

5,000 HOURS STILL RUNNING

STITT S-AG10XL-2NP spark plugs with shielded secondary leads being operated at a natural gas processing facility in the United States Naval Petroleum Reserve No. 1 (Elk Hills field) outside of Bakersfield, California.

Engine is a 4,500 BHP, V-angle, 12- cylinder, 4-stroke, Ingersoll-Rand KVR512 integral compressor engine operating at 350rpm.

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 Dresser-Rand 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 the engine manufacturer's selected firing-end geometry (Cooper-Champion RW78N).

The Stitt Annular Gap (AG series) spark plug provides this longer life because it successfully eliminates all the environmental and design flaws that shorten the life of the Dresser-Rand specified spark plug fitted into the Dresser-Rand precombustion chamber. The Stitt AG 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 "HANDS-ON" INSTALLATION.**
- 5. FURNISHES THE MOST ADVANCED ANTI-GALLING SURFACE FINISH.**
- 6. THE STITT SOLUTION IS THE LEAST EXPENSIVE METHOD OF OPERATING THE REDUCED NOX EXHAUST EMISSIONS, PRECOMBUSTION CHAMBER**



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