

BRISK®



*IDEAL
SOLUTION...*

... FOR NEW ENGINES

... FOR LOWER EMISSIONS

... FOR BEST COLD STARTS

... LOWER VOLTAGE REQUIREMENT



SPARK PLUGS | IRIDIUM
remium+

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SPARK PLUGS IRIDIUM Premium+

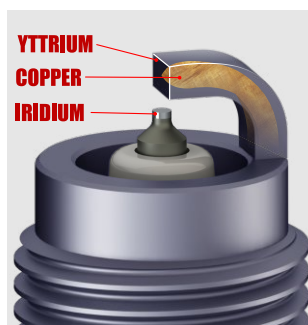
CENTRE ELECTRODE WITH IRIIDIUM CONTACT AND GROUND ELECTRODE FROM YTTRIUM ALLOY WITH COPPER CORE

Wide range spark plugs with centre electrode and iridium contact. Ground electrode from yttrium alloy with copper core.

The most modern BRISK spark plug at present. The design and materials used fulfil all the current requirements of modern engines. Particularly the low requirement for voltage supplied by the ignition system, open spark gap into combustion chamber and suppression of the quenching effect.

type	code	thread	thread length	key dimensions	electrode gap	recommended tightening torque
P1	1619	M 14x1,25	22 mm	16 mm	0,9	25 Nm
P2	1620	M 14x1,25	19 mm	16 mm	1	25 Nm
P3	1621	M 14x1,25	26,5 mm	16 mm	1	25 Nm
P4	1622	M 14x1,25	19 mm	16 mm	0,8	25 Nm
P5	1623	M 14x1,25	25 mm	16 mm	1	15 Nm
P6	1624	M 14x1,25	17,5 mm	16 mm	1,1	15 Nm
P7	1625	M 14x1,25	19 mm	16 mm	1	25 Nm
P8	1626	M 12x1,25	26,5 mm	14 mm	0,9	17 Nm
P9	1706	M 14x1,25	19 mm	16 mm	0,8	25 Nm
P10	1707	M 12x1,25	19 mm	16 mm	0,8	17 Nm
P11	1708	M 12x1,25	26,5 mm	14 mm	1	17 Nm
P21	1921	M 14x1,25	22 mm	16 mm	0,8	25 Nm
P22	1922	M 14x1,25	19 mm	16 mm	0,8	25 Nm
P23	1926	M 14x1,25	25 mm	16 mm	1,3	15 Nm
P24	1927	M 14x1,25	25 mm	16 mm	1,3	15 Nm
P25	1928	M 14x1,25	17,5 mm	16 mm	1,3	15 Nm
P26	1977	M 12x1,25	26,5 mm	14 mm	0,7	17 Nm
P27	1971	M 12x1,25	26,5 mm	14 mm	1,0	17 Nm
P28	1972	M 14x1,25	19 mm	16 mm	1,3	25 Nm
P29	1973	M 14x1,25	26,5 mm	16 mm	1,0	25 Nm
P30	1974	M 12x1,25	28,5 mm	14 mm	0,9	17 Nm
P31	1975	M 12x1,25	26,5 mm	16 mm	1,0	17 Nm
P32	1976	M 12x1,25	28,5 mm	14 mm	1,0	17 Nm
P33	1959	M 12x1,25	27,5 mm	14 mm	0,7	13 Nm
P34	1960	M 14x1,25	27 mm	16 mm	0,8	15 Nm
P35	1961	M 12x1,25	26,5 mm	16 mm	1,0	17 Nm
P36	1962	M 12x1,25	26,5 mm	14 mm Bi-Hex	0,8	17 Nm
P37	1990	M 14x1,25	19 mm	16 mm	0,9	15 Nm
P38	1986	M 12x1,25	19 mm	16 mm	0,8	17 Nm
P40	1988	M 14x1,25	25 mm	16 mm	0,8	15 Nm
P42	2102	M 12x1,25	26,5 mm	16 mm	1,2	17 Nm
P43	2103	M 12x1,25	26,5 mm	16 mm	0,8	17 Nm
P44	2099	M 12x1,25	28,5 mm	16 mm	1,0	17 Nm
P45	2100	M 12x1,25	26,5 mm	16 mm	1,1	17 Nm
P46	2104	M 12x1,25	26,5 mm	14 mm	1,0	17 Nm
P47	2105	M 14x1,25	26,5 mm	16 mm	1,0	25 Nm
P48	2106	M 12x1,25	19 mm	16 mm	1,1	17 Nm

IDEAL SOLUTION...



**Replacement interval:
max. 100, 000 km**

(or as recommended by the engine manufacturer)



P1 P2 P3 P4 P5 P6 P7 P8 P9 P10 P11 P12



P23 P24 P25 P26 P27 P28 P29 P30 P31 P32 P33 P34 P35



P36 P37 P38 P40 P42 P43 P44 P45 P46 P47 P48

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