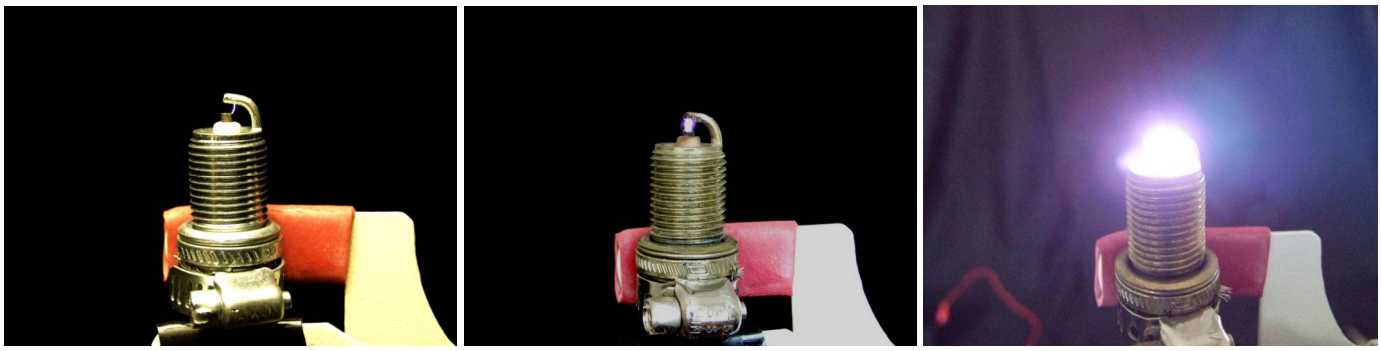
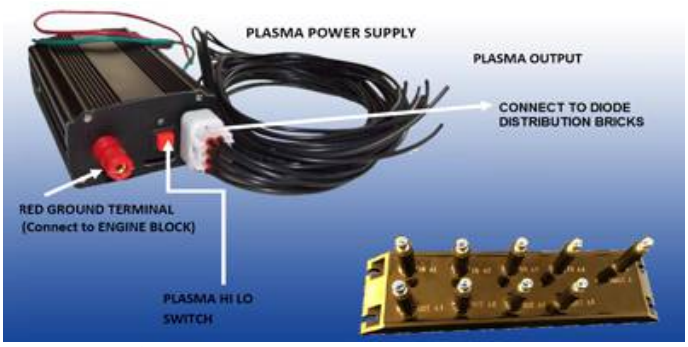
BLUE PHOENIX IGNITION PRESENTS: THE IONFIRE PLASMA IGNITION SYSTEM!
THE WORLD'S MOST POWERFUL AUTOMOTIVE SPARK AMPLIFIER - IGNITION BOOSTER!
GAIN 10HP to 40HP AT THE FLICK OF A SWITCH!!


NORMAL (OEM) IGNITION SPARK / MSD (multi-spark discharge) IGNITION. / IONFIRE PULSE CURRENT AMPLIFIED SPARK. (Powerful Plasma Illuminates the background!)


2 CYL KIT $298.85 !!FREE SHIPPING!!



4 CYL KIT $448.89 !!FREE SHIPPING!!

IONFIRE SYSTEM SPECS
INPUT VOLTAGE: 12 VOLT DC
POWER CONSUMPTION: 24 to 48 WATTS (depending on RPM)
OUTPUT VOLTAGE: ~ 550 VOLTS
DC PULSE CURRENT: 150 amps (Based on ignition cable resistance less than 4 ohm /ft resistance)
DIMENSIONS: 5.5in L X 3.5in W and 1.75in H.
Power supply Unit weight: 1lb 12 Oz. (excluding plasma distributor bricks)
The 4 cyl plasma distributor brick dimensions are as follows: 7.75in L, 2.0in W, 2.25in H and weight: 14 Oz.

THE IONFIRE SYSTEM IS COMPATIBLE WITH ANY AND ALL DISTRIBUTOR / HEI / ELECTRONIC AND LASER / OPTICAL TRIGGERED SINGLE FIRE IGNITION SYSTEM!

!! INCOMPATIBLE WITH WASTE SPARK / DUAL SPARK IGNITION SYSTEMS !!

