DENSO Company Profile

DENSO Corporation was founded in 1949 and is one of the world's leading manufacturers of automotive components.

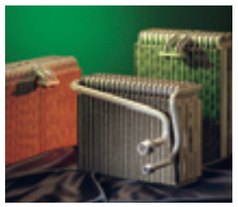
With 76 production facilities in 23 countries, DENSO produces a wide range of quality products for the automotive industry and is one of the world's largest original equipment suppliers to many leading automotive brands.

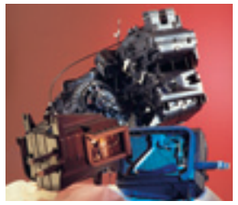
The company has a wide range of products including:
- Air conditioners and heaters for cars, commercial vehicles and trains
- Electrical automotive and electronic control products (incl. Spark plugs)
- Fuel management systems
- Radiators
- Meters
- Filters
- Telecommunications
- Other non-automotive products

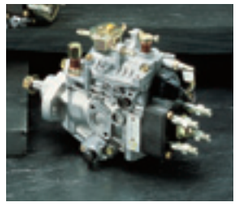
To maintain it's high product quality standards and its leadership position, DENSO invests more than 8,8% of its net sales in R&D programs, achieving worldwide sales of USD 19.9 billion with over 95.000 employees in 2004.

To meet the need of its customers and the international market more effectively, DENSO has established sales offices in over 26 countries as well as in Japan.

DENSO Europe BV, the subsidiary in The Netherlands and European Headquarters, was established in 1973. As well as being the European strategy planning center, DENSO Europe BV also handles the following aftermarket activities:
- European Aftermarket Sales
- European servicing
- European logistics







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DENSO

IRIDIUM SPARK PLUG for GAS ENGINES

IRIDIUM SAVER

Take our long lasting plugs.

Saves on your maintenance costs.

10018C-003 25-5A

DENSO

IRIDIUM SAVER

Long-lasting plugs, it's a smart choice.

DENSO has developed many exciting new products as an industry leader for a variety of automotive components. The world's first mass production of long-life iridium spark plugs was a DENSO achievement in 1997. Following this success, DENSO developed the IRIDIUM SAVER a high-efficiency long-life spark plug for gas engines that applies iridium technology for environmental benefits. This is a spark plug "saver" that reduces maintenance costs by extending work life in high compression lean burn engines. Try the IRIDIUM SAVER today!

The SAVER's key to long plug life

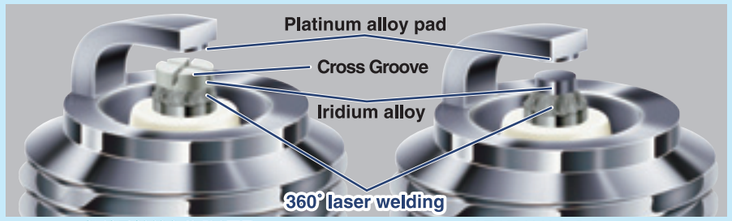
unique"Iridium alloy"

A unique, high welding point "Iridium alloy" developed and patented by DENSO, dramatically improves wear resistance compared to other Iridium plug Patent:Japan(2877035), UK(2302367), USA(6094000)

360˚ laser welding

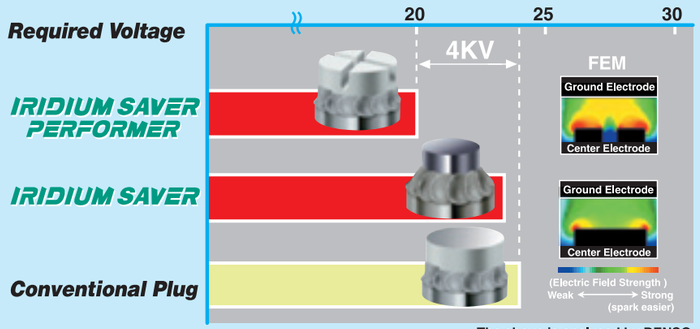
Secure welding of the Iridium tip by "360˚ laser welding" can withstand all extreme engine conditions.

