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# International Standard



# 2345

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INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

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## Road vehicles — Spark plugs M 18 × 1,5 with conical seating and their cylinder head housing

*Véhicules routiers — Bougies d'allumage M 18 × 1,5 à siège conique et leur logement dans la culasse*

Third edition — 1981-05-15

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**Descriptors** : road vehicles, motor vehicles, internal combustion engines, ignition systems, spark plugs, conical components, threaded mechanical parts, screw threads, dimensions, dimensional tolerances.

Price based on 4 pages

## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been set up has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work.

Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 2345 was developed by Technical Committee ISO/TC 22, *Road vehicles*.

This third edition was submitted directly to the ISO Council, in accordance with clause 5.10.1 of part 1 of the Directives for the technical work of ISO. It cancels and replaces the second edition (i.e. ISO 2345-1976), which had been approved by the member bodies of the following countries :

Australia	Israel	Spain
Austria	Italy	Sweden
Belgium	Japan	Switzerland
Czechoslovakia	Korea, Dem. P. Rep. of	Turkey
Egypt, Arab Rep. of	Korea, Rep. of	United Kingdom
France	Netherlands	USA
Germany, F. R.	Portugal	USSR
Hungary	Romania	
Ireland	South Africa, Rep. of	

No member body had expressed disapproval of the document.



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(Title)

Road vehicles - Spark plugs M 18 x 1,5 with conical seating and their  
cylinder head housing

## ERRATUM

Page 1

Sub-clause 4.2.1, sentence 3, read "10,9 ± 0,3 mm" instead of "109 ± 0,3 mm".

(Text)

*DMY*  
*51.08.06*

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# Road vehicles — Spark plugs M 18 × 1,5 with conical seating and their cylinder head housing

## 1 Scope

This International Standard specifies the main dimensional characteristics of a spark plug type used with spark ignition engines.

## 2 Field of application

The provisions of this International Standard apply to spark plugs M 18 × 1,5 with conical seating and to their cylinder head housing.

## 3 References

ISO 68, *ISO general purpose screw threads — Basic profile.*

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 threads.*

## 4 Required characteristics

### 4.1 Terminals (see figure 3 and <sup>the</sup> annex)

The preferred type is the solid post terminal.

The threaded terminal with nut is permitted (see <sup>the</sup> annex).<sup>1)</sup>

Engine manufacturers are encouraged to introduce solid post terminals in practice.

### 4.2 Dimensions and thread (see figures 1 and 2)

#### 4.2.1 Length dimensions

The length dimensions are measured from a gauging plane defined by diameter  $\boxed{19}$  on the seating.

Dimension 13,5 min is allowed for an interim period. For future manufacturing, the dimension 12,0 min is recommended.

Dimension ~~10,5~~  $\pm 0,3$  mm may be increased for certain spark plug types. 10,9

#### 4.2.2 Dimensions of spark plug housing in the cylinder head

The length dimensions 10,5 min. and 9 max. in the cylinder head are measured from a gauging plane defined by diameter  $\boxed{19}$  on the seating.

Dimension 10,5 min. shall ensure that no threaded portion of the plug reach may enter the combustion chamber when the spark plug is tightened with the torque specified in 4.4.

#### 4.2.3 Thread

##### 4.2.3.1 Dimension limits

Values in millimetres

Dimension	Plug thread (on finished plug) 6e		Tapped hole in cylinder head 6H
	max.	min.	
Major diameter	max.	17,933	not specified
	min.	17,697	
Pitch diameter	max.	16,959	17,216
	min.	16,819	
Minor diameter	max.	16,092	16,676
	min.	15,845*	

\* With a root radius  $> 0,150$  mm (0,1 P).

1) This permission will be re-examined in 5 years.

4.2.3.2 Tolerance classes

The tolerance classes of thread M 18 × 1,5 of finished spark plugs and of the corresponding tapped holes in the cylinder head are as follows :

- 6e for spark plugs (see note 2);
- 6H for tapped holes in the cylinder head.

3 The initial clearance  $e = 0,067$  mm between the pitch diameters of the thread and of the tapped hole is intended to prevent the possibility of seizure, as a result of combustion deposits on the bare threads, when removing the spark plugs.

This clearance is also intended to enable spark plugs with threads in accordance with this International Standard to be fitted in existing tapped holes.

4.3 Other dimensions of the spark plug and the housing in the cylinder head

The other dimensions are indicated in figures 1, 2 and 3.

The contour of the insulator is optional, however, between the reference lines defined by the dimensions 29 and 33 mm, its largest diameter shall be  $12,2 \pm 0,3$  mm.

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

4.4 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 1/3 to avoid overstressing.

The spark plugs shall be tightened with a torque of :

20 to 30 N·m in cast iron cylinder heads.

