
**Road vehicles — M14 x 1,25 spark-plugs
with flat seating and 16 mm hexagon and
their cylinder head housings**

*Véhicules routiers — Bougies d'allumage M14 x 1,25 à siège plat et à
hexagone de 16 mm et leurs logements dans la culasse*



Reference number
ISO 8470:2006(E)

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Foreword

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Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 8470 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 1, *Ignition equipment*.

This third edition cancels and replaces the second edition (ISO 8470:2001), which has been technically revised.

Road vehicles — M14 x 1,25 spark-plugs with flat seating and 16 mm hexagon and their cylinder head housings

1 Scope

This International Standard specifies characteristics of M14 x 1,25 spark-plugs with flat seating and 16 mm hexagon and their cylinder head housings, for use with spark-ignition engines.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 68-1, *ISO general purpose screw threads — Basic profile — Part 1: Metric screw threads*

ISO 261, *ISO general purpose metric screw threads — General plan*

ISO 965-1, *ISO general purpose-metric screw threads — Tolerances — Part 1: Principles and basic data*

ISO 965-3, *ISO general purpose metric screw threads — Tolerances — Part 3: Deviations for constructional screw threads*

ISO 14508, *Road vehicles — Spark-plugs — Terminals*

3 Terminals

The spark-plug terminal may be either the solid post or the threaded type as described in ISO 14508. A spark-plug with threaded terminal on which a nut is applied shall respect the dimensions specified for spark-plugs with solid post terminals (see Figures 1 and 2).

4 Dimensions and threads

4.1 Spark-plug reach

The spark-plug reach shall be according to Table 1 (see Figures 1 and 4).

Table 1 — Spark-plug reach

Type of reach	<i>A</i>	<i>E</i> ^a	<i>B</i> max.	<i>Y</i> + 0,3 – 0,8
	Tolerance of <i>A + E</i> : ± 0,2			
Normal	12,7	0	21	11,7
Long	19			27
Extended long		1,5 ... 6	31	
Extra long	26,5	0	34,5	25,5
Extended extra long		1,5 ... 6	38,5	

^a It is intended to specify *E* more definitively in future revisions of this International Standard.

4.2 Gasket

When the spark-plugs have been tightened with a torque of 30 Nm, on threads that are clean, smooth and dry, the gaskets shall be 1,3 mm to 2 mm thick. If the gasket thicknesses are different, a corresponding adjustment to dimensions *A*, *B* and *Y* shall be made.

Non-captive gaskets may be used in special cases.

4.3 Threads for spark-plugs and cylinder heads

4.3.1 General

The threads of M14 x 1,25 spark-plugs and the corresponding tapped holes in the cylinder head shall conform to ISO 68-1, ISO 261, ISO 965-1 and ISO 965-3.

Their limiting dimensions and their tolerance classes are specified in 4.3.2 and 4.3.3 respectively.

4.3.2 Limiting dimensions

The limiting dimensions are given in Table 2.

Table 2 — Limiting dimensions

Dimension		Plug thread (on finished plug)	Tapped hole in cylinder head
Major diameter	max.	13,937	not specified
	min.	13,725	14,000
Pitch diameter	max.	13,125	13,368
	min.	12,993	13,188
Minor diameter	max.	12,404	12,912
	min.	12,181 ^a	12,647

^a With a root radius $\geq 0,125$ mm (0,1 *P*).

4.3.3 Tolerance classes

The thread tolerance classes of finished M14 × 1,25 spark-plugs and of the corresponding tapped holes in the cylinder head are:

- 6e for spark-plugs, and
- 6H for tapped holes in the cylinder head.

NOTE 1 In order that spark-plugs complying with this International Standard can be fitted in existing cylinder heads also in extreme cases, the value for the maximum truncation of the minor diameter of the spark-plug base has been slightly reduced with respect to the ISO value. This maximum value of the minor diameter is calculated from a distance of $H/6$ for the maximum truncation instead of the value given by the formula in ISO 965-1, according to the formula given below:

$$\begin{aligned} \text{Minor diameter, maximum} &= d_1 - e_s - 2(H/4 - H/6) \\ &= 12,647 - 0,063 - 0,180 \\ &= 12,647 - 0,243 = 12,404 \end{aligned}$$

The value for the basic profile remains the same as for the ISO thread (12,647 – 0,063) mm = 12,584 mm.

