

STITT

RUNNING TIMES³⁵

6,000 HOURS STILL RUNNING



STITT S-AG18-2NP spark plugs with STITT USL2A-18A secondary leads being operated at a Chevron co-generation facility in Northern California.

Engine is a V-16 cylinder, Cooper-Superior® Clean-Burn® 16SGTA driving a generator at 900 rpm.

This engine has a cylinder head design that requires the spark plug to be fitted into a pre-combustion chamber. Using a more conventional, little spark plug and a plastic spark plug boot, 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 "J-style" spark plug firing-end geometry.

Our Annular Gap design (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, single ground electrode spark plug fitted into the Cooper-Superior® 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 AN ENHANCED SPARK GAP SURFACE AREA, FIRING-END DESIGN THAT ALLOWS THE ENGINE TO START EASILY AT GAP DIMENSIONS AS TIGHT AS NOMINAL .020".
5. THE STITT SOLUTION IS THE LEAST EXPENSIVE METHOD OF OPERATING WHAT HAS BEEN A HIGHLY PROBLEMATIC, PRE-COMBUSTION 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®

STITT SPARK PLUG COMPANY

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