



® BEST I TECH PLT

A Patented Green Ignition Technology – Power & Fuel Efficiency

Web Site: www.best-itech.com

Web Page: <https://www.facebook.com/best.i99/>

“BEST I” is the registered trademark of products derived from the Patented Technology being invented / owned and developed by a Canadian, and this Patented Technology is using an innovative inert low-electro-resistance non-metallic conducting fiber, as a direct replacement of conventional metallic wire and or spring, to conduct the high voltage current from the ignition coil terminal to the spark plug terminal, that providing a consistently stronger and faster ignition spark energy for the fuel combustion inside the internal combustion engine, so as to provide a persistent maximization of fuel combustion efficiency for quicker engine response, and to minimize the fuel wastage and exhaust emissions, and without suffering from high frequency noise interference (e.g. RFI and EMI) that associated with the high voltage current.

“BEST I” signify Innovative Ignition Technology Save Energy & Environment for Better.

“BEST I” Products (a Patented Technology) :

- 1) Ultra Power Ignition Cable Assembly;
- 2) COP Insulator;
- 3) COP CAP
- 4) Plug Coil



“BEST I” is a long-term environmental friendly solution for the conventional ignition systems :

“BEST I” being designed to overcome the drawbacks of conventional ignition systems by incorporating an innovative inert low electro-resistance



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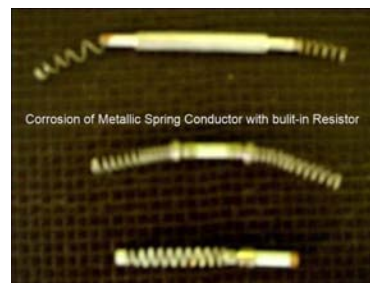
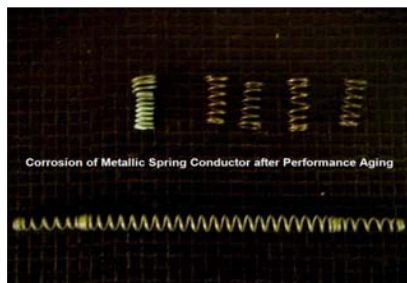
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non-metallic conducting fiber as a direct replacement of the conventional metallic conductor. The innovative non-metallic conducting fiber has an

excellent resistance to corrosion and thermal-oxidative degradation, and having a faster electric transmission to provide a durable and consistently stronger spark energy. The electrical conducting path of “BEST I” is in a form of a straight line, while the conducting paths of conventional ignition systems based on metallic conductor are in a form of wound-spiral or spring.

Current unavoidable design drawbacks of conventional ignition systems including the corrosion of its metallic conductor in a spiral form and dielectric leaking from its plastic composition attachments, and upon performance ageing under its harsh application environment, resulting in a deterioration of its original OEM designated electrical property, which leads to a gradual increase in fuel consumption / exhaust emission and loss of vehicle power. In statistical survey, as due to its high replacement cost, most of car owners would like to make the decision of accepting such a drawback by continuing driving without replacing the corroded ignition coil, which induces higher fuel consumption, creating excessive toxic exhaust emissions, and taking the risk of damaging the air quality of our environment.

Corrosion & thermo-oxidative degradation of conventional metal spring conductor may cause rusting and or discoloring, which adversely affect the original designated electrical conductivity of the ignition system. :



Reason to install “BEST I” :

“BEST I” is not an add-on item, its an OEM solution for the unavoidable drawbacks of conventional ignition system. “BEST I” is a direct



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replacement and investment item for the After-market, that providing a long-term benefits to the car owners, for examples :

- 1) Reinstated and or maximized the original designated OEM engine performance in terms of fuel combustion efficiency, resulting in better gasoline mileage / fuel saving, quicker engine response and vehicle power
- 2) Reduce the engine maintenance cost, and minimize the risk of engine overhauling.
- 3) Responsible care of minimizing the risk of creating air pollution

A) Design Features of “BEST I”:

With Tailor-made design capability for customers requirements

- 1) Heat / Chemical / Corrosion resistant non-metallic conductor
- 2) Insulation and or Jacketing - SQ and or EPR compound
- 3) Semi-conducting layer - Optional
- 4) Strength member – Optional

B) Quality : SAE J2031 / ISO 3808

C) Suitable for all ignition systems:





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D) Application:

Conduct high voltage current up to 50KV from the Ignition Coil / Distributor to the Spark Plugs, and to **provide Stronger Spark Energy and Faster Electric Transmission** to burn the fuel (gasoline, modified gasoline, hydrogen and LPG) inside the combustion chamber of an internal combustion engine for automobile, motorcycle, marine, Go-kart, snowmobile, lean-burn engine and any industrial engines.