INDEPENDENT DYNO TEST & REVIEWS BY INDUSTRY PROS: 9HP GAIN AT THE FLICK OF A SWITCH ON A FINELY TUNED TEST ENGINE!

When it comes to any new ignition technology, the only valid proof it works, is to test it on a finely tuned test bed engine out of which every last bit of horsepower has been squeezed out. Any gains should show up by doing back to back dyno pulls with and without the plasma amplification. Any such testing would have to be carried out by unbiased racing and engine building industry professionals. Blue Phoenix Ignition's innovative patented plasma ignition system has been tested and industry peer reviewed by two of North America's top racing and engine building gurus: David Vizard and Terry Walters!

IONFIRE PLASMA IGNITION REVIEWS BY DAVID VIZARD -WORLD REKNOWNED ENGINE GURU!
Ex aerospace engineer David Vizard is a revered engine builder and acknowledged Chevy big-block engine expert. That's why GM contracted him to develop several engine packages for the Chevy big-block crate program. In addition to being a successful racer and

engineer, he holds over 40 patents ranging from fuel additives to improved cylinder head designs use on F1 engines. David Vizard is also one of the world's most widely published automotive writers with over 37 books and 4000 magazine articles to his credit. As an engine builder David Vizard has 58 years of flow bench experience and 52 years of dyno experience having performed an excess of 500,000 dyno pulls over his career. This is a man who not only knows what he is talking about, when he speaks people listen...his engine building seminars are famous worldwide! David saw our system in action at PRI 2010 and was a skeptic until he ran comprehensive back to back tests at Terry Wallters dyno shop in Roanoke, Virginia.

IONFIRE IGNITION REVIEW #1: DAVID VIZARD'S HOW TO SUPER TUNE AND MODIFY HOLLEY CARBURETORS.
"Blue Phoenix Ignition Systems: In many respects, the Blue Phoenix system is similar to the superhigh-output system that David Ray and I tested in the mid 1970s. Remember, the goal is to ionize the plug gap with a conventional highenergy spark and then, when the resistance drops due to the plug gap ionization, a DC voltage is superimposed on the gap. This produces a long-burn plasma arc that persists for 20 degrees or more of crank rotation. Sure this sounds exotic, but does it work? From the 1975 tests with the "deadly" system I knew that, at least in principle, the system works. Though hardly "tame," this system was in effect a tamer version of the one from which Cosworth reputedly saw 11 hp more during F1 engine tests. I tested the Blue Phoenix system on one of my big-block Chevy builds. The test engine was a really well developed street engine of about 525 ci. The wet flow, swirl, and port velocity of the heads was ideally suited to the MSD multi-fire ignition system and its plugs and cables. The combustion properties of this project engine were such that I could run 87-octane fuel (R+M over 2) with mean best torque timing without any sign of detonation. This indicated an efficient combustion process was being achieved. The Blue Phoenix system would have to prove the value of its long-burn plasma arc so it needed to show well. Rather than show you yet one more dyno curve I thought it better that you see the actual tests I ran with the guys at Terry Walters Precision Engines. As of the writing of this book, a video of the dyno test was posted on Youtube. When you watch this video, note the very slow idle speed on the test engine. This is a true street engine in all respects, including the fact that it was being run on 87-octane fuel. The final output was just shy of 800 hp."

IONFIRE IGNITION REVIEW #2: DAVID VIZARD'S CHEVY BIG-BLOCKS: HOW TO BUILD MAX PERFORMANCE ON A BUDGET.
"PLASMA IGNITION: Over the past few years I have had the opportunity to test the Blue Phoenix plasma ignition. This system is compatible with any system you currently have. I tested with an MSD 6AL ignition box. In Figure 11.15, you can see how the plasma spark looks when compared to that of a regular 6AL spark. It certainly looks impressive, but the real question is: Does it do anything for output? I am pleased to report that it does. The tests I ran with Terry Walters on one of my 525-ci street engines showed a 9-hp increase. You can watch a ground-pounding video of the test on YouTube by typing "Blue Phoenix dyno test" in the search bar. Also, that engine is featured on page 136 of Chapter 13, Chevy Big-Block Builds."

