Changing Spark Plugs

Simple Job, many different opinions on plug types, heat ranges, mileage to replace and I'm sure other arguments. 😂 😊
The manual calls for replacement around 8,000 miles which is kinda crazy really? Plugs will last way beyond that but use your own feelings on that
Not going into that like an oil thread, just showing my procedure on changing them and my thoughts.

(left) Each plug wire is marked as to what cylinder it goes to. On the left side of the bike you have starting from the front of the bike going toward the rear 2,4,and 6 cylinders. On the right side you have 1,3 and 5.

(right) So once the plug wires are removed I use compressed air and a blow gun to blow any dirt out of the holes before removing the plugs to keep in from falling into the holes and going into the cylinders once the plugs are removed.


(left) Blow out each hole real good.

(right) There is also a small hole right next to the plug that needs to be blown out.

(left) Here's a picture of the hole after the plug has been removed.

(right) The holes exit the bottom of the head to allow moisture to get out of the holes.

(left) Each hole has one and a hole on the bottom of the motor it comes through to.

(right) Using the same plugs they come with the NGK. The standard plugs are a DPR7EA-9 however they recommend using the DPR8EA-9 for extended high speed riding. So here I'm putting the 8's in for this high speed lady that owns the bike.

(left) I'm gapping them at .032

(right) A wire gapping tool works a little better but mines hiding with all the 10mm sockets I reckon? So don't force it in but don't make it loose and wobbly just snug fit.

(left) I put a little anti-seize on the threads. Says valkyrie member... "I'll probably get an argument here but that stuff will sometimes cook and lock a plug in. It can also impede current flow. The copper is no better. I now use MOM. That's right, Milk of Magnesia. This is used by the US military as anti-seize in aircraft engine igniters. If it's good enough for McDonald Douglas, it's good enough for me. Google it, very interesting."

(right) I put a little dielectric grease around the ceramic part just before the metal so when the boot gets pushed on it will seal the boot around the plug and also let it slide back off easily when it comes time to remove it again.

(Left) Put the plug back in the hole and get it started so it's not Cross threaded.

(right) 18mm deep socket. I use a short extension and turn them in by hand as far as I can to make sure they are started straight. Once you start tightening them you will feel some resistance when you get close to tight. It has a crush washer on the plug that you will feel start to compress then it will start to get harder to turn. At that point is where you need to really feel what you are doing so as not to over tighten them and strip the threads out of the aluminum head. They don't need to be overly tight, torque is only 12 ft. lbs if you want to use a torque wrench but it's pretty easy to feel when to stop. Then replace the wires on the correct cylinder and you're done.