Patent:Japan(2921524), USA(6078129)



Cross Groove design (M18mm Plug)

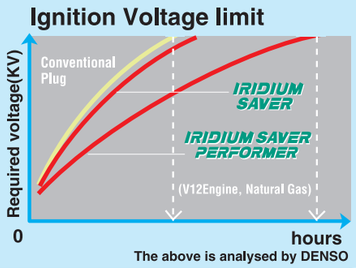
4 small electrodes created by Cross Groove improve sparking performance and suppress dispersion in voltage value, for an outstanding voltage decrease. Patent:USA(6215234)



The above is analysed by DENSO

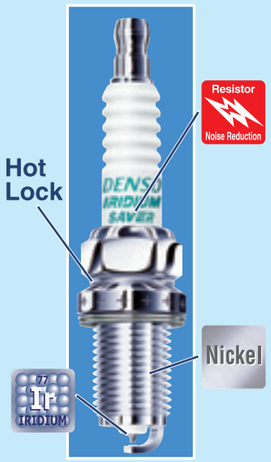
Proving longer life

Required voltage is suppressed by
1)unique "Iridium alloy"
2)Cross Groove electrode, resulting in a longer life than conventional plug.



The above is analysed by DENSO

Don't forget IRIDIUM SAVER with M14 thread!



(M14)

1) Ideal design for compact engines
2) Proven performance with gas engines
3) Specification variations to suit all types of engine

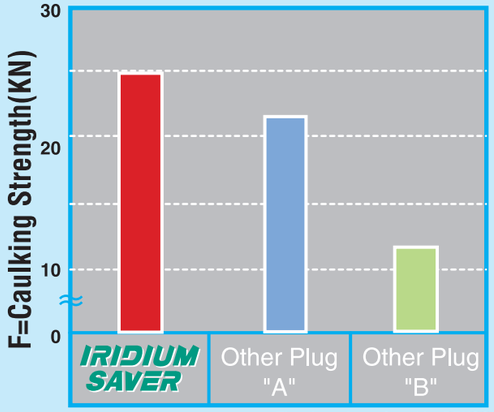
The SAVER's key to high reliability

Caulking / Strength

Powder Sealing + Hot Lock

Robust caulking strength for high compression engines

Test Method



The above is analysed by DENSO

IRIDIUM SAVER caulking technology sustains tough operation experienced in high compression engines.

Highly reliable monolithic resistor

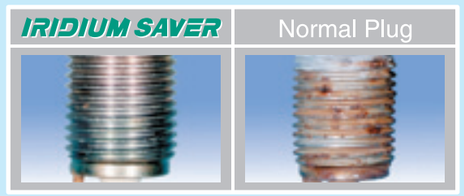
IRIDIUM SAVER guarantees high reliability for withstanding high combustion pressures by incorporating stress resistant monolithic resistor that adheres to the resistor glass in the high temperature furnace.
In addition, this eliminates interference to electronic equipment from high energy coil noise.

Special Nickel plating with better corrosive resistance

Better corrosive resistance for condensed acid water

Exposure Test by acid steam atmosphere

Test length : 700hours
Temperature : 90deg.C
Acid water : pH = 2



The above is analysed by DENSO

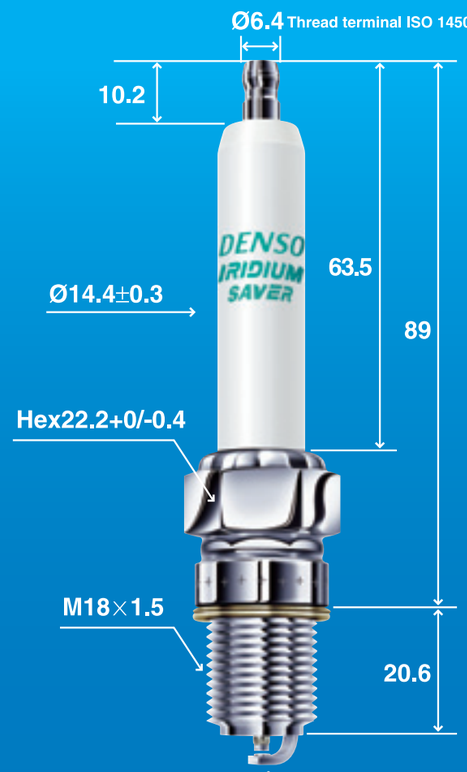
Smooth replacement even in severe conditions.

