**Why Klaus uses auto plugs…**

*“The REM37BY plug was specifically designed (circa 1980) to help with plug fouling problems some low CR engines have, mainly the low power 0-235.*

*The only difference to other aviation plugs is the position of the spark. The extended insulator nose positions the spark a little deeper in the combustion chamber and it exposes the taller ceramic insulator to more heat. The cooling path to the head is longer so the insulator stays hotter and that helps to burn off deposits on the insulator that otherwise short out the plug.*

*This extra heat on the insulator can cause preignition/detonation on engines that are used hard, especially with higher CR.*

*Effectively the heat range is too hot for most engines.*

*Additionally, the electrical connection of this or any standard AC plug is not made for the much higher voltage of most electronic ignitions. The AC plugs are rated for 1/3 the ignition voltage some electronic ignition manufacturers claim to produce. The high-altitude plugs having the taller barrel can handle more voltage but still not enough for the output of the Plasma III so don't use AC plugs with our system, they can't handle it.”*