



Aviation Technical Bulletin

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Bringing Power to Flight

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**CHAMPION CH34549 IGNITER
ALLIEDSIGNAL P/N 304634-2**

The CH34549 is a low voltage igniter used in the following auxiliary power unit applications:

GTCP 331-350
GTCP 36-280D

Airbus A330,A340
McDonnell Douglas MD88

A solid body, pellet type semiconductor is used at the spark gap between the center and ground electrodes to satisfy low voltage operating requirements.

EQUIPMENT REQUIRED

Standard engine ignition unit

CLEANING

1. Wipe combustion deposits from exterior with a lint free cloth. Do not disturb the combustion deposits in the gap area.

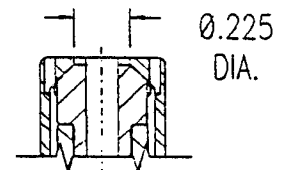
Note: If gap area deposits must be removed for a closer inspection, they may be removed with a wood scraper. **DO NOT TOUCH SEMI CONDUCTOR SURFACE DEPOSITS IN THE GAP AREA AS THEY AID PLUG OPERATION.**

2. Terminal well may be cleaned with a felt swab saturated in mineral spirits, methyl or alcohol using caution not to damage the terminal pin.

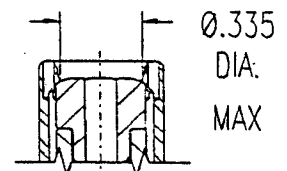
INSPECTION

1. Visually check for mechanical damage. Reject if it shows impact damage, if conductor well or firing end insulator is cracked, chipped or loose, or if connector pin is bent, broken or burned.
2. Check firing end shell for chafing or fretting wear. This wear is not to exceed .015. If this wear is more than one-half the circumference of the shell, reject.
3. Reject if shell body is swollen or distorted or if threads are damaged.
4. Check igniter plug for electrical erosion. If erosion is equal to, or exceeds this measurement, reject.

SEE ILLUSTRATIONS



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TESTING

1. Spark test. Test at normal open air pressure using the standard engine ignition unit, including the shielded lead and terminal fittings.
2. Connect the ignition unit to the igniter.
3. Clamp the igniter with the firing end up.
4. Switch on the ignition unit. Wait 30 seconds. (If misfiring or irregularity in spark occurs, discard the igniter.)
5. Turn off the ignition unit.

WARNING: THE OUTPUT OF THIS IGNITION SYSTEM IS SUFFICIENT TO CAUSE A LETHAL ELECTRICAL SHOCK. DO NOT TOUCH ANY EXPOSED OR LIVE PORTION. ALWAYS DISCONNECT LEADS FROM INPUT POWER SOURCE AND WAIT AT LEAST ONE MINUTE TO PERMIT STORED ENERGY TO DISSIPATE BEFORE WORKING WITH IGNITION UNIT.

6. Wait for at least one minute to elapse; disconnect the igniter from the ignition unit; unclamp the igniter.

Champion Aviation Products: Your Blueprint for Performance