NOTE 8] Engine manufacturers may specify a different torque for the first spark plug installation.

NOTES

1 The threads M 18 × 1,5 of the spark plugs and the corresponding tapped holes in the cylinder head shall conform to ISO 68, ISO 261, ISO 965/1 and ISO 965/3.

2 In order that the spark plugs complying with this International Standard can be fitted in existing cylinder heads also in limiting cases, the value for the *upper limiting profile* 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 was calculated from a distance of  $H/6$  for the *upper limiting profile* instead of  $3 H/16$  given in figure 6 of ISO 965/1, clause 10, according to the formula given below :

$$\begin{aligned} \text{minor diameter max.} &= d_1 - e_s - 2 (H/4 - H/6) \\ &= 16,376 - 0,067 - 0,217 \\ &= 16,376 - 0,284^* = 16,092 \end{aligned}$$

The value for the *basic profile* remains the same as for the ISO thread (16,376 - 0,067 = 16,309).

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\* This value for the minor diameter is given in ISO 965/3.

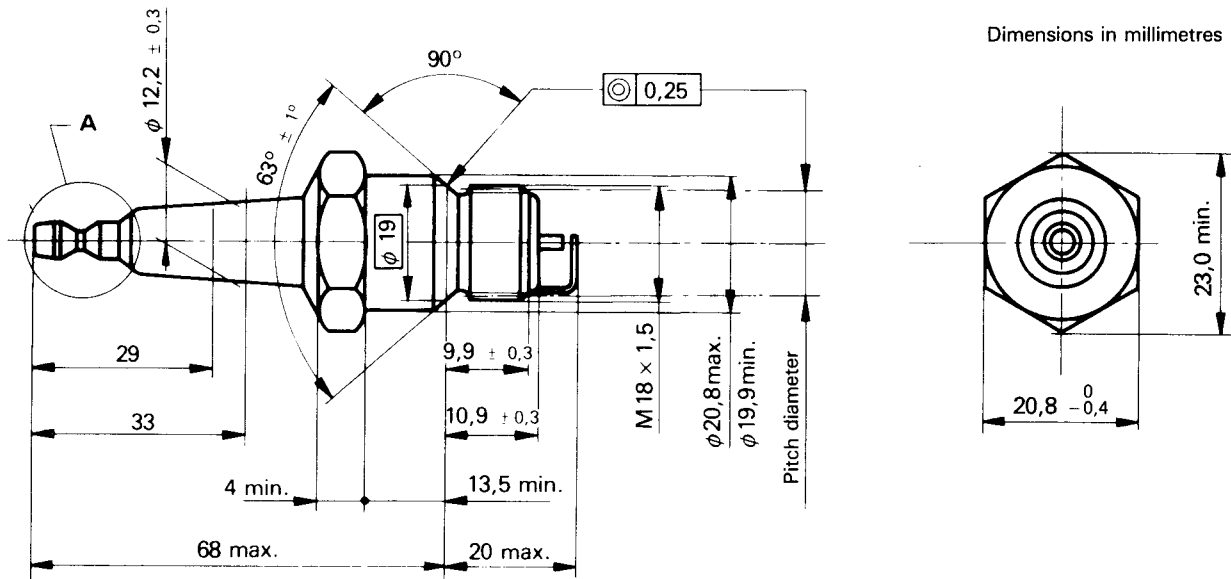


Figure 1 – Spark plug M 18 × 1,5 with conical seating

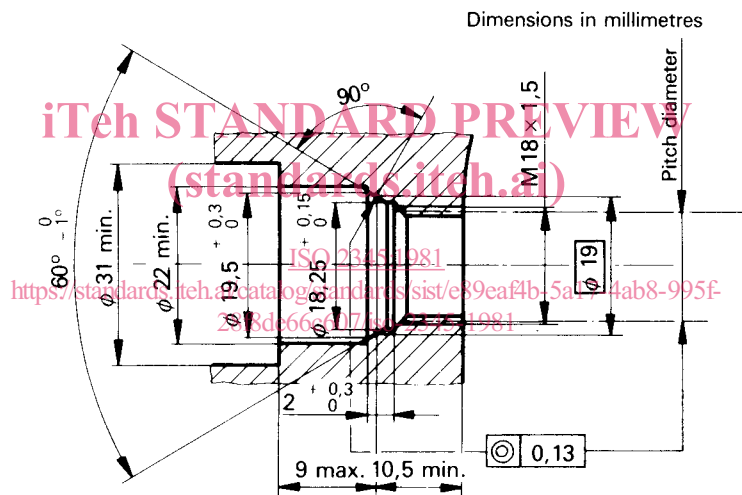


Figure 2 – Housing of the spark plug in the cylinder head

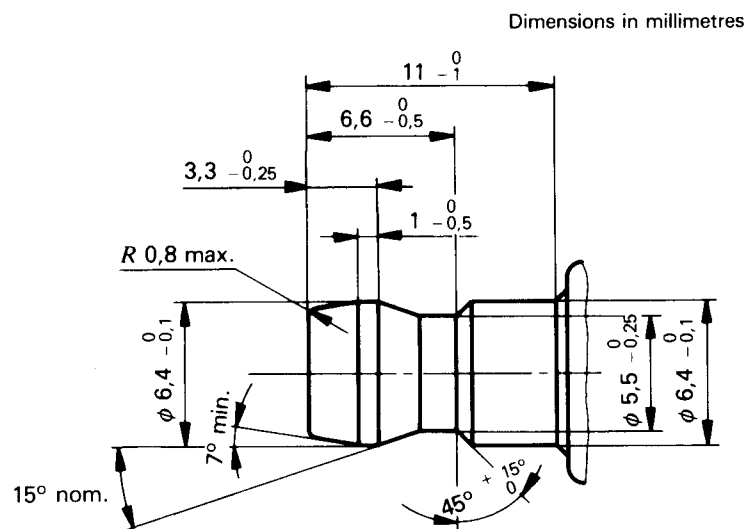


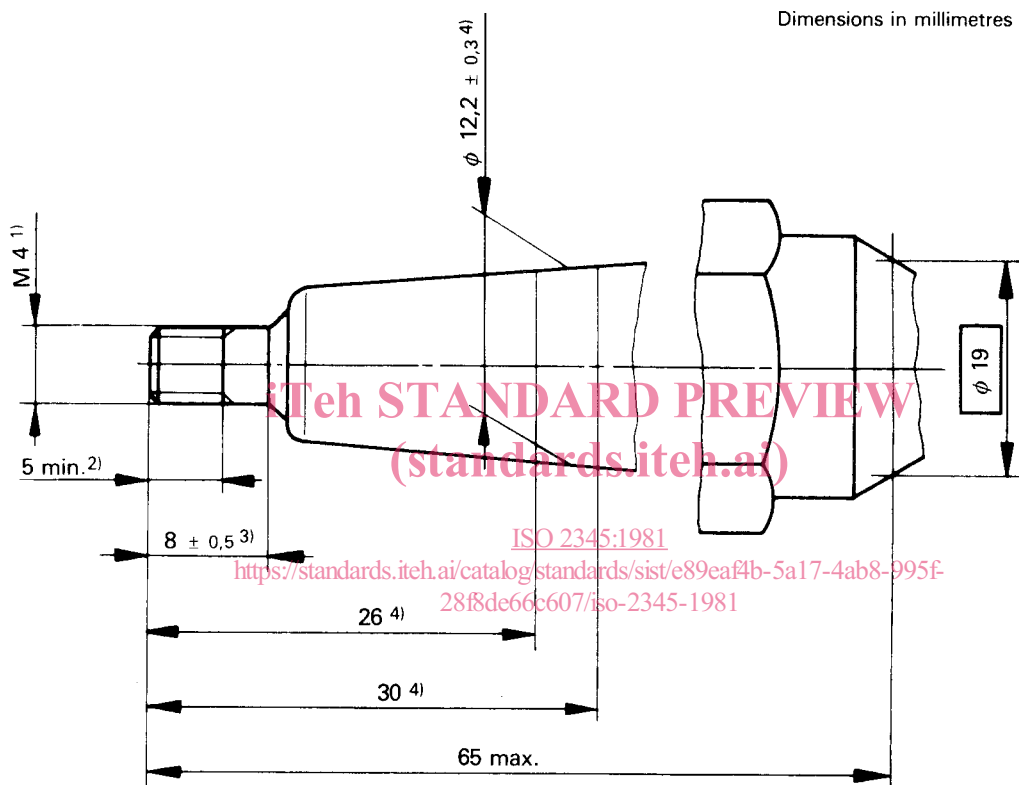
Figure 3 – Solid post terminal (detail A of figure 1)

## Annex

### Threaded terminal

The external dimensions of the nuts shall be the same as those for the solid post terminal.

The internal dimensions of the nuts shall be left to the manufacturer's choice.



**Figure 4 – Threaded terminal**

The dimension 65 max. is measured from a gauging plane defined by diameter 19 on the seating.

- 1) 0,7 mm pitch complying with ISO 68 and with ISO 261.
- 2) Useful thread.
- 3) Cylindrical part.
- 4) The contour of the insulator is optional, however, between the reference lines defined by the dimensions 26 and 30 mm, its largest diameter shall be  $12,2 \pm 0,3$  mm.



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