

BY MARK HOULAHAN

Brisk Premium Spark Plugs



The Brisk Premium LGS spark plug is shown here next to a stock Motorcraft spark plug for comparison.

Every once in a while, a new miracle pill comes out that will re-grow your hair, take inches off your waist, or allow you to be the man your wife always wanted for up to 36 hours. Usually these claims are too good to be true. Often, they only partially work, or if they do work, they don't work to the extent of the claims. The same thing occurs whenever new parts are released for the performance aftermarket. Claims upon claims are made as to the parts' performance potential. These claims are frequently best-case scenarios or their dyno has the special correction factor setting checked.

So whom do you believe? Occasionally, it's our job to shed light on these new parts or new horsepower tricks and tell the truth. If something works, great, we're all for it. If it doesn't, well, maybe it will prove its worth on someone else's project. If there's one thing we've seen through the years, it's that a certain combination will allow a part to make more power than another. So just because our testing only made "X" horsepower, it doesn't mean you'll get the same results. We just want you to use our testing as a barometer of sorts as to the validity of the product.

Which brings us to Brisk's Premium spark plug line. Brisk sells a unique spark plug that promotes an unrestricted flame front and power improvements, better throttle response, and acceleration. The design of the plug is what's most interesting. Using a ground electrode design that is retracted for maximum spark exposure, the massive ground electrode is an integrated part of the shell, transferring heat more easily, improving the resistance



A close-up of the Brisk electrode and tip shows the deep ground electrode design that promotes spark discharge at the very tip of the plug. You can also see in this photo that the flame front would propagate in all directions. This means there is no need to index these spark plugs in the combustion chamber.



Swapping plugs on a Cobra is rather easy with the plug location in the center of the cam cover. For the passenger side, the inlet tube will require removal first, then it's just a few bolts to remove the coil-pack beauty cover.



The coil packs are situated over the spark plugs and are easily removed with a twist and pull of the coil pack. You can leave the wiring harnesses connected and just lay the coil packs aside during removal of the plugs.

ON THE DYNO

The base pull on our '03 Cobra (with pulley, tune, and exhaust) was 442.98 hp and 466.75 lb-ft of torque. The new Motorcraft plugs gave us an increase of 1.92 hp and 4.28 lb-ft of torque, while the Brisk Premium plugs gave us an additional increase of 5.18 hp and another 0.5 lb-ft. That's a total of 7.10 hp and 4.78 lb-ft for a new best of 450.08 hp and 471.53 lb-ft of torque. Not bad for a simple plug change.



A standard 14mm plug socket and extension are all that's required to access the plugs. Make sure your plug socket has a strong rubber insert (a section of 3/8-inch hose will work in a pinch) to help pull the plug out of the depths of the cylinder heads.

to pre-ignition. Brisk's Premium plugs are available in three configurations, though we're using the popular LGS models in our testing. Companies such as Strictly Performance and Lightning Force Performance are swearing by them (and selling them), so we decided to give them a shot on the old dyno truth-o-meter with a mildly tweaked '03 Cobra. We tested the original 14,000-mile spark plugs, then threw in a set of direct replacement Motorcraft plugs, and finally followed up with a set of Brisk LGS 14s. Check out the results in the sidebar above. **5.0**

SOURCE

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