts.com/identify