TERRY WALTERS
Terry Walters is part of IRHA ProStock racing history. One of the first to join the 200mph+ club, he has been racing and building engines for over 34 years! Terry's engines are world reknowned and he's been written about in many top magazine publications and has worked with David Vizard on several projects recently finished building an 825hp 555 87 octane gas street rod engine for an article Chevy HIgh Performance Magazine.

DYNO TEST RESULTS WITH IONFIRE PLASMA IGNITION: 9HP GAIN FROM A PERFECTLY TUNED ENGINE!
TERRY WALTERS: "David Vizard suggested we test the Plasma Ignition System from Blue Phoenix. This test was performed as a back to back dyno run on David's 525CI BBC that Terry had been tuning and optimizing on the dyno for the last two weeks. The engine was putting out it's absolute maximum power, and even David couldn't find any more! The setup was:
87 Pump Gas
David Vizard hand ported Trick Flow Heads
AED 1250CFM Carb
NGK non Resistive Plugs
Crane Cam
MSD Ignition and Distributor
Moroso Pan

The results surprised us, and I suspect they will surprise you!
The Plasma system is simply switched in or out, and as the video shows it was able to add HP to this already optimized and maximized engine. We found another 9HP at the top end, and were able to gain max torque 200 rpms lower than without the Plasma. No other changes were made to the setup, just the flick of a switch. If you need that extra top end power, or maximum torque that bit sooner, this might just be the easiest bolt on power you buy!"

FAQS GENERAL QUESTIONS
What is Plasma Ignition and how does the Ionfire Plasma Ignition Spark Amplifier work?
The Ionfire is a pulsed DC high voltage Ignition Coil (piggy back) spark amplifier designed to work with any single fire, mechanical or electronic distributor based automotive ignition system. Please note: The IONFIRE SYSTEM REQUIRES A HIGH VOLTAGE SPARK INPUT FROM EXISTING ON BOARD IGNITION COIL TO AMPLIFY THE SPARK PLASMA. THE SYSTEM DOES NOT GENERATE THE HIGH VOLTAGE REQUIRED TO JUMP THE SPARK GAP!. How it works: A conventional ignition spark is a thin channel of plasma that is made up of ionized air molecules that arcs across the spark plug electrodes. Typically this high voltage spark has a peak current of around 200 hundred milliamps. The Ionfire system comprises of a power module that discharges a pulse of high current around 135 amps across the spark gap every time a conventional high voltage spark fires across the spark plugs thus amplifying a 12 to 25 watt spark energy into a plasma pulse current amplified spark that has a NET peak energy output across the spark gap in the MEGAWATTS. The system is compatible with any ignition CDI box any brand any make; MSD, AEM, CRANE etc.

What are the applications? Who can get the most out of the Ionfire system?
Content for The Ionfire system increases HP and Torque of even in a finely tuned engine simply by burning more of the fuel at higher RPM's because of the dramatically larger ignition kernel. The ideal applications are:

1) Racing: All categories. Drag racers for example can replace their magneto ignition system with a conventional distributor and Ionfire amplifier and save parasitic HP drag and weight while increasing speed and performance.

2) Antique and Vintage muscle cars will see a dramatic improvement in peak performance horsepower and a complete combustion of fuels resulting in dramatically lowered emissions.

3) CNG engines / fuel conversions: The Ionfire system easily resolves ignition problems associated with CNG engines and stand alone generators Accordion Panel 2

How do I know "plasma ignition" works after I have just installed the IONFIRE unit?
The proof of the pudding is in the eating so goes the saying and that is true with the IONFIRE system! The reason we are so confident our system works is the fact that the first thing you will notice after you install the system is a jump in IDLE RPM compared to the idle rpm with normal MSD or standard OEM spark. Now ask yourself this, if your existing state of the art MSD / CRANE / AEM system was burning all of the fuel, where did the jump in RPM come from? Simple. The pulse current amplified IONFIRE plasma ignition spark burns the fuel even at idle far more efficiently causing a jump in RPM...this is additional unburnt fuel-energy that previously was just wasted as exhaust. In an EFIE controlled or any computer controlled fuel injection system, eventually the RPM will drop because the computer system will lean out the fuel to preset IDLE RPM levels if the plasma system is used repeatedly. For old school muscle cars and vintage engines this IDLE RPM gain effect is significantly noticeable!