- **With the use of oil or lubricant, the tightening torque must be 30Nm for Cast Iron head and 22.5Nm for Aluminum head for M18 thread.**
- **With the use of oil or lubricant, the tightening torque must be 20Nm for Cast Iron head and 17.5Nm for Aluminum head for M14 thread.**
- **Install plugs when engine is cold.**

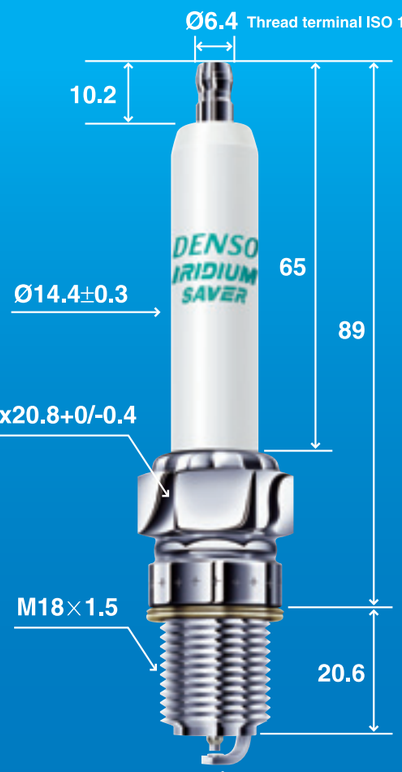
DENSO

IRIDIUM SAVER

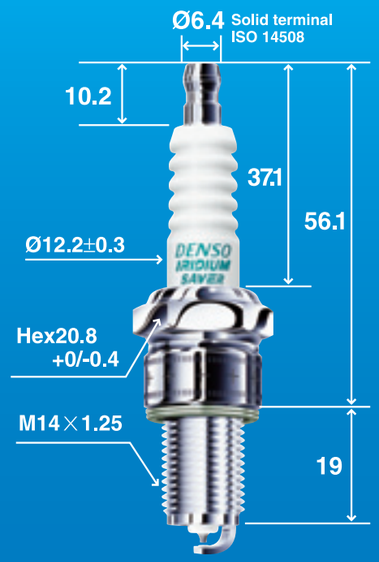
GI3-1A GI3-3A



GL3-1A GL3-3A

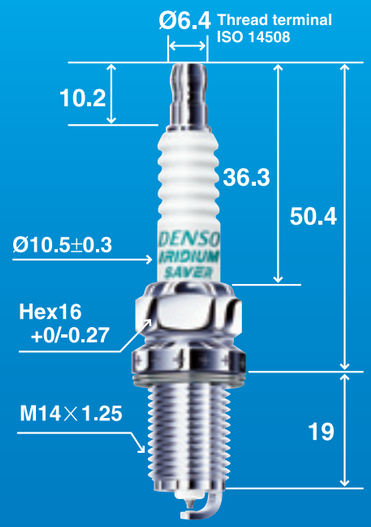


GE3-1 GE5-1



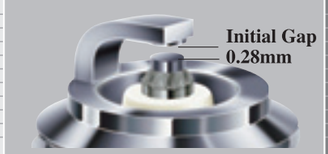
GN3-1A

GK3-1A

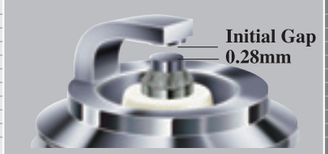


IRIDIUM SAVER

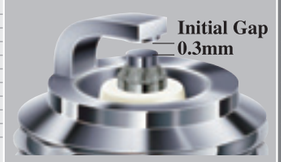
GI3-3A



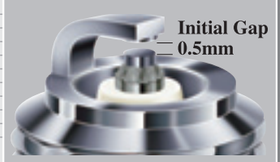
GL3-3A



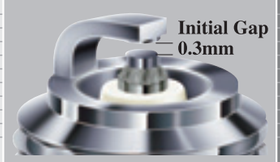
GE3-1



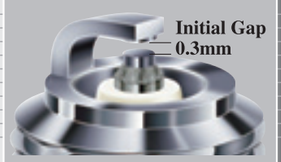
GE5-1



GN3-1A



GK3-1A



IRIDIUM SAVER PERFORMER

GI3-1A

GL3-1A

DENSO

IRIDIUM SAVER

APPLICATION *IRIDIUM SAVER*

Engine maker	Engine types	IRIDIUM SAVER PERFORMER	IRIDIUM SAVER	Gap (inch)
CATERPILLAR	3306, G333 1/2" Reach		GN3-1	0.3mm (.012)
	3306, G333 3/4" Reach, G343, G3304,		GE3-1	0.3mm (.012)
	G3400 series		GE3-1	0.3mm (.012)
	G342, G353, G375, G379		GN3-1	0.3mm (.012)
	G3500 (non B, C and E series)	GI3-1A	GI3-3A	0.28mm (.011)
	G3600 series	GI3-1A	GI3-3A	0.28mm (.011)
	G397, G398, G399		GN3-1	0.3mm (.012)
CUMMINS	6C, L-10		GK3-1A	0.3mm (.012)
	QSV 81-V16, QSV 91-V18	GI3-1A	GI3-3A	0.28mm (.011)
DEUTZ MWM	G620 V-8, TBG616 V-8, TBG616 V-12	GL3-1A	GL3-3A	0.28mm (.011)
	TBG616K V-8K, TBG616K V-12, TBG616K V-16K	GL3-1A	GL3-3A	0.28mm (.011)
	TBG620 V-8, TBG620 V12, TBG620 V-16	GL3-1A	GL3-3A	0.28mm (.011)
	TBG620K V-12K TBG620K V-16K	GL3-1A	GL3-3A	0.28mm (.011)
DORMAN	6SEG, 8SEG, 12SEG		GE3-1	0.3mm (.012)
	6SETCWG MinNox		GE3-1	0.3mm (.012)
GUASCOR	FG180, FGLD180, FG240	GI3-1A		0.28mm (.011)
	FGLD240, FGLD360, FGLD480	GI3-1A		0.28mm (.011)