E) Benefits:

- 1) Stronger and Consistent Spark Energy ; and no suffering from RFI & EMI
- 2) Faster electric transmission
- 3) Improve fuel combustion efficiency - Fuel economy & Energy Reservation (a low-grade fuel or LPG / NGV to replace high-grade fuel)
- 4) A long-term Environmental Friendly – minimize emissions of pollutants
- 5) Upgrade or maximize engine performance
- 6) Positive response to acceleration & vehicle power
- 7) Maximize service life of Spark Plug, Ignition Coil and Catalytic Converter

F) Videos of Spark Energy Comparison

- 1) Published on 23 April 2012 ;

Video title: Coil-"BEST I" cable versus Coil- Conventional cables and OEM COP Coil-on-Plug

https://youtu.be/GZnonRjy3_4

Summary and conclusion of the video :

- a) OEM COP has stronger Spark Energy than Coil-OEM Cables
- b) Coil-"BEST I" Cable has the strongest Spark Energy among the Coil-OEM cables, Coil-Racing cables and OEM COP.
- c) The use of "BEST I" Cable as a direct replacement of the OEM COP Insulator consisting of metal spring conductor for the OEM COP application, provides stronger spark energy than the original design of OEM COP.
- d) Long length "BEST I" Cable has comparable Spark Energy as the Short length "BEST I" Cable, and there is no adverse effect on Spark Energy upon twisting and or bending of "BEST I" Cable



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2) Published on 11 February 2016 :

Video title : Coil-Distributor-“BEST I” Cable versus Coil-Distributor-Conventional cables

<https://youtu.be/zi4oTpx2SqE>

Summary and Conclusion of the video :

Coil-Distributor-“BEST I” Cable has the strongest Spark Energy among the Coil-Distributor-OEM cables and Coil-Distributor-Racing cables

3) Published on 11 February 2016 :

Video title : “BEST I” Plug Coil COP versus Stick-type OEM COP and Detachable-type OEM COP. (Remark: Coil-Distributor-“BEST I” Cable as an additional comparison reference to “BEST I” Plug Coil COP)

<https://youtu.be/HqkOUHjw8Is>

Summary and conclusion of this video :

- a) Both the Coil-Distributor-“BEST I” Cable and “BEST I” Plug Coil COP consisting “BEST I” conductor have faster and stronger Spark Energy than the Stick-type OEM COP and Detachable-type OEM COP that consisting an OEM designated metal spring as a conducting connector in between its Coil-terminal and Spark Plug terminal.
- b) Both the Coil-Distributor-“BEST I” Cable and “BEST I” Plug Coil COP consisting “BEST I” conductor have faster and stronger Spark Energy than the Stick-type OEM COP having Spark Plug a direct contact with its Coil-terminal (without the composition of metal spring connector)
- c) Both “BEST I” Plug Coil COP and Coil-Distributor-“BEST I” Cable can be an alternative to all types of OEM COP with benefits of cost reduction, faster and stronger Spark Energy that in favor of the automobile trend requirement with the focus of environmental issue, and overcomes the drawbacks of OEM COPs..

4) Published on 11 February 2016 :

Video title : “BEST I” Plug Coil COP and “BEST I” COP Insulator consisting “BEST I” Conductor versus Detachable-type OEM COP

<https://youtu.be/lb2kn3bq3YQ>

Summary and conclusion of this video :

- a) “BEST I” Plug Coil has faster and stronger Spark Energy than OEM COP having the OEM designate COP Insulator consisting of metal spring conductor
- b) OEM COP having the “BEST I” COP Insulator consisting of “BEST I” Conductor has faster and stronger Spark Energy than OEM COP having the OEM designated COP Insulator consisting of metal spring conductor
- c) “BEST I” Plug Coil COP and “BEST I” COP Insulator can be an alternative to OEM COPs with the benefits of not suffering from the drawbacks of OEM COPs.



