



THE Spitfire Multi-Spark

What is it? What does it do? Does it just work on Spitfires?

Let us start by answering these questions in reverse order. The Spitfire Multi-Spark does not just work on Spitfires but on any petrol or L.P.G. engine.

The Unit is the size of two cotton reels placed end to end and fits by way of a thread onto the high tension lead or king lead of an engine, some four or five inches from the distribution cap.

All petrol engines need a good spark - fundamental knowledge gained from any Handbook Manual or Motor Vehicle Engineering Course. The Spitfire receives the pulse from the coil at one end and releases multiple pulses at the other, (NOT by way of amplification) but by dividing the existing pulse.

The usefulness of this is a wider area of 'burn' in the cylinder (thus better combustion), without having to increase either the voltage or ampage, "safe on old engines and wiring".

As the Spitfire Multi-Spark (and please do not confuse this with SPLITFIRE spark plugs a different concept and Company altogether) fits onto the H.T. lead, only ONE is used whether you have a four, six, eight or in fact any number of cylinder engine.

This may not at first seem obvious but as only one spark plug fires at any one time, even powerful high c.c. engines need only one unit.

What claims do the manufacturers make?

The claims made are both fair and justified - indeed this product has been tested by some of the top European Automotive Magazines and Laboratories, with good positive results

One very good test was performed on a Triumph 2000 Mk.2 by the British Classic Car Magazine, distributed throughout Holland, Belgium, Italy and Germany.

Spitfire Multi-Spark salesmen at car shows, who are more often than not the actual manufacturers of the Unit, carry with them letters of recommendation from very satisfied customers. One refreshing thing about these letters, is that they have the customers' names and addresses on them and not just "Mr. H. from Truro"!

By dividing the pulse, when the spark is produced on the plug, less harmful wear takes place on the electrode, thus the life and efficiency of the plug is extended.

Increase in engine efficiency has many obvious benefits - none more important than to reduce the amount of fuel being used. There is a general feeling going around the car shows at present that if you - "poured in, lubricated, changed, attached, fitted and used every product that gave better M.P.G" - you would have more fuel in your tank at the end of a 100 mile journey than you started with!

However- think of it this way - if you fitted a set of spark-plugs in your engine that gave a poor spark, which reduced the overall efficiency of your engine, your car would use more fuel - 'FACT'. Therefore the reverse is also true improve efficiency and use LESS FUEL.

Improving the efficiency of your engine will give you MORE POWER However, if you use the increase in power then you won't save fuel but if, as we hope - "you don't break the speed limits and cruise at 60 M.P.H. or 70 M.P.H." - you will save fuel because you don't have to put your foot quite so low on the accelerator to achieve the same speed.

Let us then recap for a moment:

The Spitfire Multi-Spark can easily be fitted "by you" in - let's say "less than 5 minutes" It improves your spark, which results in a smoother, more efficient burn. This can result in either a general power increase, with helpful extra torque for towing, or if you are more careful and think of your pocket you will save on your fuel bills.

- Increases power
- Saves on fuel
- Lowers emissions
- Improves starting
- Extended plug life
- Does not harm your engine in any way
- Works with
 - points
 - electronic ignition
 - fuel injection
- Guaranteed for five years
- Work on either leaded or unleaded petrol
- Suitable for 1,2,3,4,5,6,8,10,12 cylinder engines

Happy Motoring.

(Artikkelen er litt redigert pga digitalisering, og forandringer som har skjedd de siste tiårene)

