



# Lawn & Garden Cross Reference Guide





<b>Champion Part Number</b>	<b>Hex Tool Size</b>	<b>Fineline Part Number</b>
<b>CJ6Y</b>	3/4"	3400158
<b>CJ7Y</b>	3/4"	3400174
<b>CJ8</b>	3/4"	3405077
<b>CJ8Y</b>	3/4"	3400182
<b>DJ7Y</b>	5/8"	3400190
<b>DJ8J</b>	5/8"	3409746
<b>J19LM</b>	13/16"	3409788
<b>N9YC</b>	13/16"	3400679
<b>RCJ6Y</b>	3/4"	3404403
<b>RCJ8Y</b>	3/4"	3401421
<b>RC12YC</b>	5/8"	3400204
<b>RJ19HX</b>	13/16"	3400225
<b>RJ19LM</b>	13/16"	3403245

**All Champion spark plugs in the contained cross reference lists are available to Bunnings customers either in store or upon special order request.**

***For technical support re Champion spark plugs please call Motospecs on***

**1300 337 636**

***(8.30am-5.00pm EST Monday to Friday)***

**BOSCH >>>>> CHAMPION**

<b>Bosch</b>	<b>Champion</b>	<b>Bosch</b>	<b>Champion</b>
FR10DCX	<b>RC12YC</b>	W9D	<b>N12YC</b>
FR8DC	<b>RC12YC</b>	W9DC	<b>N12YC</b>
HS5E	<b>DJ6J</b>	W9E	<b>J8C</b>
HS8E	<b>DJ8J</b>	W9EC	<b>J8C</b>
U175T1	<b>Z9Y</b>	WAK145T3	<b>DJ8J</b>
U260T1	<b>Z9Y</b>	WAK175T3	<b>DJ7J</b>
UR3AS	<b>Z9Y</b>	WAK225T3	<b>DJ6J</b>
W10AC	<b>L90C</b>	WKA125T3	<b>CJ14</b>
W10CC	<b>N21</b>	WKA145T6	<b>CJ7Y</b>
W10E	<b>J8C</b>	WKA175T3	<b>CJ6</b>
W10EC	<b>J11C</b>	WKA175T36	<b>CJ7Y</b>
W12E	<b>RJ12C</b>	WKA175T38	<b>CJ6</b>
W35T3	<b>RJ12C</b>	WKA175T6	<b>CJ7Y</b>
W45T1	<b>L90C</b>	WKA200TR6	<b>RCJ6Y</b>
W6D1	<b>N9YC</b>	WKA225T3	<b>CJ4</b>
W6DC	<b>N9YC</b>	WKA225T6	<b>CJ7Y</b>
W6DP	<b>N9YC</b>	WKA225TR6	<b>CJ7Y</b>
W7D	<b>N9YC</b>	WR10E	<b>RJ8C</b>
W7DC	<b>N9YC</b>	WR11EO	<b>RJ19LM</b>
W7DO	<b>N9YC</b>	WR7DC	<b>RN9YC</b>
W7DP	<b>N9YC</b>	WR8E	<b>RJ8C</b>
W8B	<b>L92YC</b>	WR8EC	<b>RJ8C</b>
W8BC	<b>L92YC</b>	WR8EP	<b>RJ8C</b>
W8BP	<b>L92YC</b>	WR9E	<b>RJ8C</b>
W8D	<b>N11YC</b>	WR9EC	<b>RJ8C</b>
W8DC	<b>N11YC</b>	WS5E	<b>CJ4</b>
W8DP	<b>N11YC</b>	WS5F	<b>CJ7Y</b>
W8DX	<b>N12YC</b>	WS6F	<b>CJ6Y</b>
W8E	<b>J8C</b>	WS7E	<b>CJ6</b>
W8EC	<b>J8C</b>	WS7F	<b>CJ7Y</b>
W8LCR	<b>RN9YC</b>	WS8E	<b>CJ8</b>
W95T1	<b>L90C</b>	WS8F	<b>CJ7Y</b>
W95T2	<b>N21</b>	WS9E	<b>CJ14</b>
W95T3	<b>J8C</b>	WSR5F	<b>RCJ7Y</b>
W95T30	<b>N12YC</b>	WSR6F	<b>RCJ6Y</b>
W95TR3	<b>RJ8C</b>	WSR8F	<b>RCJ8Y</b>