GE JENBACHER	J612, J616, J620 (1995/9 - BMEP = 16 bar or less)	GI3-1A	GI3-3A	0.28mm (.011)
JOHN DEERE	6076AFN30 (150, 200 H.P.)		GK3-1A	0.3mm (.012)
LIEBHERR	G 924 T		GE3-1	0.3mm (.012)
	G 924 TC		GE3-1	0.3mm (.012)
	G 926 T		GE3-1	0.3mm (.012)
	G 926 TC		GE3-1	0.3mm (.012)
	G 926 TC 40		GE3-1	0.3mm (.012)
	G 9408 TC		GK3-1	0.3mm (.012)
	G 9408 TC 40		GK3-1	0.3mm (.012)
MAN	E 0824 E 301, E 0824 E 302, E 0826 E301, E 0826 E302,		GE3-1	0.3mm (.012)
	E 2842, E 2842 LE, E 2843 LN, E 2876, E 2866 LUH01		GE3-1	0.3mm (.012)
	E 0834, E0836		GK3-1A	0.3mm (.012)
	E 2866 DUH03		GE5-1	0.5mm (.020)
PERKINS	G4-203, G4-236, 900 Series		GE5-1	0.5mm (.020)
	4000 Series	GI3-1A	GI3-3A	0.28mm (.011)

Engine maker	Engine types	IRIDIUM SAVER PERFORMER	IRIDIUM SAVER	Gap (inch)
SUPERIOR	1706G2, 1712G1	GI3-1A	GI3-3A	0.28mm (.011)
WARTSILA	Model 175 (1994 -), W220SG		GK3-1A	0.3mm (.012)
	W25SG, W28SG, W34SG, W20V, 34SG	GI3-1A	GI3-3A	0.28mm (.011)
WAUKESHA	AT Series			
	8L-AT25GL / AT27GL (13/16" Reach Heads)	GI3-1A	GI3-3A	0.28mm (.011)
	12V-AT25GL / AT27GL (13/16" Reach Heads)	GI3-1A	GI3-3A	0.28mm (.011)
	VGF Series Inline 6			
	F18G, F18GL / GLD	GI3-1A	GI3-3A	0.28mm (.011)
	VGF Series Inline 8			
	H24G, H24GL / GLD	GI3-1A	GI3-3A	0.28mm (.011)
	VGF Series V-12			
	L36GL / GLD	GI3-1A	GI3-3A	0.28mm (.011)
	VGF Series V-16			
	P48GL GLD	GI3-1A	GI3-3A	0.28mm (.011)
	VHP Series Inline 6			
	2895GL (13 / 16" Reach Heads)	GI3-1A	GI3-3A	0.28mm (.011)
	3521GL (13 / 16" Reach Heads)	GI3-1A	GI3-3A	0.28mm (.011)
	VHP Series V-12			
	L5108GL (13 / 16" Reach Heads)	GI3-1A	GI3-3A	0.28mm (.011)
	L5790GL (13 / 16" Reach Heads)	GI3-1A	GI3-3A	0.28mm (.011)
	L7042GL (13 / 16" Reach Heads)	GI3-1A	GI3-3A	0.28mm (.011)
	VHP Series V-16			
	P5115GL	GI3-1A	GI3-3A	0.28mm (.011)
	P9390GL (13 / 16" Reach Heads)	GI3-1A	GI3-3A	0.28mm (.011)
	VSG Series			
	F11G, F11GSI / CSID, P2154G, P2154GSI		GE3-1	0.3mm (.012)
	H1077G, H1077GSI, L1616G, L1616GSI		GE3-1	0.3mm (.012)

