



Aviation Technical Bulletin

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SALES MANAGER	
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Bringing Power to Flight

June 14, 1995

95-4

Champion CH31801 Igniter AlliedSignal 3876131-1

The CH31801 is a high voltage, air cooled igniter used in the following auxiliary power unit applications:

GTCP 36 -280B
GTCP 36 -300

Boeing 737 -300, -400, -500
Airbus A319, 320, 321

EQUIPMENT REQUIRED

Champion CT475AV Cleaner/Tester, or equivalent.

CLEANING

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

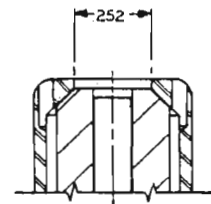
NOTE: Be sure cooling-air inlet holes are clear of all deposits after cleaning.

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

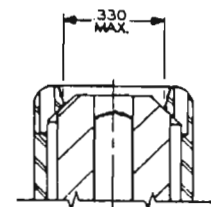
INSPECTION

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 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 ILLUSTRATION:



NEW



USED

TESTING

1. Using an 18 mm 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 tester unit.
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 gasket.