

# Ignition System Components Recommendation 280SL

(not transistorized)

Warm Climate  
(do we need it?)

Moderate Climate

If engine runs a bit rich, may try a bit hotter plugs.  
If engine runs a bit lean, may try a bit colder plugs.



BUT DO NOT COMPENSATE WITH SPARK PLUG HEAT RANGE FOR WRONG MIXTURE SETTING!

	Original Distributor	123 Distributor*	Original Distributor	123 Distributor*	Component PN
Coil	Red with 1.8Ω resistor.	Red (or minimum 1Ω) without resistor	Red with 1.8Ω resistor.	Red (or minimum 1Ω) without resistor	Coil A0001580603, 2703, 4903 Bosch 0221119030
Leads type	Copper core Beru, Bosch	Copper core Beru, Bosch	Copper core Beru, Bosch	Copper core Beru, Bosch	
Cap connectors resistance	0 resistance.	0 resistance.	0 resistance.	0 resistance.	Rubber cap A0001591585, Connector A0001590038
Spark plugs connectors type/resistance	1kΩ resistance Beru, Bosch	1kΩ resistance Beru, Bosch	1kΩ resistance Beru, Bosch	1kΩ resistance Beru, Bosch	A0001565210, A0001564910 Bosch 0356301022
Spark plugs resistance/gap	0 resistance/0.8mm Bosch W (not WR)	0 resistance/0.8mm Bosch W (not WR)			
Spark plugs in town/relaxing driving	BP5ES, BP6ES W9DC, W7DC	BP5ES, BP6ES W9DC, W7DC			
Spark plugs highway/freeway/sport driving	BP7ES W7DC, W5DC	BP7ES W7DC, W5DC			

Symptoms if your plugs are too hot (too high combustion temperature):

- Spark plug electrodes burnt off, melted
- Very clean, glazing insulator.
- ..

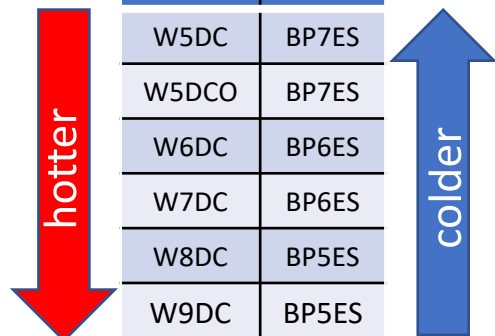
Symptoms if your plugs are too cold, too low combustion temperature):

- Residues on insulator despite mixture set ok.
- ...

## Remarks:

- MB parts lists contain W5DCO (sporty driving) or W7DC.
- Spark plug heat value/range NGK/Bosch coding difference explanation on the next page.
- 123 Setting for Euro cars: curve 8 or table on the following pages. For the US cars: E curve.
- \*On 123 Ignitoin pages carbon core leads are offered as well as WR (resistor) plugs. This is TBC for now, to be sorted.
- Details regarding leads and connectors can be found in the Technical Manual <https://www.sl113.org/wiki/Electrical/SparkPlugWires>
- Details regarding coils can be found in the Technical Manual <https://www.sl113.org/wiki/Electrical/IgnitionCoil>
- These recommendations are not for transistorized ignition.

Bosch W9DC is hotter than W7DC  
NGK B5ES is hotter than B6ES



# Spark Plugs Heat Range Explanation

## Spark plug heat dispersal

The heat that the electrode section of the spark plug receives due to combustion is dispersed through the path in the figure. The degree to which a spark plug disperses the heat it receives is called its "heat range". Spark plugs with a high degree of heat dispersal are called high heat range (cold type) and those with a low degree of heat dispersal are called low heat range (hot type). This is largely determined by the temperature of the gas inside the combustion chamber and the spark plug design.

Addition from Members:

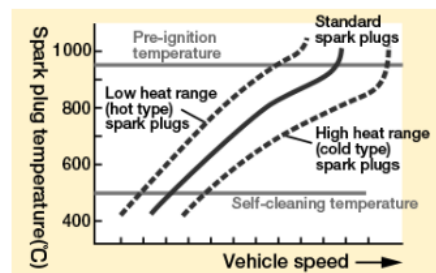
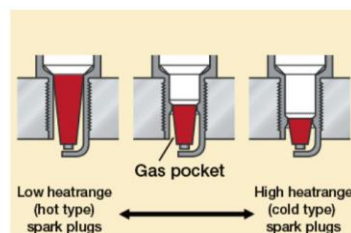
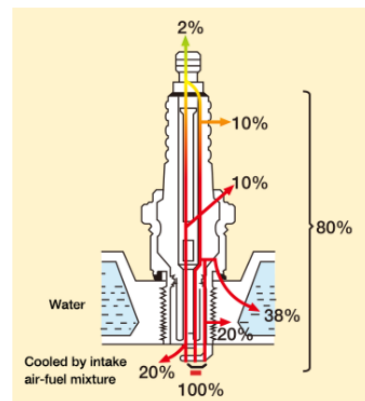
- "Hot" spark plug – less heat dispersing, low heat range. "Cold" spark plug – more heat dispersing, high heat range.
- Different classification of Bosch and NGK:
  - Bosch W7DC is colder than W9DC – the higher the number the hotter the spark plug (the less heat dispersion)
  - NGK BP5ES is hotter than BP7ES – the lower the number the hotter the spark plug (the less heat dispersion)

## Low heat range and high heat range

Low heat range plugs have long insulator leg sections and the surface area affected by the flame and the gas pocket capacity are large.

Also, since the heat release path from the insulator leg section to the housing is long, heat dispersal is low and the temperature of the center electrode rises easily.