This chart should be used for guidance only. Design and material differences between manufacturers may vary the heat range. See recommendation section for specific engine applications. Where manufacturers' names and/or numbers are stated these are given for reference purpose only and do not indicate source of manufacturer or any connection in the course of trade with the manufacturer named.

- **Read packaging instructions before use.**
- **Stop engine when exchanging plug. If not, it could result in fire and electric shock.**
- **Tighten plug by the fixed torque with plug wrench.**
- **Spark plug gap has been set to regulation value, do not adjust.**
- **Do not install IRIDIUM SAVER spark plugs into an engine which contains modified cylinder heads, valves, pistons etc. This will cause damage to plug and engine.**

DENSO IRIDIUM SAVER

Identification

G I 3 - 1 A

- G: for Gas Engine
- I: Plug type and installation dimension
- 3: Initial Gap
- 1: Plug type and installation dimension
- A: Terminal design

Plug type and installation dimension			
Number	Thread	Hex size	Reach
E	M14 x 1.25	20.8mm	19mm
N			12.7mm
K		16mm	19mm
I	M18 x 1.5	22.2mm	20.6mm
L		20.8mm	

Initial Gap	
Number	Nominal value
3	0.3mm
4	0.4mm
5	0.5mm
6	0.6mm
7	0.7mm

Terminal design		
	Number	SPEC.
	none	solid
	A	With nut

Plug type and installation dimension

1. IRIDIUM SAVER
Iridium pad without cross groove on center electrode and Platinum pad on ground electrode.

5.Improved IRIDIUM SAVER
Iridium pad without cross groove on center electrode and Iridium pad on ground electrode.*3

1. IRIDIUM SAVER PERFORMER
Iridium pad with cross groove on center electrode and Platinum pad on ground electrode.

3. IRIDIUM SAVER
Iridium pad without cross groove on center electrode and Platinum pad on ground electrode.

5.Improved IRIDIUM SAVER
Iridium pad without cross groove on center electrode and Iridium pad on ground electrode.*3

Cross Reference

CHAMPION	BERU	IRIDIUM SAVER PERFORMER	IRIDIUM SAVER
RB77WPC / RB77WPCC KB77WPCC / RB77CC PB78WPC RB75N / RB75PP*2	18GZ 4-77 / 18GZ 6-77 18GZ 20	GI3-1A	GI3-3A
	18GZ 6-77-2		GI3-5A*3
RB75WPCC	18GZ 5-77	GL3-1A	GL3-3A
	18GZ 5-77-2		GL3-5A*3
RB76N *1 / RB76PP *1	18GZ 7 *1	GI3-1A	GI3-3A
RN79G (0.015)	14R-3 CPU / 14-3 CPU / 14R-5 DPU / 14R-4 CDP		GE3-1
	14R-4 CIU		GE3-5*3
RN79G (0.02)			GE5-1
RC78PYP	14FR4 DPU0 / 14FR-4DIU		GK3-1A
	14FR-4DIU		GK3-5A*3
RL85G	14R-5 BPU / 14R-4 ADP / 14R-5 BIU		GN3-1A

Insulator length of 18GZ series is shorter than GI3-3A and GI3-1A.
*1 Insulator length of RB76N and RB76PP,18GZ7 is shorter than GI3-3A and GI3-1A.
*2 Insulator length of RB75PP is longer than GI3-3A and GI3-1A.When DENSO spark plugs are used instead of above mentioned,check wether spark plug caps can be used on DENSO spark plugs.
*3 Available in the near future.

