



Aviation Technical Bulletin

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Bringing Power to Flight®

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BEWARE OF RECONDITIONED SPARK PLUGS

Purchasers of 'REBUILT' or 'RECONDITIONED' spark plugs are under the false impression that these plugs have had new electrodes, insulators, and/or other primary parts replaced and will function equal to new units. This is not possible!

All Champion plugs are manufactured in such a manner that none of the critical parts can be replaced without destroying the plug's integrity. All components are either welded, brazed, hotlocked, fused, or pressure formed in place. Any attempt to replace vital plug component parts could disturb internal sealing and/or heat transfer integrity and render the plug useless or unfit for further service and could also create the potential for severe engine damage.

Once a spark plug is worn beyond recommended service limits, it should be scrapped. Plugs not worn beyond the limits established by our CT482 erosion gauge can be serviced using standard servicing procedures as outlined in our AV6R Service Manual.

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