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G) Proven Successful Track Records :

Types of Ignition System	Examples of Track Records
Carburetor	Nissan Vanette C22 1.5MT; Mitsubishi 4G13 1.3MT; Mitsubishi Pajero V6; Volvo 940; Mercedes Benz 300E 2.6L; Toyota 4AGE; and ----- etc..
Fuel Injection Coil-Distributor-Cable	Nissan Skyline SR16/20VVL; Mitsubishi 4G93; Mitsubishi EVO123; Mitsubishi MIVEC; Lotus CAMPRO 1.6AT; Hyundai Matrix 1.6 / 1.8; Mercedes Benz E220; Chevrolet Aveo 1.5; Ford Escape 2.0 XLT; Dodge Caravan V6 3.3L; Subaru Impreza 2.5L; Acura Integra VTEC DOHC; Honda VTEC B-Series; BMW 318i; Volvo 240 / 740 / 940 / 122 / 850; and ----- etc.
Advanced Injection	Mitsubishi 4G18 1.6MT; Mitsubishi MIVEC CK4; Mitsubishi 4G93 CK; Mitsubishi Airtrek; Lancer GLX; Mitsubishi EVO 7; Mercedes E280 V6; Mercedes C280; Hyundai Sonata; KIA Sephia / Carven; Suzuki Swift 1.5 AT; Suzuki APV; and ---etc.
Coil-on-Plug COP Direct Injection	Examples of Detachable COP: Mitsubishi EVO10; Mitsubishi GDI; Mercedes E200 / E230; Mercedes Benz S550 V8; Suzuki Vitara; Nissan Ceifro V6; Nissan Latio / Livina / Slyphy / X-Trail; Nissan Murano V6; BMW 3 / 5 / 7 Series; Peugeot 406; Lotus CAMPRO; Toyota Avanza 1.3; Mazda 3; Mazda 6; Honda L-Series; and etc. Examples of Stick-type COP: Hyuyndai Elantra; KIA K5; Toyota VVTi; Honda K-Series; Mitsubishi Lancer GT; Volvo XC90 / S60 / S90; Ford Mustang; Perodua; and ----- etc.
Turbo Engine	Lotus CAMPRO CFE; Mitsubishi 4G93; Turbo;Diahatsu L5 & L200, Nisan Xterra 3.3L V6; and -----.
Turbo & Hybrid Engine (COP)	Toyota Caldina
Coil-near-Plug Direct Injection	Mercedes E240 V6; Conversion of Supra V6 from Coil-on-Plug to Coil-near-Plug; and ----- etc.
Customers Feed Back	10- 20 % Fuel saving on High-way depending on engine output; Improve uphill power of LPG driven vehicle; and
	Malaysia Police Patrol Vehicles: Waja (Mitsubishi 4G18; Advanced Injection), Waja (CAMPRO; Coil/Distributor/Cable Fuel Injection), EVO 10 (Mitsubishi; COP Direct Injection), X-Trail (Nissan; COP Direct Injection) Malaysia Taxi (LPG/NGV driven): Persona (CAMPRO; COP Direct Injection), Exora CPS (CAMPRO; Cable Fuel Injection); Waja (Mitsubishi 4G18; Advanced Injection)

