

3,100 HOURS STILL RUNNING



STITT S-AG10-2 spark plugs with **STITT USL2A-18A** Safety-Shielded secondary leads being operated at a natural gas transmission pipeline, booster compressor facility in Washington.

Engine is a 6,000 horsepower, V-angle, 12- cylinder, 2- stroke, Dresser-Rand TCVD12 integral compressor engine operating at 330 rpm.

This engine has a cylinder head design that requires each 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 a Cooper-Champion "N" type spark gap firing-end geometry (Cooper-Champion RW80N).

Our 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 short spark plug fitted into the Dresser-Rand precombustion chamber. Our 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 300% MORE NOMINAL SPARK GAP, SURFACE AREA, THAN THE COOPER-CHAMPION RW80N [.094 SQUARE INCHES versus .031 SQUARE INCHES].
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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