NOTE 2 The initial clearance $e = 0,063$ mm between the pitch diameters of the thread and of the tapped hole is intended to prevent the possibility of seizure resulting from combustion deposits on the bare threads, when the spark-plugs are removed. This clearance is also intended to enable spark-plugs with threads in accordance with this International Standard to be fitted in existing tapped holes.

5 Other dimensions of spark-plugs and their cylinder head housings

The other dimensions shall be as indicated in Figures 1 to 7.

Dimensions 52,5 mm on spark-plugs with solid post terminal and 49,5 mm on spark-plugs with threaded terminal shall be measured when the spark-plugs have been tightened according to 4.2.

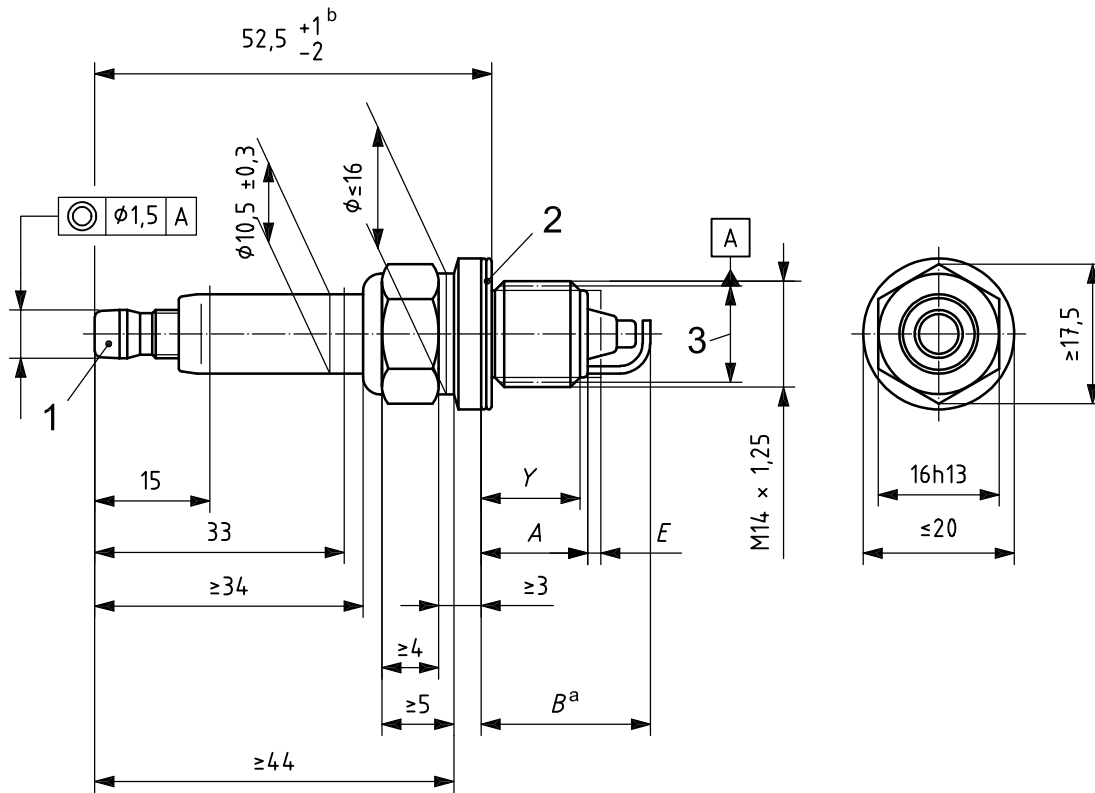
The non-ribbed insulator design is preferred because it provides superior protection to flashover between the spark-plug insulator and the cover.

The length of the cylinder head housing Z (and the length Z' if applicable) (see Figure 5 to 7) shall be sufficient to ensure that the end of the spark-plug thread does not project into the combustion chamber at any point when the spark-plug is tightened to its maximum specified torque.

An alternative cylinder head housing with a combination conical and flat seat is possible (see Figure 7).

Details not specified are left to the manufacturer's choice.