What gains can I expect?
A fine-tuned fully optimized engine on the bench will gain upto 10 HP and torque…great news for racers seeking that winning edge over competition. However gains of 10 to 40HP can be expected in older vintage and classic muscle car engines that have not been finely tuned or fully optimized. The unit will also increase mileage by 10% to 40% however plug wear will be significantly higher if used for heavy duty street applications.

INSTALLATION
Are Install instructions available online?
You can download the install instructions here.

What comes with a 4, 6, or 8 cyl "KIT"?
A KIT comprises of the IONFIRE plasma power supply module, one or two sets of plasma diode bricks and connecting wires that connect the IONFIRE to the plasma distributor bricks..

What do I need in addition to the KIT for a complete install?
You will need a set of non-resistor cables and non resistor plugs in addition to the KIT to complete the install. You can purchase non resistor cables and non resistor plugs from Summit Racing.

Why Can't I use resistor plugs? What about low resistance spiral wound ignition cables?
High DC pulsed Current plasma spark amplification requires that the circuit oscillate. If resistor plugs and / or ignition cables with high impedance, spiral wound inductive or resistive cores are used it will dramatically reduce the oscillation energy and the spark will revert to a normal ignition spark. Further, spiral wound wires have an inductive component which may damage the unit as a result of parasitic feedback oscillations. (Non spiral) Copper core, Straight or Stranded non resistor ignition cables perform the best.

What about EMI?
This is a niche custom high energy ignition system. If you are already using non resistor cables and / or non resistor plugs EMI wont be much of an issue. Vintage and antique muscle cars will have no EMI issues. Racing cars that use FAST or BIG STUFF data logging systems may have some issues with sensor wires that run close to the ignition wires. Please note this is a high energy ignition system that requires low resistance wires and spark plugs which implicitly means higher EMI. By purchasing the unit you agree to the condition that we do not provide any refunds if EMI issue is the reason for return.

What about spark plug wear? What spark plugs are recommended?
The Ionfire plasma ignition system is not recommended for heavy duty street use. The plugs will not last 100K miles and will typically wear out by 30K ~ 50K miles. If you plan to install the system for MPG gain then invest in tungsten tipped non resistor plugs such as Torque master.

What happens if the IONFIRE power supply fails in the middle of a race or when I am driving or if there is a loss of power to the unit?
Absolutely nothing! The system will revert to your standard MSD spark or whatever ignition system you have on board. This is the absolute beauty of the system. The ionfire does not generate high voltage and is absolutely fail safe as it is a piggy back system. You can always turn the system off in the middle of a race and revert to a standard ignition spark!

Can the Ionfire system be installed on a waste spark system?
The Ionfire plasma ignition system cannot be installed on any waste spark or dual fire ignition system. We are working on a new model that will work with waste spark systems that will be available sometime in the future.

Do you have any spark amplifier plasma ignition systems for Coil Over Plug ignition (COP) models?
We only have the two pin Ford DG 508 / 512 model coil. If you have a two pin ignition coil system or an externally mounted single fire system, you can mount the plasma ignition coils externally. You will not need the plasma distributor bricks as it is already built into the coil over plug unit.

RACING
Do you sponsor racing teams?

No. we do not sponsor racing teams, unless you have authentic world record breaking racing equipment and you plan to break some land / water speed record....Seriously our product enables a racer to win competitions and our market is a niche select market for racers. You buy the product win races and get sponsorships from other local sponsors because of your winning record streak!.

What is the difference between the IONFIRE plasma spark amplifier and MSD ignition?
The Ionfire plasma ignition spark amplifier is an add on device that works with your MSD ignition system dramatically improving its performance. The core fundamental difference between the Ionfire and MSD system is that the MSD box fires an ignition coil to generate a high voltage milliamp spark. Below 3000RPM it is multiple sparks, above 3000RPM it reverts to a normal single fire spark. The Ionfire system does not generate high voltage nor does it electrically connect to the primary side of an ignition coil. Rather the Ionfire system connects to the secondary HV side of the ignition coil and amplifies the output spark with a DC current pulse amplifying it into a high energy plasma spark at RPMs as high as 13,500. In other words the IONFIRE continues to amplify spark energy at RPMs much higher than the MSD limit of 3000RPM and this translates to gains in torque and HP at higher RPMs...which is critical to winning a race!

