

Is it possible to take some pics of your setup? I must admit that I remain skeptical about your setup for the following reasons.

1. No pics. People have asked if you could take some pics but that hasn't happened. That question seems to be avoided by you.
2. I have tried to get a relay to work with the high voltage from a coil, but was unsuccessful. Doesn't mean it can't be done I guess.
3. I tried many ways to get a sparkplug to fire using 110V and was unable to make it happen. Is it possible? Should be. But....
4. I have a gut feeling that something just isn't right here. Just my intuition, I could be wrong. Hope I am.

Brad...

-- In , "slr9a9m9" <slr9a9m9@y...> wrote:

> Please explain ? When I am wrong I do wish to change and admit where

> the change is needed .

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> --- In , "waynegage2000" <waynegage@m...>

> wrote:

> > --- In , "slr9a9m9" <slr9a9m9@y...>

wrote:

> > > AS with any power supply to load the shorter the distance traveled

> > > the more power to the load . This is why each plug is grounded <sup>has</sup> <sup>point?</sup> at

> > > the base <sup>for Ignition</sup> . when the relay sends power to the plug it makes more

> > > scence to have the ground at the plug than have the ground on the

> > > other side of the engine where it would take extra time for the

> > > current to travel back to the plug . this would off set the <sup>change</sup> timing

> > > even more and make for delayed reaction on excelleration of the

> > > vehicle . The vehicle is 12 volt grounded with a 12 volt

> > > electrical system and has very little distance to travel . if the

> > > 110 volt is also grounded to the 12 volt then there would be a need

> > > back and the engine would not run . the relays provide the time

> > > laspe for the 110 volt not to be contunusly grounded to the engine

> > > this delay prevents the 110 volts from over riding the 12 volt system in the rest of the vehicle .

> >

> > You assume knowledge you don't have, you are wrong in your