Dimensions in millimetres



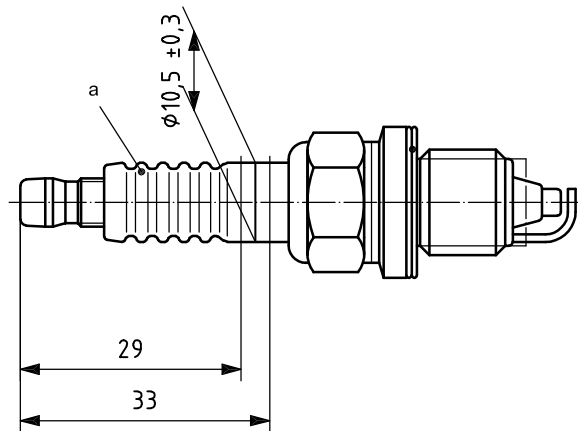
Key

- 1 solid terminal (ISO 14508)
- 2 captive gasket
- 3 pitch diameter

- a Dimension *B* is the maximum protrusion of any part of the spark-plug into the combustion chamber.
- b See Clause 5.

Figure 1 — Spark-plug with solid post terminal (preferred design with non-ribbed insulator)

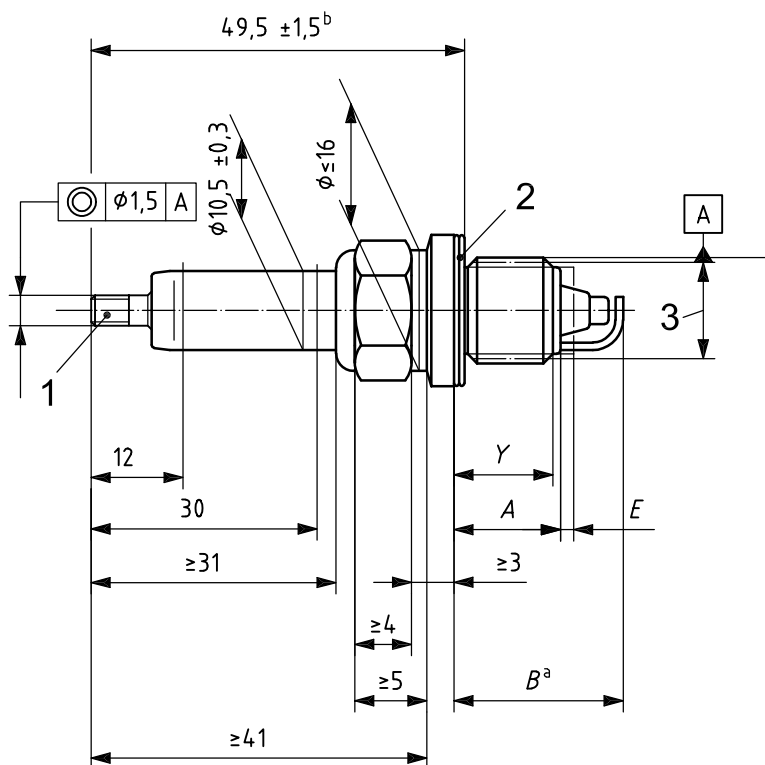
Dimensions in millimetres



- a Number and shapes of ribs are optional.

Figure 2 — spark-plug with solid post terminal (traditional design with ribbed insulator)

Dimensions in millimetres



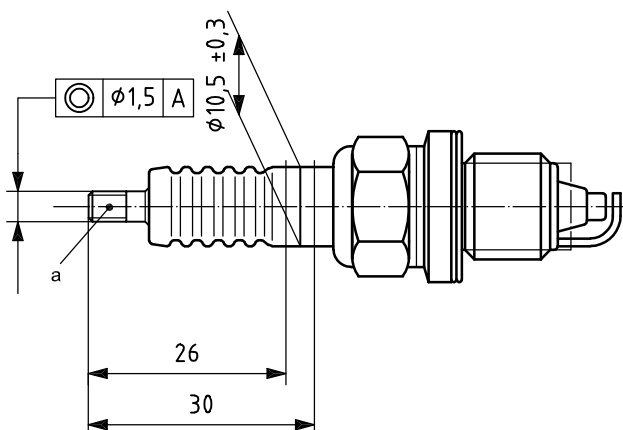
Key

- 1 threaded terminal (ISO 14508)
- 2 captive gasket
- 3 pitch diameter

- ^a Dimension *B* is the maximum protrusion of any part of the spark-plug into the combustion chamber.
- ^b See Clause 5.