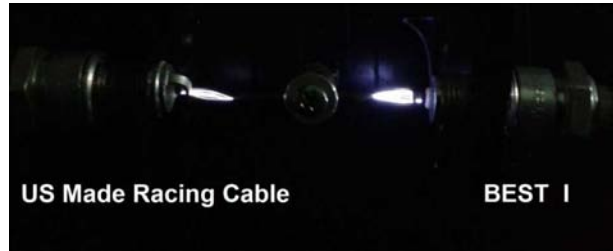
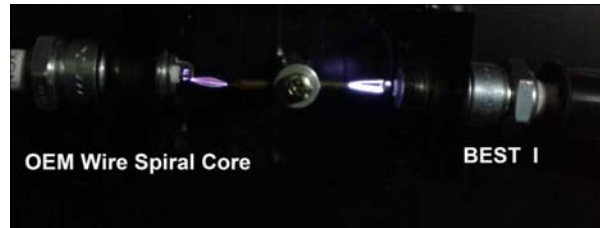


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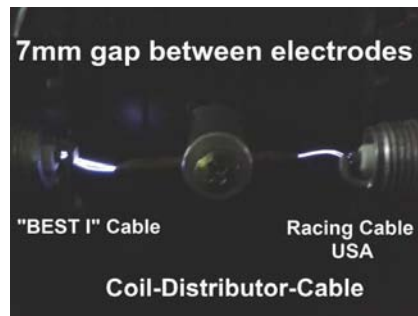
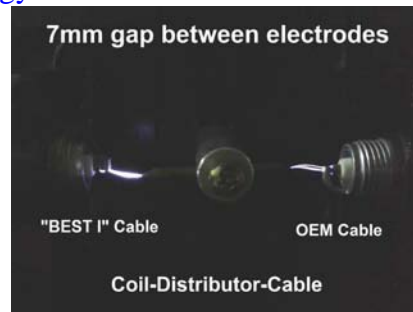
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H) Spark Energy Comparison

1) Coil-”BEST I” Cable versus Coil-Conventional Cables:
”BEST I” has the strongest spark energy.



2) Coil-Distributor-”BEST I” Cable versus Coil-Distributor-Conventional cables
”BEST I” Cable has the strongest Spark Energy





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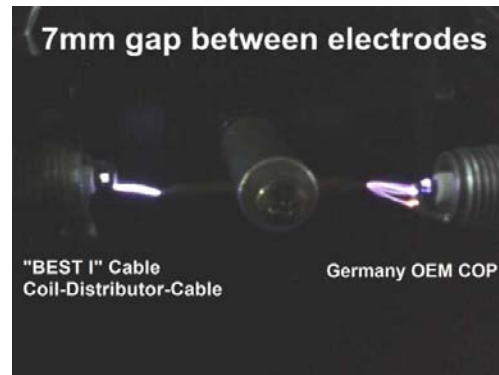
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2) Coil-Distributor-“BEST I” Cable versus i) Detachable-type OEM COP equipping OEM COP Insulator consisting of metal spring conductor, and ii) Detachable-type OEM COP equipping “BEST I” COP Insulator consisting of “BEST I” Conductor :

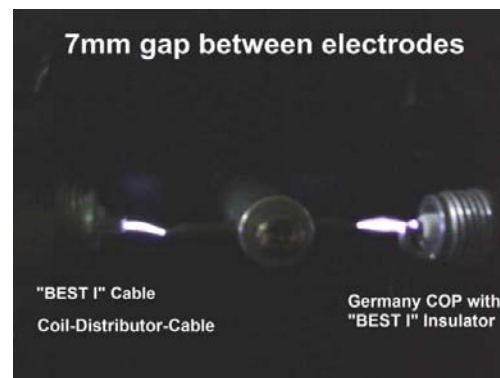
Coil-Distributor-“BEST I” Cable has the stronger Spark Energy than Detachable-type OEM COP equipping OEM COP Insulator consisting of metal spring conductor

Detachable-type OEM COP equipping “BEST I” COP Insulator consisting of “BEST I” Conductor has faster and stronger Spark Energy than Detachable-type OEM COP equipping OEM COP Insulator consisting of metal spring conductor

Germany OEM COP equipped with OEM COP Insulator consisting of metal spring conductor:-



Germany OEM COP equipped with “BEST I” COP Insulator consisting of “BEST I” Conductor :-