**DENSO >>>>>> CHAMPION**

<b>Denso</b>	<b>Champion</b>	<b>Denso</b>	<b>Champion</b>
P20R	<b>RN9YC</b>	W16EX-U	<b>N11YC</b>
U16FS-U	<b>Z9Y</b>	W16EX-ZU	<b>N11YC</b>
U16FSR-UBU	<b>use Z9Y</b>	W16FPR	<b>L92YC</b>
U17F	<b>Z9Y</b>	W16FP-U	<b>L92YC</b>
U20FRS-U	<b>Z9Y</b>	W16FP-U10	<b>L92YC</b>
U20FS	<b>Z9Y</b>	W16LS	<b>L90C</b>
U20FS-GU	<b>Z9Y</b>	W16S	<b>J8C</b>
U20FS-U	<b>Z9Y</b>	W16S-U	<b>J8C</b>
U20M-U	<b>Y82</b>	W20EP-GU	<b>N9YC</b>
U22FSR-L	<b>Z9Y</b>	W20EP-U	<b>N9YC</b>
U22FS-U	<b>Z9Y</b>	W20ES-L	<b>N9YC</b>
W14	<b>J8C</b>	W20ESR-L	<b>RN9YC</b>
W14EP-U	<b>N12YC</b>	W20EX	<b>N9YC</b>
W14EX-GU	<b>N12YC</b>	W20EX-GU	<b>N9YC</b>
W14EX-U	<b>N12YC</b>	W20EXR-U	<b>RN9YC</b>
W14FP	<b>L92YC</b>	W20EXR-ZU	<b>RN9YC</b>
W14FPR	<b>RL95YC</b>	W20EX-U	<b>N9YC</b>
W14FPR-UL	<b>RL95YC</b>	W20EX-ZU	<b>N9YC</b>
W14FP-U	<b>L92YC</b>	W20M	<b>CJ8</b>
W14FP-UL	<b>L92YC</b>	W20MP-U	<b>CJ8Y</b>
W14FP-UL10	<b>L92YC</b>	W20MR-U	<b>RCJ8</b>
W14L	<b>L90C</b>	W20M-U	<b>CJ8</b>
W14LM	<b>J17LM</b>	W20SR-U	<b>RJ6C</b>
W14LM-U	<b>J17LM</b>	W22M	<b>CJ6</b>
W14MR-U	<b>RCJ8</b>	W22MP-U	<b>CJ6Y</b>
W14M-U	<b>CJ14</b>	W22M-U	<b>CJ6</b>
W14-U	<b>J8C</b>	W9	<b>J8C</b>
W16EPR-U	<b>RN9YC</b>	W9FP	<b>L92YC</b>
W16EPR-U11	<b>RN9YC</b>	W9-U	<b>J8C</b>
W16EP-U	<b>N11YC</b>	WA20M	<b>DJ8J</b>
W16EP-ZU	<b>N11YC</b>	WA20M-U	<b>DJ8J</b>
W16EX	<b>N12YC</b>	WA22M	<b>DJ6J</b>
W16EX-GU	<b>N11YC</b>	WA22M-U	<b>DJ6J</b>

**TALON >>>>>> CHAMPION**

<b>Talon</b>	<b>Champion</b>	<b>Talon</b>	<b>Champion</b>
9295-336402	<b>RCJ7Y</b>	9295-305006	<b>RN9YC</b>
9111-310002	<b>RDJ7Y</b>	9295-310502	<b>RZ7C</b>
9295-330501	<b>RCJ6Y</b>	9295-310801	<b>RZ7C</b>
9295-305001	<b>RJ19LM</b>	9295-320001	<b>RDJ8J</b>

