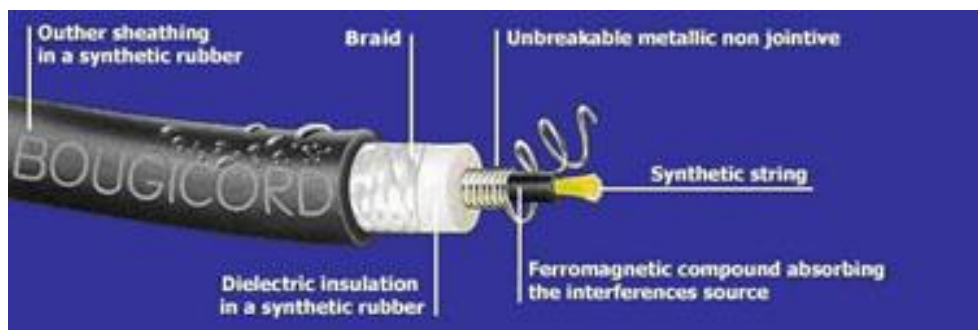


This is a report on my HT Ignition lead I have been using for over 12 months now, I have had no interference to my model and other ignition models at various competitions.

To explain, some cars now days use a radio (audio) suppression spark plug leads using an inductive noise suppression construction built into the lead, the following picture from Bougicord Ignition Leads site on the web, they describe their product as a “*wire wound (inductive core) ignition lead*”.



Anyway as I see it the end product is a very flexible 5.2 mm diameter. plastic or rubber covered lead that does not need a dropping resistor.

One of the advantages of not having a resistor is that it removes a potential physical breaking point at each end of the resistor due to vibration and the potential burning out of the resistor due to the high voltages across the resistor.

Kevin Fryer and my self each used this system with no problems at the SAM champs in 2007 on 72 MHz and on 36MHz prior to going to the US.

I also have been using my ignition system on 2.4 GHz since November 2007.

The picture below shows the ends of leads with insulation stripped showing part of the coiled fine wire pulled off the centre core, and the other showing the conductor through the hole on alligator clip (similar on the standard coil solder lug), turned back and bound with a couple of turns of copper wire ready for double heat shrink application.



There are probably better ways of terminating these leads, but at the moment this is what I am using.

My 2.4GHz system is the Extreme Link module (distributed by Model Engines Aus.) in my JR 388S, with matching 8 Ch receiver (which uses only one Ariel on the RX)

Regards JTB.