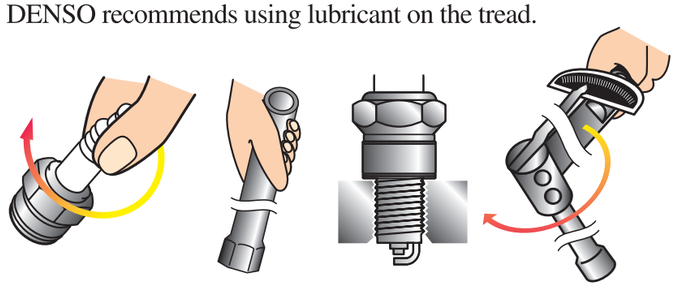
Longer terminal nuts are available as option.

The Longer terminal nuts must be used (or installed) for MTU and SKL engines.

DENSO Spark Plug
P/No : 067606-0080
QTY : 10 pcs

Recommended Tightening Torque

DENSO recommends using lubricant on the tread.



1 Use the correct wrench for the hex on the plug, and be careful not to damage the insulator.
2 When changing spark plugs, please make sure that oil, etc does not fall in the combustion chamber.
3 When installing the spark plugs, please make sure the cylinder is clean.
4 Make sure the plugs are vertical, then tighten them by hand until they cannot be tightened any further.
5 Use a spark plug wrench and tighten according to the recommended torque.

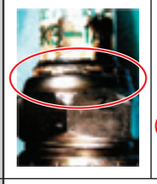
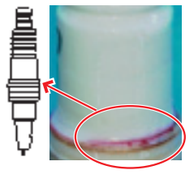
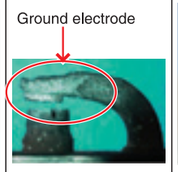
Thread size	lubricant (on housing thread)	Recommended tightening torque*
M14 x 1.25	With lubricant	20 Nm
	Without lubricant	30 Nm
M18x 1.5	With lubricant	30 Nm
	Without lubricant	45 Nm

*for cast iron head

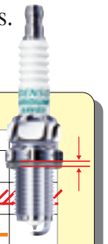
DENSO **IRIDIUM SAVER**

Handling Failure Mode & countermeasure

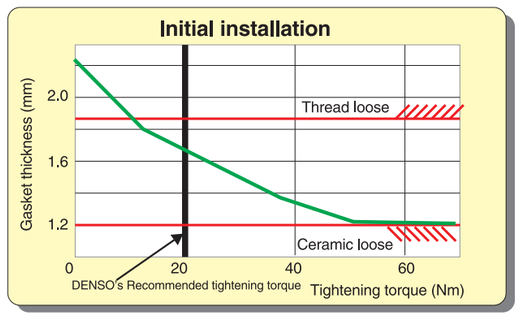
An effective way to diagnose the engines operating conditions is to check if the spark plugs look abnormal. If all cylinders are operating normally then the spark plug appearance is light grey, there are tanned deposits and there is a slight electrode erosion.

	Loose ceramic	Breaking of thread portion	Ceramic crack at upper housing portion	Flash over	High temperature oxidation	Sparking failure
Phenomena						
Cause	Excessive plug tightening.		Hit ceramic head with plug wrench when spark plug is tightened / removed.	Deterioration of plug boots.	High combustion temperature.	The spark plug did spark because of deposits on the sparking portion of the insulator.
Counter measure	Tighten with proper torque.		Use torque wrench correctly.	Replacement of plug boots.	Change with new plug due to end of longevity. Please investigate the cause that the combustion temperature rises.	Clean the sparking portion of the insulator.

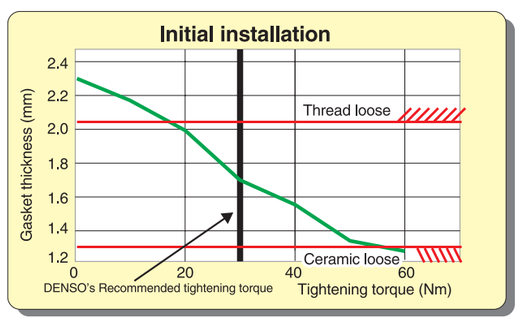
Regarding tightening you can estimate if the tightening torque was proper or not by gasket thickness.

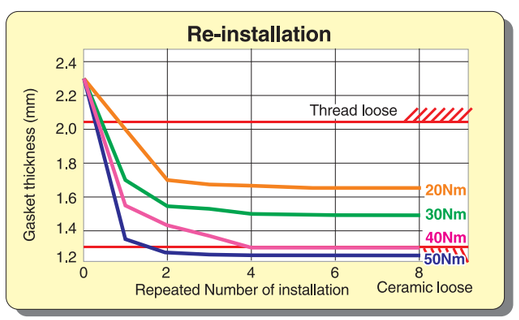


M14X1.25 With lubricant for cast iron head



M18X1.5 With lubricant for cast iron head





The above is analysed by DENSO

Superb DENSO plug quality. (M18 Iridium Saver plug.)

