








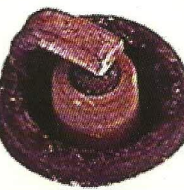





















# TECH TIPS

## Spark Plug Analysis Chart

From Coventry Chronicle  
 New Jersey Triumph Association  
 Editor, Ray Homiski

					
Oil Fouled	Oil Fouled	Carbon Fouled	Too Cold	Too Cold	Cold or Rich
					
Cold or Rich	Cold or Rich	OK	OK	OK	OK
					
Better	Best	Better	Good	Good	Good
					
OK	OK	Slightly Hot	Hot or Lean	Hot or Lean	Hot or Lean
					<p>Sorry, the red captions are hard to read. In the top line they show fouled plugs. In the bottom line they show hot and lean.</p>
Really Hot or Lean	Really Hot or Lean	Really Hot or Lean	Really Hot or Lean	Really Hot or Lean	