



# Aviation Technical Bulletin

**Route to:**SERVICE  
MANAGERSALES  
MANAGERBULLETIN  
BOARD

June 16, 1986

No. 86-11

## CHAMPION CH31769 IGNITER

The CH31769 igniter is a high voltage igniter which can be serviced in the same manner as an aviation spark plug. This igniter is used in Garrett's GTCP331-250F APU engine.

### EQUIPMENT REQUIRED

Champion CT-475AV Cleaner/Tester, or equivalent.

### CLEANING

1. Abrasive-clean the firing end enough to remove deposits.

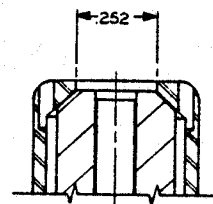
Note: Be sure cooling-air inlet holes are clear of all deposits after cleaning.

2. Clean terminal well with a felt swab saturated with Stoddard Solvent, wood alcohol or methylethylketone, using caution not to damage the terminal pin.

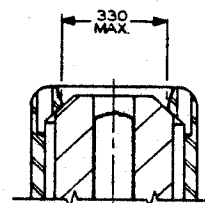
### INSPECTION

Reject igniter for the following reasons:

1. Visually check for mechanical damage. Reject if it shows impact damage, if connector well or firing end insulator is cracked or loose, or if connector pin is badly bent or broken.
2. Reject if firing end shell body is swollen or distorted.
3. Check igniter plug for electrical erosion. If erosion is equal to, or exceeds the measurement, reject. SEE ILLUSTRATIONS:



NEW



USED

### TESTING

1. Using an 18mm thread adapter, install the cleaned igniter into the compression chamber finger tight.
2. Attach the high voltage lead to igniter terminal pin.
3. Apply 15# PSI of air pressure in bomb fixture.
4. Press tester button. Observe that spark is jumping gap steadily. If not, reject igniter.

NOTE: Before installing igniter in the engine, be certain to use a new M-677 folded steel gasket.

**Champion Aviation Products: Your Blueprint for Performance**

JTQ/mf