



Spark Plug Indexing Tool

Proper indexing positions the ground strap of the spark plug properly for best piston dome clearance and unshrouds the electrode for a more even burn and possible gains of 5-15 horsepower. Works with flat gasket or taper seat 14mm spark plugs

1. Torque a spark plug to proper specification into cylinder #1.
2. With a fine line marker, draw a line on the plug porcelain at the 12 o'clock position.
3. Remove spark plug from cylinder head.
4. Torque the spark plug into the tool with the clock numbers facing you.
5. Record the clock number that the marker line points at and which cylinder you are indexing.
6. Remove the plug from the indexing tool, and wipe off the marker line.
7. Proceed to the remaining cylinders, repeating procedure.
8. Your list should end up looking similar to this:

| Cylinder Number | Clock Number |
|-----------------|--------------|
| 1 | 6 |
| 3 | 9 |
| 5 | 10 |
| 7 | 1:30 |
| 2 | 5 |
| 4 | 8 |
| 6 | 5 |
| 8 | 3:30 |

9. Take a fresh box of spark plugs and torque each one into the tool. Note which clock number the ground strap on the plug lines up with. In the example list above if the strap lines up with #6 on the wrench it will index properly in cylinder #1. It may take as many as 20 spark plugs to perfectly index a set for an 8 cylinder. Normally it will not hurt performance if plugs are plus or minus one o'clock number. Plugs that do not index properly using the factory supplied crush washer are saved for the next motor, as every head is different.
10. With the clock numbers recorded for each cylinder you can now index plugs for your performance or race engine (or engines) at your own convenience.

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