Figure 3 — Spark-plug with threaded terminal (preferred design with non-ribbed insulator)

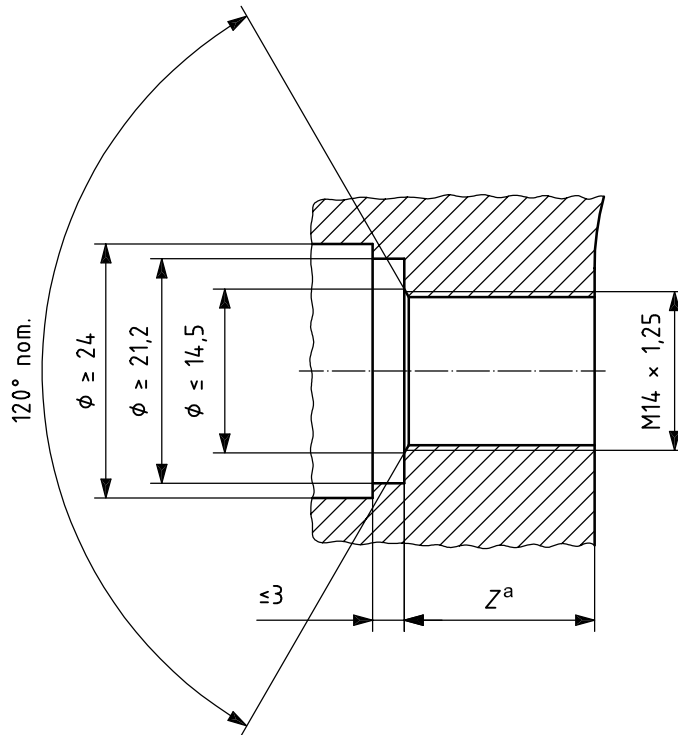
Dimensions in millimetres



- ^a Number and shape of ribs are optional.

Figure 4 — Spark-plug with threaded terminal (traditional design with ribbed insulator)

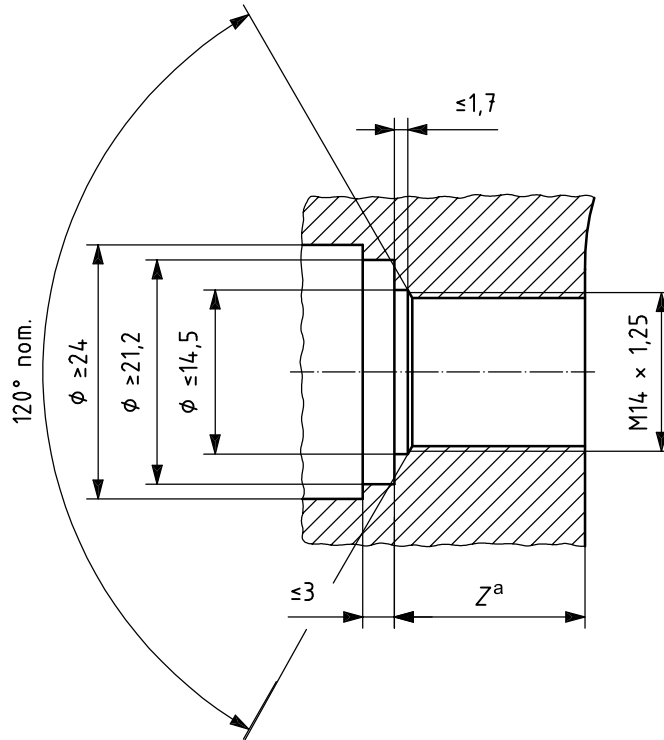
Dimensions in millimetres



^a See Clause 5.