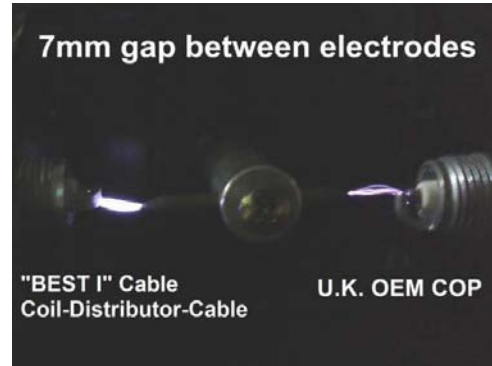




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U.K. Engine OEM COP equipped with OEM COP Insulator consisting of metal spring conductor :-



U.K. Engine OEM COP equipped with “BEST I” COP Insulator consisting of “BEST I” Conductor :-



3) Coil-Distributor-“BEST I” Cable versus i) Stick-type OEM COP consisting of metal spring conductor, and ii) Stick-type OEM COP being designed with Spark Plug direct contact with its Coil-terminal in the absence of metal spring conductor

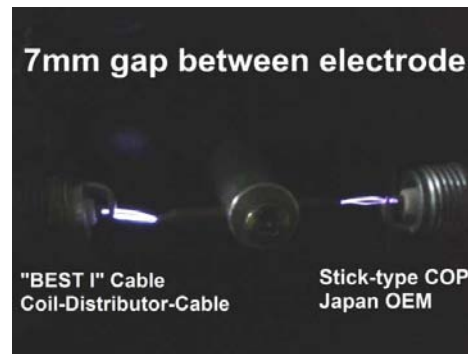
Coil-Distributor-“BEST I” Cable has faster and stronger Spark Energy than Stick-type OEM COP with the presence or in the absence of metal spring conductor



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Japan Stick-type OEM COP consists of metal spring conductor :-



Germany Stick-type OEM COP designed with Spark Plug direct contact with its Coil-terminal, and in the absence of metal spring conductor :-



4) “BEST I” COP Insulator consisting of “BEST I” conductor versus OEM COP Insulator consisting of a metallic spring conductor for the application of Detachable-type OEM Coil-on-Plug COP:

“BEST I” COP Insulator has stronger spark energy





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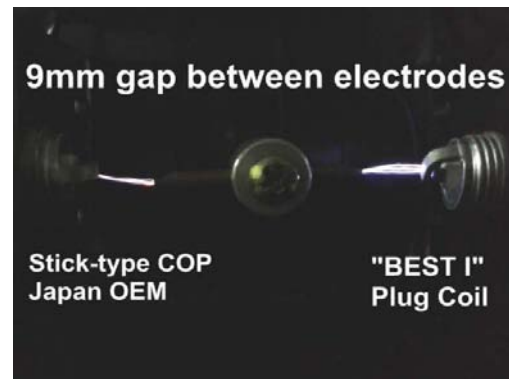
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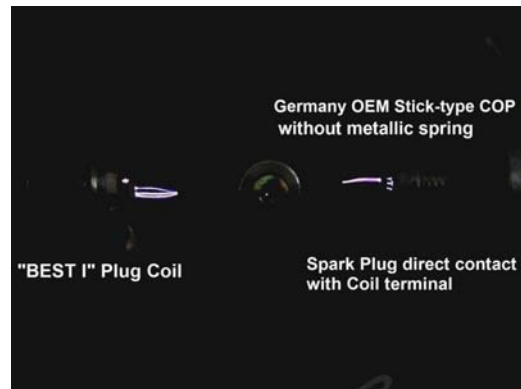
5) “BEST I” Plug Coil COP versus all types of OEM COP

“BEST I” Plug Coil COP has the fastest and strongest Spark Energy

i) “BEST I” Plug Coil vs. Japan Stick-type OEM COP having metal spring conductor:-



ii) “BEST I” Plug Coil COP vs. Germany Stick-type OEM COP having Spark Plug direct contact with its Coil terminal in the absence of metal spring conductor:-