# NGK >>>>>>>> CHAMPION

NGK	Champion	NGK	Champion
2G7	<b>RN9YC</b>	BP5HS-10	<b>L92YC</b>
B2	<b>J11C</b>	BP6E	<b>N9YC</b>
B2-10	<b>J11C</b>	BP6EA	<b>N9YC</b>
B2H	<b>L90C</b>	BP6ES	<b>N9YC</b>
B2-LM	<b>J19LM</b>	BP6EY	<b>N9YC</b>
B4	<b>J8C</b>	BPM4A	<b>CJ8Y</b>
B4-10	<b>J11C</b>	BPM4A-10	<b>CJ8Y</b>
B4ES	<b>N21</b>	BPM6A	<b>CJ8Y</b>
B4H	<b>L90C</b>	BPM6A-10	<b>CJ8Y</b>
B4H-10	<b>L90C</b>	BPM6F	<b>DJ6Y</b>
B4HS	<b>L90C</b>	BPM7	<b>CJ7Y</b>
B4HV	<b>L90C</b>	BPM7A	<b>CJ7Y</b>
B4-LM	<b>J17LM</b>	BPMR4A	<b>RCJ8Y</b>
BR4-LM	<b>RJ17LM</b>	BPMR4A-10	<b>RCJ8Y</b>
B5HS	<b>L90C</b>	BPMR6A	<b>RCJ8Y</b>
B6S	<b>J8C</b>	BPMR6A-10	<b>RCJ8Y</b>
BCP4ES	<b>RC14YC</b>	BPMR6F	<b>RDJ7Y</b>
BCP5E	<b>RC12YC</b>	BPMR7A	<b>RCJ7Y</b>
BCP5ES	<b>RC12YC</b>	BPMR7A	<b>RCJ6Y</b>
BCPR4E	<b>RC14YC</b>	BPR2HS	<b>RL95YC</b>
BCPR4ES	<b>RC14YC</b>	BPR4H	<b>RL95YC</b>
BCPR4EY	<b>RC12YC</b>	BPR4HS	<b>RL95YC</b>
BCPR5E	<b>RC12YC</b>	BPR4HS-10	<b>RL95YC</b>
BCPR5ES	<b>RC12YC</b>	BPR4HSA	<b>RL95YC</b>
BCPR5EY	<b>RC12YC</b>	BPR5E	<b>RN9YC</b>
BM4A	<b>CJ14</b>	BPR5E	<b>RN9YC</b>
BM4A10	<b>CJ14</b>	BPR5EA	<b>RN9YC</b>
BM6	<b>CJ8</b>	BPR5ES	<b>RN9YC</b>
BM6A	<b>CJ8</b>	BPR5EV	<b>RN9YC</b>
BM6A10	<b>CJ8</b>	BPR5EY	<b>RN9YC</b>
BM6F	<b>DJ8J</b>	BPR5HS	<b>RL95YC</b>
BM7	<b>CJ6</b>	BPR6E	<b>RN9YC</b>
BM7A	<b>CJ6</b>	BPR6ES	<b>RN9YC</b>
BM7F	<b>DJ6J</b>	BPR6EV	<b>RN9YC</b>
BMA4A	<b>CJ14</b>	BPR6EY	<b>RN9YC</b>
BMP7F	<b>DJ6Y</b>	BR2-LM	<b>RJ19LM</b>
BMR4A use	<b>CJ14</b>	BR4-LM	<b>RJ17LM</b>
BMR6A	<b>RCJ8</b>	BR6S	<b>RJ8C</b>
BMR6F	<b>RDJ8J</b>	C5HSA	<b>Z9Y</b>
BMR7A	<b>RCJ6</b>	C6HSA	<b>Z9Y</b>
BMR7F	<b>RDJ6J</b>	CM6	<b>Y82</b>
BP2H	<b>L95YC</b>	CMR5H	<b>RZ7C</b>
BP2HS	<b>L95YC</b>	CMR6A	<b>RY4C</b>
BP4H	<b>L92YC</b>	CMR6H	<b>RZ7C</b>
BP4HS	<b>L92YC</b>	CMR7A	<b>RY4C</b>
BP4HS-10	<b>L92YC</b>	CMR7H	<b>RZ7C</b>
BP4HSA	<b>L92YC</b>	CR5HS	<b>Z9Y</b>
BP5ES	<b>N9YC</b>	CR5HSA use	<b>Z9Y</b>
BP5EY	<b>N11YC</b>	CR5HSB use	<b>Z9Y</b>
BP5HS	<b>L92YC</b>		

# NHSP LD >>>>> CHAMPION

NHSP LD	Champion	NHSP LD	Champion
A7T	Z9Y	G5RC	RJ8C
E5C	L90C	G6C	J8C
E5RTC	RL95YC	G6T	J12YC
E5T	L95YC	K6RLCX	RC12YC
E5TC	L95YC	K6RTC	RC12YC
F5C	N5C	K6RTCV	RC12YC
F5T	N12YC	K6RTCX	RC12YC
F5TC	N12YC	K6RTCX	RC12YC
F5TCV	N12YC	K6RTCX	RC12YC
F6RTC	RN9YC	K6TC	RC12YC
F6RTC	RN9YC	L5C	CJ14
F6RTCV	RN9YC	L5T	CJ8Y
F6RTCX	RN9YC	L6	CJ8
F6T	N11YC	L6T	CJ8Y
F6TC	N11YC	L7/L7Y	CJ7Y
F6TC	N11YC	L7T	CJ7Y
F6TCV	N11YC	L8	CJ6
F7RTC	RN9YC	L8RT	RCJ7Y
F7TC	N9YC	L8RTF	RCJ6Y
F8C	N3C	L8T	CJ6Y
F8TC	N7YC	L9	CJ6
G3F	J11C	L9T	CJ6Y
G5	J19LM	N6	DJ8J
GL5RC	RJ19LM	N9	DJ6J