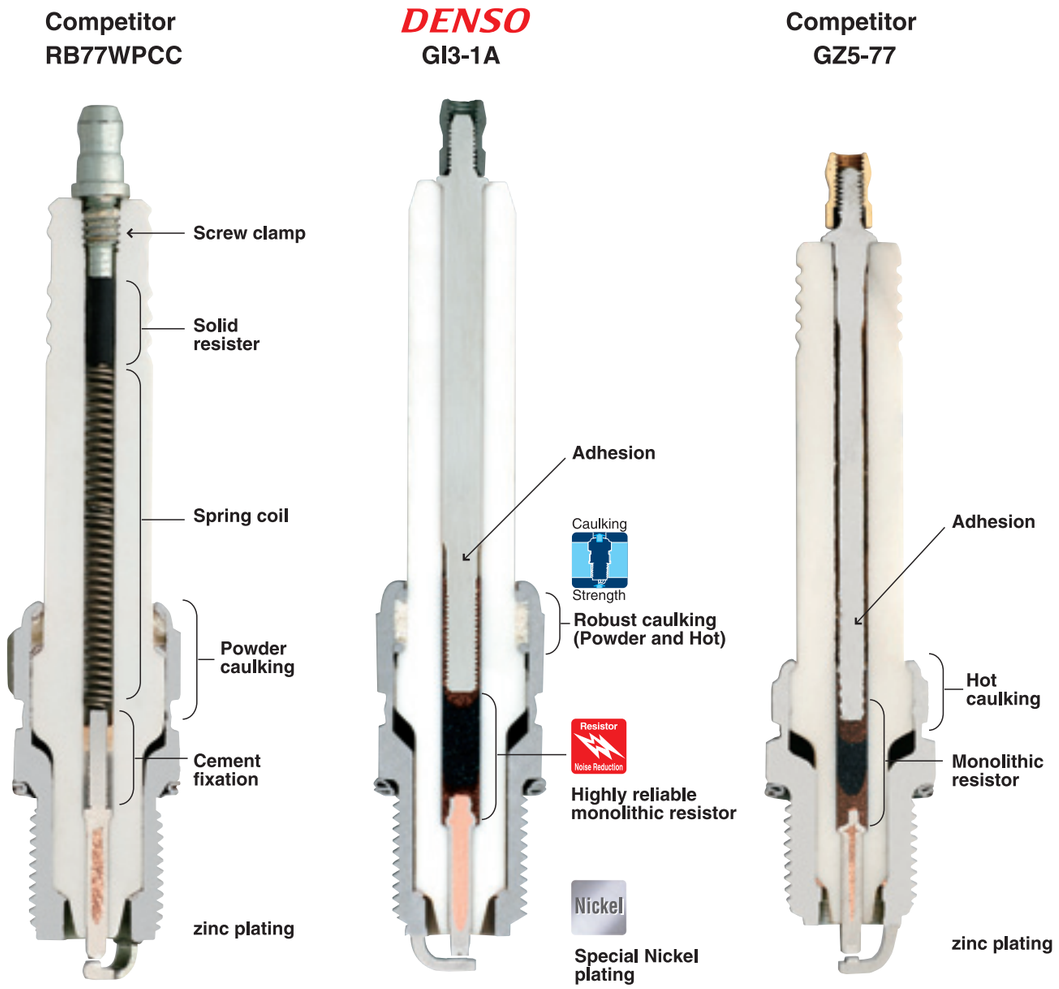
Try to prolong plug replacement time by Iridium Saver of high reliability.

Caulking Strength

To secure stable reliability, **IRIDIUM SAVER** adopts a robust structure, such as a robust monolithic structure in the insulator. And the bottom portion of insulator is housed by the installation metal shell by a robust caulking.

Resistor Noise Reduction

IRIDIUM SAVER guarantees high reliability withstanding high combustion pressure by incorporating a stress resistant monolithic resistor that adheres in the high temperature furnace to the resistor glass.In addition, this eliminates interference to electronic equipment from high energy coil noise.



The above is investigated by DENSO