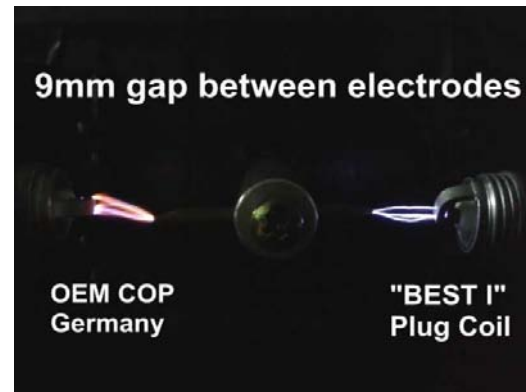




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iii) “BEST I” Plug Coil COP vs. Germany Detachable-type OEM COP having OEM COP Insulator:-



iv) “BEST I” Plug Coil COP vs. U.K. engine Detachable-type OEM COP having OEM COP Insulator:-



I) Dyno and Racing –Proven

-- a) Dynamometers Proven

Direct replacement of conventional and without adjusting ignition parameters and / or ECU reprogramming, “BEST I” has higher LAMBDA values (improve fuel combustion efficiency) throughout the engine speed ranges from 2500 to 7000 RPM. :-

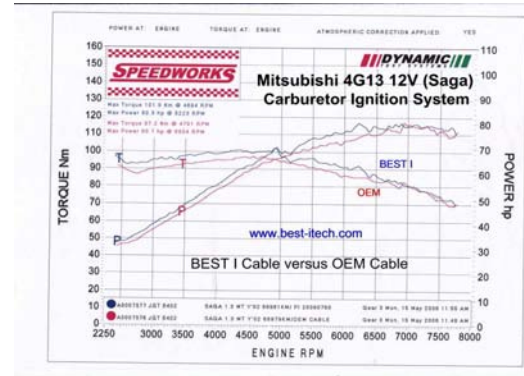
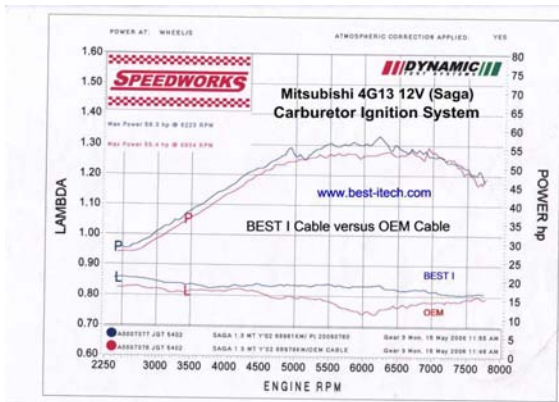


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1) Carburetor System e.g. Mitsubishi 4G13

“BEST I” improves LAMBDA, Power (at Wheels & Engine) and Torque at Engine

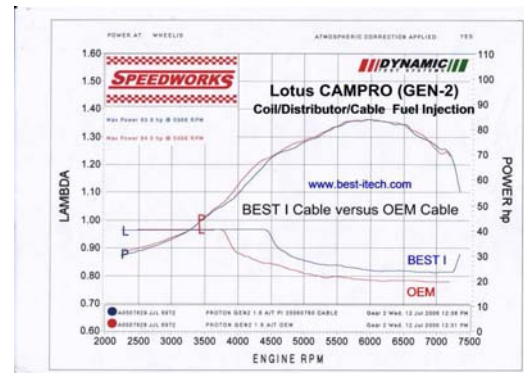
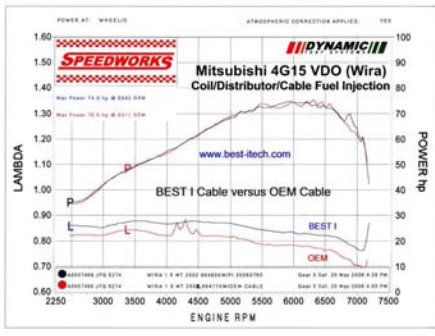