# TORCH >>>>> CHAMPION

Torch	Champion	Torch	Champion
A7T	Z9Y	GL4	J19LM
E5RTC	RL95YC	GL4RC	RJ19LM
E5T	L95YC	K5RF-11	RC12YC
E5TC	L95YC	K5RTC-11	RC12YC
E6TC	L92YC	K5TC	RC12YC
F5TC	N12YC	K6RTC	RC12YC
F6RF	N11YC	L6C	CJ8
F6RTC	RN9YC	L6RC	RCJ8
F6T	N11YC	L6RTC	RCJ8Y
F6TC	N11YC	L6TC	CJ8Y
F6TC	N11YC	L7RTC	RCJ7Y
F7RTC	RN9YC	L7TC	CJ7Y
F7TC	N9YC	N6C	DJ8J
G4C	J11C	N6RC	RDJ8J
G4RC	J11C	N6RTC	RDJ7Y
G6C	J8C	N6TC	DJ7Y
G6RC	RJ8C	N7C	DJ6J

## 1. Normal

Combustion deposits are slight and not heavy enough to cause any detrimental effect on engine performance. Note the brown to greyish tan colour, and minimal amount of electrode erosion which clearly indicates the plug is in the correct heat range and has been operating in a "healthy" engine.



## 2. Worn

This plug has served its useful life and should be replaced. The voltage required to fire the plug has approximately doubled and will continue to increase with additional miles of travel. Even higher voltage requirements, as much as 100% above normal, may occur when the engine is quickly accelerated. Poor engine performance and a loss in fuel economy are traits of a worn spark plug.



## 3. Carbon Fouled

Soft, black, sooty deposits easily identify this plug condition. This is most often caused by an over-rich, air-fuel mixture. Check for a sticking choke, clogged air cleaner, or a carburettor problem – float level high, defective needle or seat, etc. This may also be attributed to weak ignition voltage, an inoperative preheating system (carburettor intake air), or extremely low cylinder compression.



## 4. Splash Fouled

Appears as "spotted" deposits on the firing tip of the insulator and often occurs after a long delayed tune-up. By-products of combustion may loosen suddenly when normal combustion temperatures are restored. During hard acceleration these materials shed from the piston crown or valve heads, and are thrown against the hot insulator surface.



## 5. Oil Fouled

Too much oil is entering the combustion chamber. This is often caused by piston rings cylinder walls that are badly worn. Oil may also be pulled into the chamber because of excessive clearance in the valve stem guides. If the PCV valve is plugged or inoperative it can cause a build-up of crankcase pressure which can force oil and oil vapours past the rings and valve guides into the combustion chamber.



## 6. Fuel Additives

Red to purple deposits on one side of the core nose are an indication of a fuel additive. While many of these deposits are non-conductive and do not contribute to lack of performance, some additives contain octane boosters.



## 7. Ash Fouled

A build-up of combustion deposits stemming primarily from the burning of oil and/or fuel additives during normal combustion . . . normally non-conductive. When heavier deposits are allowed to accumulate over a longer mileage period, they can "mask" the spark, resulting in a plug misfire condition.



## 8. Pre-Ignition

Usually one or a combination of several engine operating conditions are the prime causes of pre-ignition. It may originate from glowing combustion chamber deposits, hot spots in the combustion chamber due to poor control of engine heat, cross-firing (electrical induction between spark plug wires), or the plug heat range is too high for the engine or its operating conditions.



## 9. Detonation

This form of abnormal combustion has fractured the insulator core nose of the plug. The explosion that occurs in this situation applies extreme pressures on internal engine components. Prime causes include ignition timing advanced too far, lean air-fuel mixtures, and insufficient octane rating of the gasoline.



## 10. Overheated

A clean, white insulator firing tip and/or excessive electrode erosion indicates this spark plug condition. This is often caused by overadvanced ignition timing, poor engine cooling system efficiency (scale, stoppages, low level), a very lean air-fuel mixture, or a leakage intake manifold. When these conditions prevail, even a plug of the correct heat range will overheat.



## 11. Insulator Glazing

Glazing appears as a yellowish, varnish-like colour. This condition indicates that spark plug temperatures have risen suddenly during a hard, fast acceleration period. As a result, normal combustion deposits do not have an opportunity to "fluff-off" as they normally do. Instead, they melt to form a conductive coating and misfire will occur.



## 12. Mechanical Damage

May be caused by a foreign object that has accidentally entered the combustion chamber. When this condition is discovered, check the other cylinder(s) to prevent a recurrence, since it is possible for a small object to "travel" from one cylinder to another. This condition may also be due to improper reach spark plugs fitted.



**BUNNINGS**  
**warehouse**



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