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TERMINAL

- > Included with the plug comes a terminal nut compatible to Nology HotWire and most plug cords around the world
- > IRE01 / IW01 specify crimping
- > IWM01 / IK01 / IK02 / IQ01 / IQ02 / IA01 / IAE01 are solid terminals

b

HIGHLY RELIABLE RESISTOR

- > All Iridium Racing plugs feature 5k Ω resistance specification and contain a highly reliable monolithic-type resistor
- > Blocks noise that may affect electronic devices
- > IW06 has no resistor

c

BRIGHT NICKEL PLATING

- > Bright nickel plating on the housing ensures a high level of corrosion resistance, even in wet weather and during motocross events
- > Because the amount of plating on the threads is low, damage to the female thread in the cylinder is reduced

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0.8MM ALL-PLATINUM GROUND ELECTRODE

- > Iridium Racing plugs feature an 0.8mm, all-platinum ground electrode
- > Compared to the nickel alloy used in conventional spark plugs, the high melting point of platinum reduces problems such as ground electrode melting and wear
- > Platinum alloy is welded on and gapped without any bending, reducing residual stress and increasing durability

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THE WORLD'S FIRST 0.4MM DIA. ULTRA-FINE IRIDIUM CENTRE ELECTRODE

- > Use of DENSO's original high melting point iridium alloy has enabled miniaturisation of the centre electrode - the smallest in the world at 0.4mm
- > Electrode requires low voltage, and produces greatly increased ignitability
- > DENSO has patented the composition of its iridium alloy, the manufacturing method (adding rhodium to improve high temperature oxidation resistance) and the welding method (using melting instead of the conventional sintering technique)

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SPARK CLEANING POCKET

- > Between the centre electrode and the insulator, a small pocket has been opened around the tip clearance
- > When there is carbon fouling or deposition, this part will discharge and burn off the carbon, restoring electrical resistance
- > Technology is patented by DENSO

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SILICONE OIL COATING

- > During the start of a race, non-starting from carbon fouling and carbon deposits can be dangerous. To prevent this, the insulator has been coated with a silicone coating
- > Using the water repellent properties of silicone, the insulator surface is isolated from moisture and carbon, preventing a reduction in resistance

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HOUSING END FACE CHAMFER

- > To improve the tolerance to abnormal combustion conditions, the housing end face chamfer have been enlarged. This balances out any slight inaccuracies in tuning
- > Because the exhaust of residual gas and the flow of new gas have been facilitated, the self- cleaning performance is improved, making this a carbon fouling resistant design

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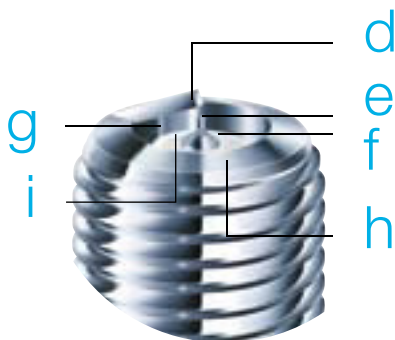
INSULATORS FOR RACING

- > Using a new, stronger insulator developed by repeating numerous race trials, strength has been increased by about 20%

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360° LASER WELDING

- > Process used to join the Iridium tip is a highly reliable, '360° laser welding' process patented by DENSO that withstands driving conditions of all kinds



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