## *IMPORTANT! Please observe the following glow plug fitting suggestions*

- Compare the replacement plug with the old unit and ensure physical similarity. Check that voltage stampings on the plug bodies are all the same**.**

- Inspect old plug electrodes and look for "melt" or "corrosion" on the tips. If such features are visible then the old plugs may have failed due to the following and not simply "old age".
    - Incorrect timing
    - Faulty / inefficient injector/s
    - Ingress of oil resulting in carbon build up
    - Ingress of water
    - Incorrect controller timing
    - General poor starting resulting in overuse of glow plug circuit
    - Poor terminal connections can melt insulator

- In order to provide uniform distribution of voltage it is recommended to fit engine sets of glow plugs.

- Inspect and clean cylinder head threads and seating cones.

- Do not oil threads! Use of a high temperature grease is acceptable but applied lightly to the glow plug thread only. Do not allow grease to contact glow tube.

- Tighten plugs and terminals to the specifications printed on the box.

- Ensure wiring loom and connectors are in visually good conditions and that any earthing points are sound.

- Check controller cut off times are to vehicle manufacturers specification. If in doubt consult a qualified auto-electrician.

**<u>WARNING!</u> In the event of an engine set of diesel glow plugs failing simultaneously, then it is highly unlikely to be a plug manufacturing fault. Cause would more likely be either the wrong application or an inherent electrical fault with the timer or general system.**