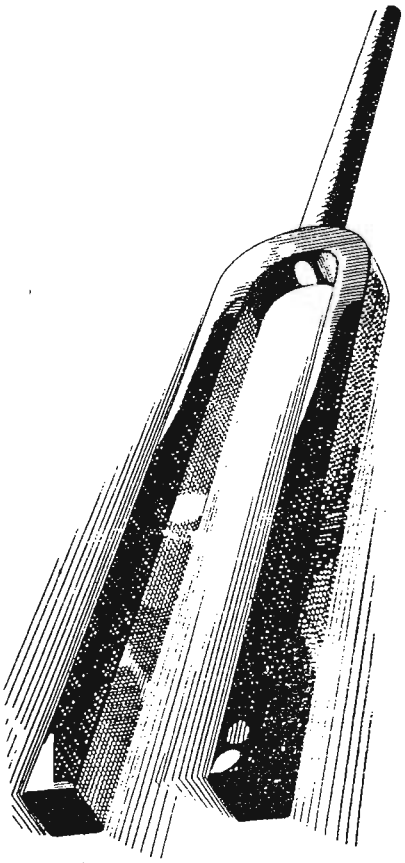
AVIATION TECHNICAL BULLETIN

Champion Spark Plug Company
P. O. BOX 910, TOLEDO, OHIO 43601

April 1, 1969 NO. 69-5

ROUTE TO	
SERVICE MANAGER	
SALES MANAGER	
BULLETIN BOARD	

HAVE YOU GOT THE RIGHT PITCH?



Spark plug sticking which causes difficult removal is troublesome and wasteful of otherwise productive manhours. It can be minimized if we understand the causes and follow recommended plug installation procedures.

Often installation overtorque and/or failure to use a specific antiseize preparation is blamed for plug sticking. We think this is the wrong pitch. We find plug sticking is usually the result of inadequate gas seal at each plug thread. This is caused by oversized plug bushings, dirty plug bushings, threads, old spark plug gaskets, and/or low installation torque. We recommend the following installation procedures:

1. Cylinder threads should be clean so that plug can be screwed all the way in by hand. Should interference occur, use Champion's CT-449 Thread Clean-out Tool for removing deposits in cylinder head threads.
2. Use a new spark plug gasket. Be sure threads, sleeves and seals are clean.
3. Tighten the plugs to the torque limits specified by engine manufacturers:

ENG. MFG.	FT. LBS	IN. LBS.
Continental	25–30	300–360
Lycoming	30–35	360–420
Pratt & Whitney	25–30	300–360
Wright Aero	35–40	420–480
All 14mm Plugs	20–25	240–300

4. Position connector with no stress in lead. Don't over-tighten connector nut.
5. Should a spark plug be dropped, SCRAP IT.

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