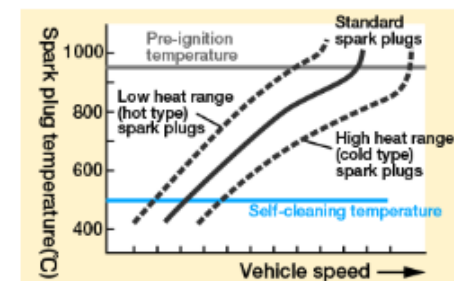
On the other hand, high heat range plugs have short insulator legs and the surface area affected by the flame and the gas pocket capacity are small. Also since the heat release path from the insulator leg section to the housing is short, heat dispersal is high and the temperature of the center electrode does not rise easily.



## Spark plug temperature and vehicle speed (2) - self-cleaning temperature

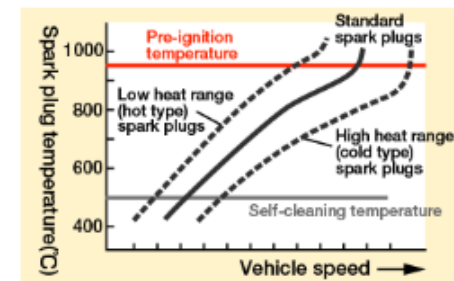
When the center electrode temperature is 500°C or lower, free carbon generated when the fuel does not combust completely is deposited on the surface of the insulator. Therefore, the insulation between the insulator and the housing falls, electricity leaks occurs, the spark across the gap is incomplete, causes ignition failures.

This temperature of 500°C is called the self-cleaning temperature because above this temperature the carbon is naturally burnt away completely by combustion.



## Spark plug temperature and vehicle speed (3) - pre-ignition temperature

When the center electrode reaches 950°C or higher, pre-ignition (early ignition) occurs, meaning that the electrode serves as a heat source and ignition occurs without a spark. Therefore, output falls and this can reach the level of electrode wear and insulator damage.

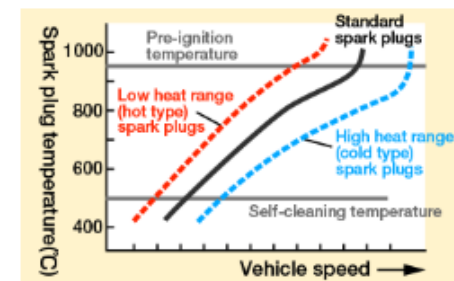


## Spark plug temperature and vehicle speed (4)

Low heat range spark plugs have center electrode temperatures that rise easily and even at low-speed, they easily reach the self-cleaning temperature, so carbon is not deposited easily on the insulator section. On the other hand, high heat range spark plugs have center electrode temperatures that do not rise easily, so they are unlikely to reach the pre-ignition temperature even at high speed.

Therefore, this type of spark plug is generally used for high speed, high output engines.

That is why it is necessary to select spark plugs with the appropriate heat range for the engine characteristics, running conditions, etc.

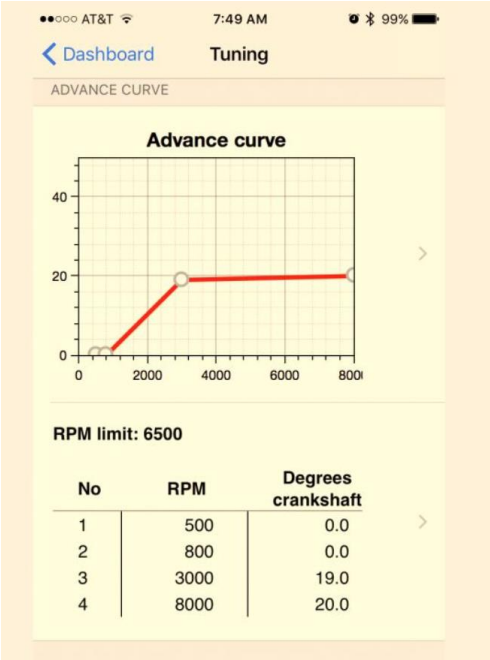


123 Settings

Note: these are Members recommendations. May turn out you need to come up with your own ones that would work best for your car.

Euro cars

- Curve 8\*, or

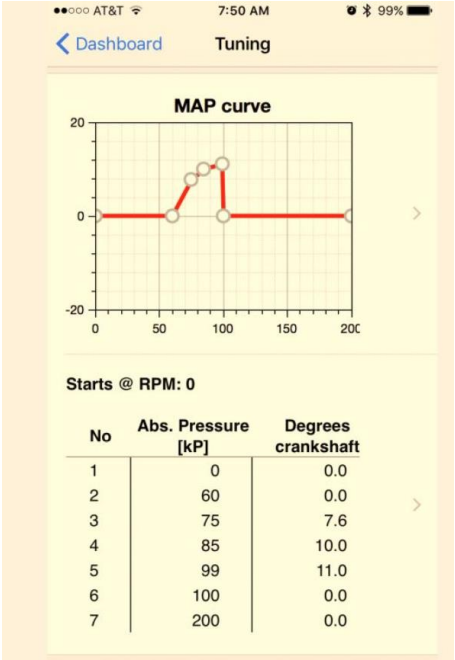


\*For the Euro cars, program 8 will work, if the original European throttle body, sourcing vacuum from below the throttle body, is intact, or have been installed as a Euro-conversion of a US car.

US Cars

- Curve E\*, or

Bosch NGK  
W5DC BP7ES  
W5DCO BP7ES  
W6DC BP6ES  
W7DC BP6ES  
W8DC BP5ES  
W9DC BP5ES



\*In terms of the US configuration cars, then for the standard 123ignition, program E would be right, given that all the vacuum shut-off gears and relays are still working correctly (though they rarely are). I think Mike uploaded some US curves for the programmable 123ignition in another thread.