2) Coil-Distributor-Cable Fuel Injection

“BEST I” improves LAMBDA values at engine speed 2500 – 7000 RPM

e.g. Mitsubishi 4G15 VDO

e.g. Lotus CAMPRO engine



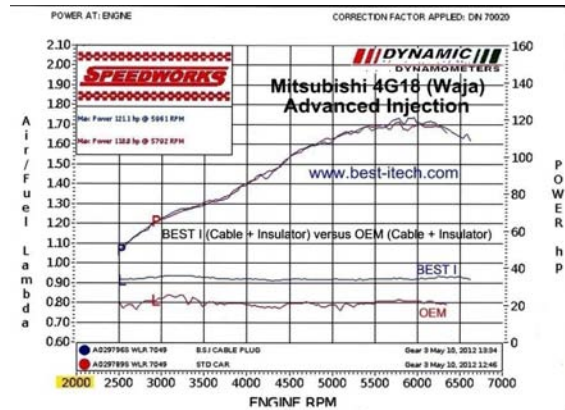
3) Advanced Injection e.g. Mitsubishi 4G18

A combination of “BEST I” Cable with “BEST I” modified COP (e.g. “BEST I” COP Insulator) improves LAMBDA values at engine speed 2500 – 7000 RPM



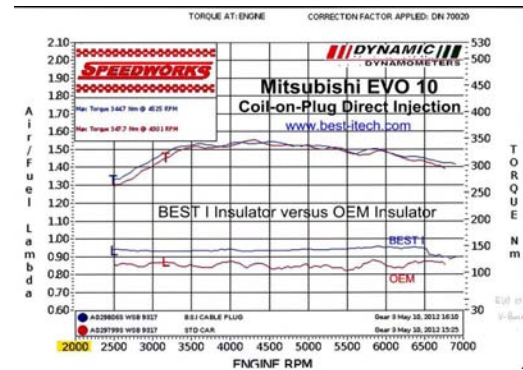
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4) Coil-on-Plug Direct Injection e.g. Mitsubishi EVO 10

“BEST I” modified COP (e.g. “BEST I” COP Insulator) has LAMBDA values of near to Ideal LAMBDA Value of 1 at engine speed 2500 to 7000 RPM



-- b) Racing Proven

Reprogram of ECU according to electrical property of “BEST I” on performance engines (e.g. Mitsubishi EVO, Mitsubishi MIVEC 4G93 Turbo, Mitsubishi 4G92, and Honda VTEC), “BEST I” further improves vehicle power (e.g. 15 – 30HP)



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Engine Type For examples	Description	Reputable Racing Cable	“BEST I” Cable
Mitsubishi EVO 123	Direct Replacement of Japan Origin; and no ECU tuning	Japan Origin	4 HP increase
Mitsubishi MIVEC, 4G92	ECU tuning according to Cable Type	US Origin 205HP	220HP
Mitsubishi 4G93 Turbo	ECU tuning according to Cable Type	Japan Origin 320HP	350HP
Honda VTEC B-Series	ECU tuning according to Cable Type	Japan Origin 250HP	268HP

Examples of successful track records in Racing events :

(Ref – Facebook : **BEST I TECH** or <https://www.facebook.com/best.i99/>)

2015 Drag Racing; Sepang /Malaysia; VTEC NA Open Class; The Champion was using "BEST I", completion time : 11.4 seconds.

14 Feb 2016 Endurance Race, won the third prize at Maximum Attack 2016 Sepang Internal Circuit / Malaysia

28 Feb 2016 won second prizes for both the categories of Front Wheel Pro and Front Wheel Road Legal at Gymkhana Auto Series / Malaysia

J) Examples of Technical Review of “BEST I”

1) From zertohundred.com : Testing Vehicle Engine : Mitsubishi 4G15 VDO having a self-learning Siemen ECU

Quote : There was no significant difference on the Power and Torque data from the Dynamometers testing result between "BEST I" cable and the conventional cable, however, after one month of using "BEST I" Cable, the driver felt a significant loss of vehicle power when he switched "BEST I" cable back to the conventional cable :

www.zerotohundred.com/newforums/showthread.php?t=404208



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2) From the Racing Lawyer

- Comment of "BEST I" from The Racing Lawyer : in compare with typical Racing cables, "BEST I" feels slightly increased in horsepower, feel absolutely lighter, smoother and quicker engine response or pick-up, and to provide a comparatively more consistent and stable responses among all the engine cylinders :-

<https://youtu.be/HCqE16Cqug4>