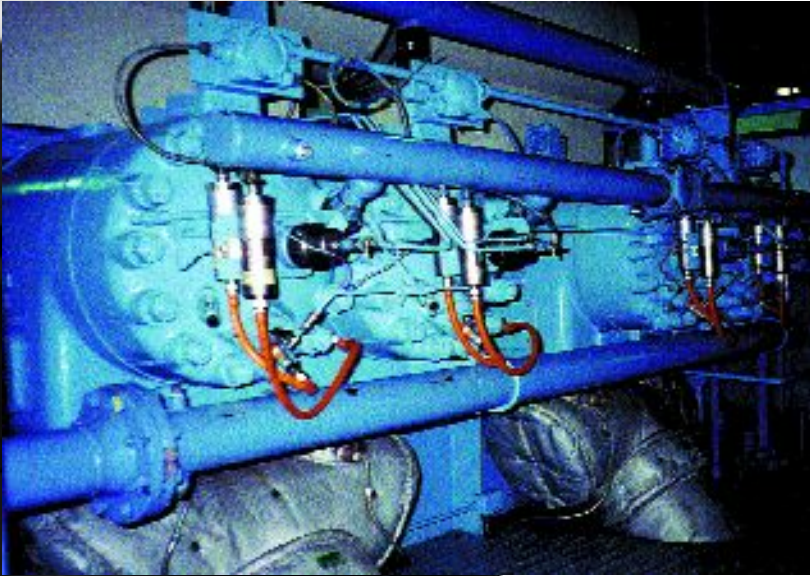


## 8,000 HOURS STILL RUNNING



STITT S-R107-2NP spark plugs with STITT USL2LA-24A, USL2LA-9A, and one USL2LA-9AIPS Safety-Shielded secondary leads being operated at a natural gas transmission, booster compressor facility in Western Pennsylvania

Engine is a horizontal, 4-cylinder, 2-stroke, Cooper-Ajax® Clean-Burn® DPC-720LE integral compressor engine operating at 300rpm.

This engine has a cylinder head design that requires one of the two spark plugs per cylinder to be fitted into a pre-combustion chamber. Using a more conventional, little spark plug and a plastic spark plug boot, such as the Cooper-Ajax factory specifies, spark plug life had been limited and unpredictable. The reasons were obvious: short flashover distance; rapidly thermally-distressed plastic insulation; and the limited spark gap surface area furnished by a single spark firing-end geometry (Cooper-Champion W18).

Our multiple electrode design (NTI series) spark plug provides this longer life because it successfully eliminates all the environmental and design flaws that shorten the life of the short, single ground electrode spark plug fitted into the Cooper-Ajax pre-combustion chamber. Our NTI firing-end design maximizes spark gap surface area while furnishing the shortest possible thermal paths for the optimum in combating electrode erosion rates.

1. LONGEST POSSIBLE FLASHOVER LENGTH.
2. ELIMINATES THE REUSE OF THERMALLY COMPROMISED IGNITION COMPONENTS AT NO HIGHER COST TO THE OPERATOR.
3. ISOLATES THE SECONDARY CIRCUIT FROM ENVIRONMENTAL CONTAMINANTS.
4. OFFERS A PROJECTING NOSE, ENHANCED SPARK GAP SURFACE AREA, FIRING-END DESIGN THAT ALLOWS THE ENGINE TO START EASILY AT GAP DIMENSIONS AS TIGHT AS .015".
5. THE STITT SOLUTION IS THE LEAST EXPENSIVE METHOD OF OPERATING WHAT HAS BEEN A HIGHLY PROBLEMATIC, PRECOMBUSTION CHAMBER DESIGN ENGINE. IN FACT, WE THINK THAT THE RECORD IS CLEAR THAT OUR RECOMMENDATIONS FOR OUTFITTING THIS STYLE ENGINE HAVE ALWAYS RESULTED IN THE LONGEST-LIVED SPARK PLUGS.



# STITT®

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