

IRIDIUM POWER®

IX-B series

IX22B. IX24B. IX27B



12 mm dia. x L19 mm length fully threaded type.
Compared to the IX type, the insulator projection is extended 0.9 mm (0.6 → 1.5 mm), resulting in a wider heat range.
The spark position is projected 0.8 mm more than the IX type. (2.0 → 2.8 mm)
18 mm Hex

IXG series

IXG24. IXG27



The Iridium Power versions of the 2 mm shroud type plugs (X24/27GPU) used by Honda.
Applicable to CB400SS.
An expansion of applications is planned.
Applicable to Honda CB400SS, XR400RR, CL400/RS, XLR250R, CBX250S, FTR250, CBX400F, XR250R.

IU series

IU20. IU22. IU24. IU27. IU31



10 mm dia. x L19 mm length fully threaded type.
Harnessing the low required voltage of the 0.4 mm iridium center electrode, the spark gap is wider than in normal type. A further increase in ignitability. (0.8 → 0.9mm)
For motorcycles such as Yamaha and Kawasaki, also for Ferarri, Maserati, and Alfa Romeo.

IU-A series

IU24A. IU27A. IU31A



10 mm dia. x L19 mm length fully threaded slant ground electrode type.
Harnessing the low required voltage of the 0.4 mm dia. iridium, the gap is wider than in normal type (0.7 → 0.9 mm). Ignitability is greatly increased.
By making this a single electrode, the spark location is stabilized compared to in normal types (double ground electrode), securing an ideal combustion condition.

IUH series

IUH24. IUH27



10 mm dia. x L19 mm length half-threaded type.
Using the high heat resistance of the iridium electrode, the spark position is extended 0.4 mm compared to standard types (1.6 → 2.0 mm)
Use only with Honda

IUF series

IUF22. IUF24. IUF14-UB



10 mm dia. x L12.7 mm length short reach type.
Using the high heat resistance of the iridium, the spark position is extended 0.4 mm compared to standard types (1.6 → 2.0 mm)
Harnessing the low required voltage of the 0.4 mm dia. iridium, the spark gap is wider than in normal types (0.7 → 0.8 mm). Ignitability is greatly increased.

IUF-A series

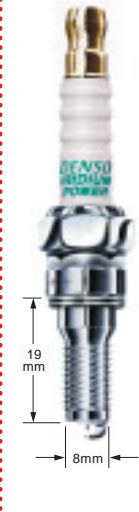
IUF27A. IUF31A



10 mm dia. x L12.7 mm length short type.
Ideal for Gorilla/ Monkey Racing.
The ground electrode has a slant shape, reducing the thermal stress on it.

IY series

IY24. IY27. IY31

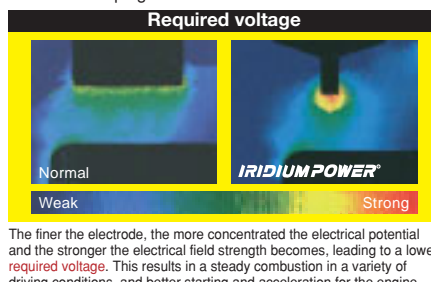
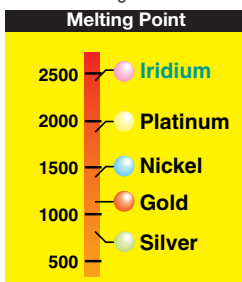


8 mm dia. x L19 mm length tapered seat, half thread type.
The world's first 8 mm thread diameter iridium plug.
Can be used with Honda Smart Dio ('04-), VFR400, RVF400, Kitaco Monkey Head, and NR750.

What's Iridium?

The Secret behind DENSO's Iridium Patent!

Plug electrodes conventionally have used nickel and platinum. These were not pure metals, but alloys containing other metals. Depending on the composition of the alloy, the matrix material's properties can be maximized. Using the same approach, iridium is alloyed with rhodium. The rhodium layer covers the iridium, improving the properties of the iridium. This iridium/rhodium technology was recognized by the Patent Offices of Japan and the UK, and in January 1999, a patent was granted in each respective country. (Patent Number - Japan: 2877035, UK: 2302367). Because DENSO had this patented technology, DENSO was able to make dia. of the iridium down to 0.4mm. The most important things for plug performance are ignitability and spark ability. To make the electrode as fine as possible is the goal of spark plug manufacturers worldwide, and DENSO has taken the lead, succeeding the commercializing the 0.4mm dia. center electrode plug.



A Pattern from Spark to Ignition.

Electrodes have a quenching (cooling) affect (where the heat of the ignited flame kernel is taken away by the electrode). This cooling affect is greater with larger electrodes, sometimes causing the ignition to stop short of the stage in Figure 4. To improve ignitability, the contact area between the electrode and the flame kernel must be reduced. Improved ignitability is why **IRIDIUM POWER** electrodes have been made fine as possible.