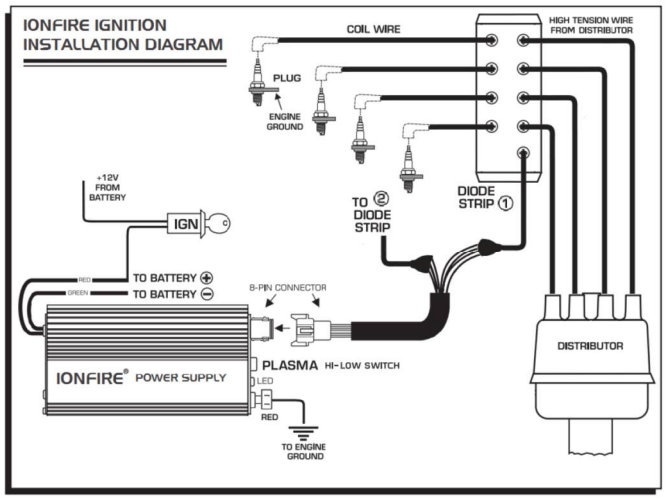
Is the Ionfire system legal for RACING? Is STEALTH INSTALL possible?
Technically yes. The Ionfire system was designed ground up as a racing ignition product that does not violate any of the rules of NHRA, NASCAR etc. The Ionfire system does not collect data, does not have any rev controller element, does not adjust timing nor does it require any modification of the stock ignition coil, HEI distributor, rotary electronic or otherwise or any other component of a race car. The Ionfire simply increases the net output energy of the high voltage spark and therefore is technically legal for any racing application. That being said not all racing officials are knowledgable and dont care about the fine print in the league rules. We also know how envious other racers can be and how extremely competetive the sport is, especially if there is an unexplained winning streak. To put your mind at ease the unit is designed with stealth in mind to avoid unnecessary harrassment from some hard-ass race vehicle inspectors / rivals. The IONFIRE box has no brand markings anywhere on the outside or inside. The power supply wires to the plasma distributor bricks are all unbranded and unmarked and allow for discrete install that will virtually pass any race inspection. Unless you tell anyone, no one can even observe the difference. From NASCAR to the local drag strip, we have satisfied buyers in virtually every category and class of racing after 7 years in this business. Those in the know use this. Those that don't are stuck in the slow lane! The very stealthy and very high energy Ionfire ignition upgrade will definitely give you an edge in any race.

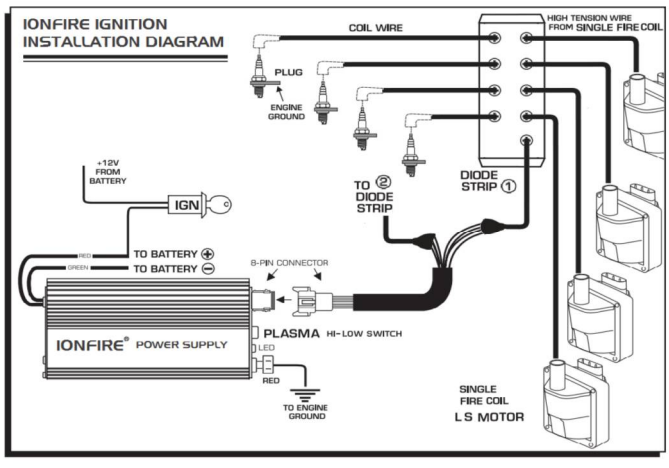
SHIPPING / REFUNDS / PAYMENTS
What is your shipping policy?
Shipping is by US priority mail with signature confirmation. If any other carriers or other delivery methods are required please notify us by email before you purchase the kit to make sure we can accomodate your request. We have periodic FREE SHIPPING offers. You may be charged for shipping during the checkout process. The FREE SHIPPING DISCOUNT is added or rather refunded after your purchase has been made.