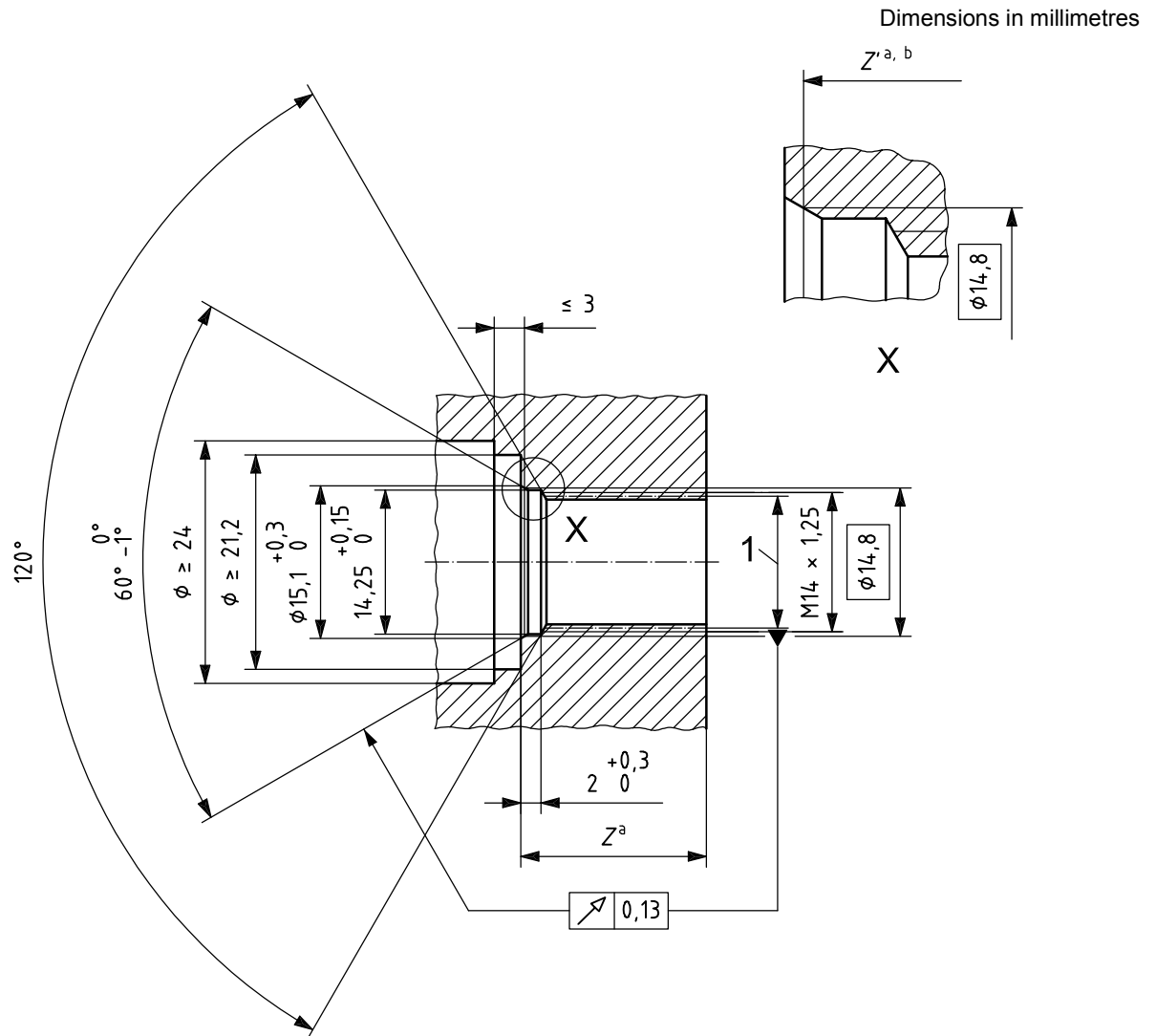
Figure 5 — Cylinder head housing

Dimensions in millimetres



^a See Clause 5.

Figure 6 — Optional configuration of the cylinder head housing



Key

1 pitch diameter

^a See Clause 5.

^b Z' is the distance from the end of the cylinder head to the measurement point of the gauge diameter.

Figure 7 — Counter bore combination for spark-plugs with conical seating and those with flat seating

6 Installation tightening torque

The installation torque values apply to new spark-plugs without lubricant on the threads. If threads are lubricated, the torque value shall be reduced by approximately one-third to avoid overstressing.

Spark-plugs shall be tightened with a torque of:

- 20 Nm to 30 Nm in aluminium alloy cylinder heads, and
- 20 Nm to 40 Nm in cast iron cylinder heads.

Engine manufacturers may specify a different torque for the first spark-plug installation.

ICS 43.060.50

Price based on 7 pages