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(JAPIA/JSA)

**Internal combustion engines—
Spark-plugs**

ICS 27.020; 43.060.50

Reference number : JIS B 8031 : 2006 (E)

Foreword

This translation has been made based on the original Japanese Industrial Standard revised by the Minister of Economy, Trade and Industry through deliberations at the Japanese Industrial Standards Committee as the result of proposal for revision of Japanese Industrial Standard submitted by Japan Auto Parts Industries Association (JAPIA)/ Japanese Standards Association (JSA) with the draft being attached, based on the provision of Article 12 Clause 1 of the Industrial Standardization Law applicable to the case of revision by the provision of Article 14.

Consequently **JIS B 8031** : 1995 is replaced with this Standard.

This revision has been made based on **ISO 1919** : 1998 *Road vehicles—M14×1.25 spark-plugs with flat seating and their cylinder head housings* and Corrigendum 1 : 1999, **ISO 2344** : 1998 *Road vehicles—M14×1.25 spark-plugs with conical seating and their cylinder head housings*, **ISO 2346** : 2001 *Road vehicles—M14×1.25 compact spark-plugs with flat seating and 19 mm hexagon and their cylinder head housing*, **ISO 2704** : 1998 *Road vehicles—M10×1 spark-plugs with flat seating and their cylinder head housings*, **ISO 2705** : 1999 *Road vehicles—M12×1.25 spark-plugs with flat seating and their cylinder head housings*, **ISO 8470** : 2001 *Road vehicles—M14×1.25 spark-plugs with flat seating and 16 mm hexagon and their cylinder head housings*, **ISO 11565** : 1998 *Road vehicles—Spark-plugs—Test methods and requirements*, **ISO 14508** : 1997 *Road vehicles—Spark-plugs—Terminals*, **ISO 16246** : 2005 *Road vehicles—M12×1.25 spark-plugs with flat seating and 14 mm hexagon and their cylinder head housing* and **ISO/DIS 19812** : 2004 *Road vehicles—M10×1 compact spark-plugs with flat seating and 16 mm hexagon and their cylinder head housing* for the purposes of making it easier to compare this Standard with International Standard; to prepare Japanese Industrial Standard conforming with International Standard; and to propose a draft of an International Standard which is based on Japanese Industrial Standard.

Attention is drawn to the possibility that some parts of this Standard may conflict with a patent right, application for a patent after opening to the public, utility model right or application for registration of utility model after opening to the public which have technical properties. The relevant Minister and the Japanese Industrial Standards Committee are not responsible for identifying the patent right, application for a patent after opening to the public, utility model right or application for registration of utility model after opening to the public which have the said technical properties.

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In the event of any doubts arising as to the contents,
the original JIS is to be the final authority.

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Internal combustion engines— Spark-plugs

Introduction This Japanese Industrial Standard has been prepared based on the fifth edition of **ISO 1919** *Road vehicles—M14×1.25 spark-plugs with flat seating and their cylinder head housings* published in 1998 and Corrigendum 1:1999, the seventh edition of **ISO 2344** *Road vehicles—M14×1.25 spark-plugs with conical seating and their cylinder head housings* published in 1998, the fifth edition of **ISO 2346** *Road vehicles—M14×1.25 compact spark-plugs with flat seating and 19 mm hexagon and their cylinder head housing* published in 2001, the fifth edition of **ISO 2704** *Road vehicles—M10×1 spark-plugs with flat seating and their cylinder head housings* published in 1998, the fifth edition of **ISO 2705** *Road vehicles—M12×1.25 spark-plugs with flat seating and their cylinder head housings* published in 1999, the second edition of **ISO 8470** *Road vehicles—M14×1.25 spark-plugs with flat seating and 16 mm hexagon and their cylinder head housings* published in 2001, the first edition of **ISO 11565** *Road vehicles—Spark-plugs—Test methods and requirements* published in 1998, the first edition of **ISO 14508** *Road vehicles—Spark-plugs—Terminals* published in 1997, the first edition of **ISO 16246** *Road vehicles—M12×1.25 spark-plugs with flat seating and 14 mm hexagon and their cylinder head housing* published in 2005 and **ISO/DIS 19812** *Road vehicles—M10×1 compact spark-plugs with flat seating and 16 mm hexagon and their cylinder head housings* published in 2004, with some modifications of the technical contents. Whereas the original International Standards specify each type of spark-plugs separately, this Standard, for the sake of users' convenience, covers different types of spark-plugs comprehensively.

The portions given continuous sidelines or dotted underlines are the matters in which the contents of the original International Standard have been modified. A list of modifications with explanations is given in Annex 2 (informative).

1 Scope This Standard specifies the spark-plugs (hereafter referred to as “plugs”) used for the internal combustion engines. The plugs for aircraft are excluded.

NOTE : The International Standards corresponding to this Standard are as follows.

In addition, the symbols which denote the degree of correspondence in the contents between **JIS** and the relevant International Standard are IDT (identical), MOD (modified) and NEQ (not equivalent) according to **ISO/IEC Guide 21**.

ISO 1919:1998 *Road vehicles—M14×1.25 spark-plugs with flat seating and their cylinder head housings* and Corrigendum 1:1999 (MOD)

ISO 2344:1998 *Road vehicles—M14×1.25 spark-plugs with conical seating and their cylinder head housings* (MOD)

ISO 2346:2001 *Road vehicles—M14×1.25 compact spark-plugs with flat seating and 19 mm hexagon and their cylinder head housing* (MOD)

ISO 2704:1998 *Road vehicles—M10×1 spark-plugs with flat seating and their cylinder head housings* (MOD)