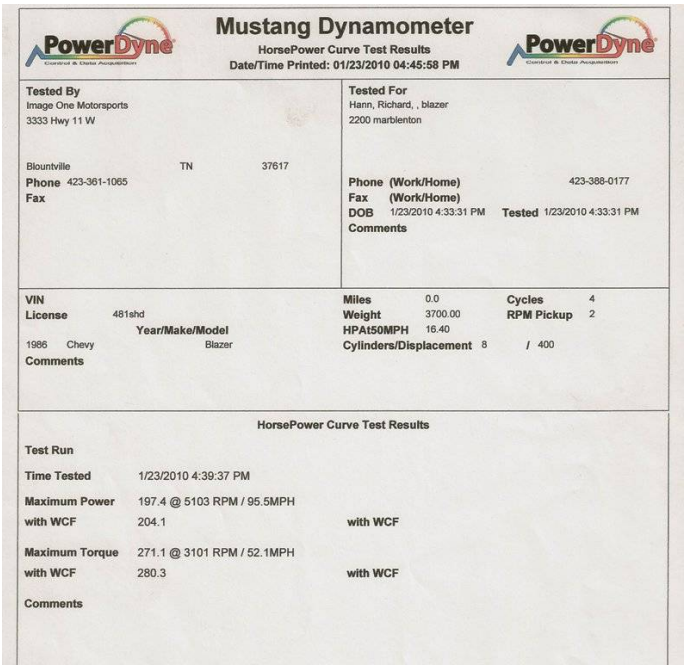
What is your International shipping policy?
Our default Shipping option is by US priority international mail with signature confirmation. If any other carriers such as UPS or DHL are required please notify us by email BEFORE make your purchase so we can accomodate your request. We also cannot be held responsible for any customs duties, border taxes that may be imposed on the kit by local customs and postal authorities.

What is your payment policy?
We use paypal checkout for our website and online invoicing. This does not mean you need a paypal account. Paypal is our payment processor. You can still pay with any debit or credit card online. For international buyers, we do accept bank transfer or western union if paying online by credit or debit card is not possible. Please note that with any money transfer or bank wire service there will be extra fees that will be added to the total purchase amount and the buyer assumes responsibility for paying all payment related fees.

What is your refund policy?
We offer a 30 day no questions asked DOA product replacement warranty. There is a 1 year product warranty on the plasma amplifier power supply. If you wish to return the unit within 30 days but did not install the unit because you changed your mind for any reason whatsoever we charge a $48.95 restocking fee. The buyer pays for return shipping for refund / replacement requests. Refund or a replacement unit will be shipped at the sellers expense once the return item has been recieved.







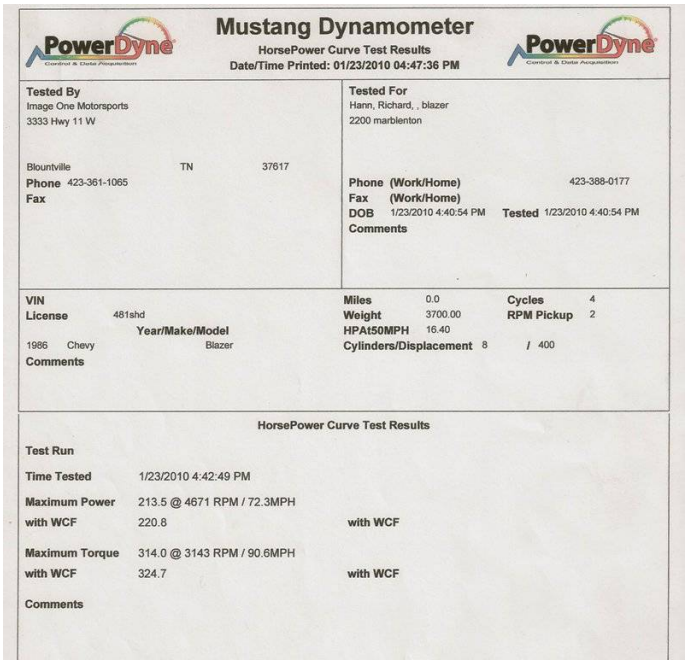
Mustang Dynamometer
HorsePower Curve Test Results
Date/Time Printed: 01/23/2010 04:45:58 PM

