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# International Standard



# 1919

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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 14 × 1,25 with flat seating and their cylinder head housing

*Véhicules routiers — Bougies d'allumage M 14 × 1,25 à siège plat et leur logement dans la culasse*

Third edition — 1982-11-15

Corrected and reprinted — 1982-12-01

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UDC 621.43.045

Ref. No. ISO 1919-1982 (E)

**Descriptors** : road vehicles, internal combustion engines, ignition systems, spark plugs, dimensions, dimensional tolerances.

## 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 1919 was developed by Technical Committee ISO/TC 22, *Road vehicles*, and was circulated to the member bodies in January 1981.

It has been approved by the member bodies of the following countries:

Australia	Italy	South Africa, Rep. of
Austria	Japan	Spain
Belgium	Korea, Rep. of	Sweden
Brazil	Mexico	Switzerland
Egypt, Arab Rep. of	Netherlands	United Kingdom
France	New Zealand	USA
Germany, F. R.	Poland	USSR
Iran	Romania	

The member body of the following country expressed disapproval of the document on technical grounds:

Czechoslovakia

This third edition cancels and replaces the second edition (i.e. ISO 1919-1976).

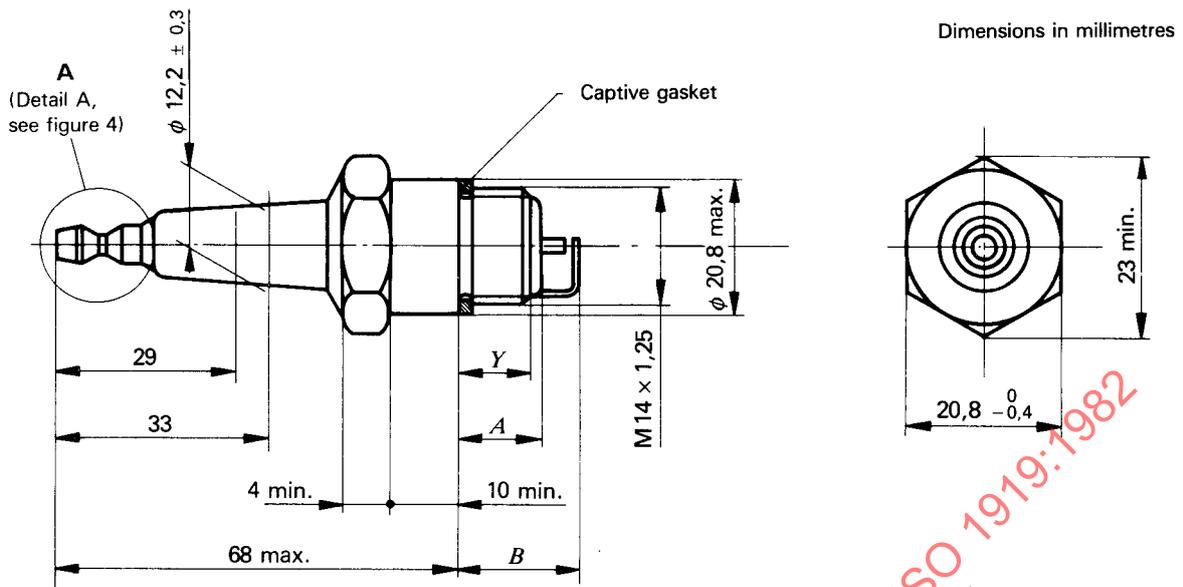


Figure 1 — Spark plug M 14 × 1,25 with flat seating

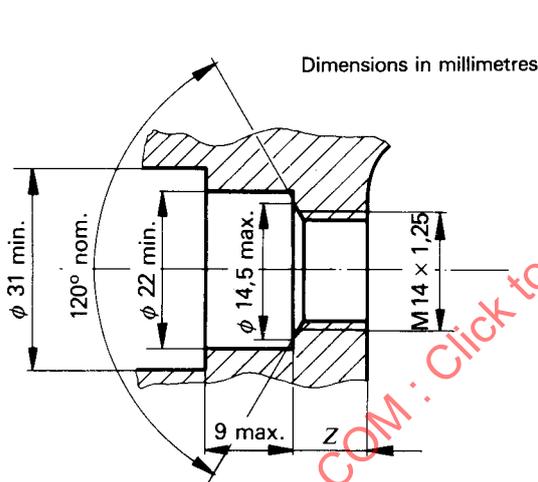


Figure 2 — Housing of the spark plug in the cylinder head

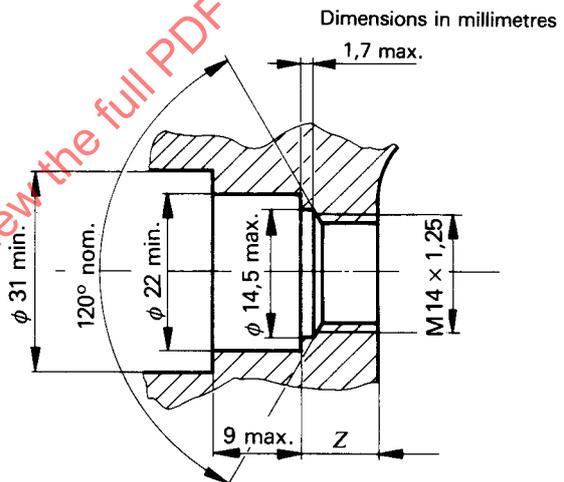


Figure 3 — Optional configuration of housing in the cylinder head

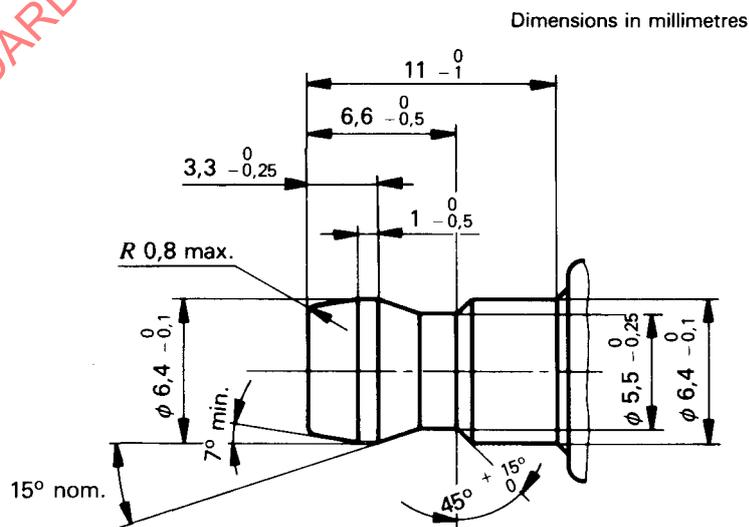


Figure 4 — Solid post terminal (detail A of figure 1)