Tested By	Tested For
Image One Motorsports	Hann, Richard, , blazer
3333 Hwy 11 W	2200 marblenton
Blountville TN 37617	
Phone 423-361-1065	Phone (Work/Home) 423-388-0177
Fax	Fax (Work/Home)
	DOB 1/23/2010 4:33:31 PM Tested 1/23/2010 4:33:31 PM
	Comments

VIN		Miles 0.0	Cycles 4
License 481shd		Weight 3700.00	RPM Pickup 2
Year/Make/Model		HPAt50MPH 16.40	
1986 Chevy	Blazer	Cylinders/Displacement 8	/ 400
Comments			

HorsePower Curve Test Results

Test Run		
Time Tested	1/23/2010 4:39:37 PM	
Maximum Power	197.4 @ 5103 RPM / 95.5MPH	
with WCF	204.1	with WCF
Maximum Torque	271.1 @ 3101 RPM / 52.1MPH	
with WCF	280.3	with WCF
Comments		



Mustang Dynamometer
HorsePower Curve Test Results
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Tested By	Tested For
Image One Motorsports	Hann, Richard, , blazer
3333 Hwy 11 W	2200 marblenton
Blountville TN 37617	
Phone 423-361-1065	Phone (Work/Home) 423-388-0177
Fax	Fax (Work/Home)
	DOB 1/23/2010 4:40:54 PM Tested 1/23/2010 4:40:54 PM
	Comments

VIN		Miles 0.0	Cycles 4
License 481shd		Weight 3700.00	RPM Pickup 2
Year/Make/Model		HPAt50MPH 16.40	
1986 Chevy	Blazer	Cylinders/Displacement 8	/ 400
Comments			

HorsePower Curve Test Results

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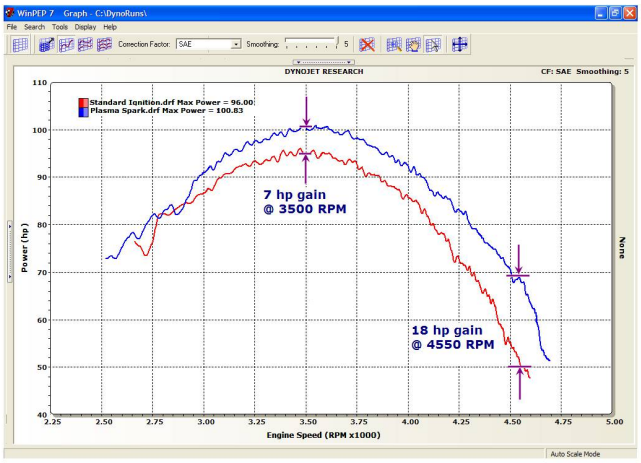
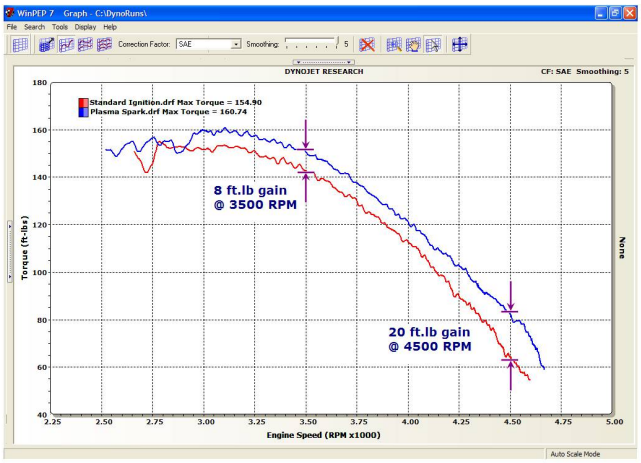
with WCF	220.8	with WCF
Maximum Torque	314.0 @ 3143 RPM / 90.6MPH	
with WCF	324.7	with WCF
Comments		





The Ionfire Spark Amplifier Plasma Ignition System was developed by the Blue Phoenix Ignition engineering team over a period of 7 years. We are motivated by creating the highest quality performance equipment available through extensive research and development because we take pride in what we do. Over the years our product has been used by many professional racing teams in the US and worldwide. We use and take high performance equipment seriously. We take pride in designing only the best equipment for racers available and look forward to providing our customers with the latest in ignition technologies now and in the future. Thanks for visiting our site.

Richard Hann
President Sales and Install

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