



# Aviation Technical Bulletin

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January 1997

97-2

**CHAMPION CH37114 IGNITER**

The Champion CH37114 is a high voltage industrial igniter. Following are the cleaning, inspection and testing instructions for this unit.

**CLEANING:**

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

*NOTE: If gap area deposits must be removed for closer inspection, they may be removed by a wood scraper.*

3. Terminal well may be cleaned with a felt swab saturated in alcohol, using caution not to damage the terminal pin.

**INSPECTION:**

1. Visually check for mechanical damage. Reject if it shows impact damage, or if connector well or firing end insulator is cracked or loose, or if connector pin is badly bent or broken.
2. Check firing end shell for chafing or fretting wear. This wear is not to exceed .030.
3. Reject if shell body is swollen or distorted.
4. Check igniter plug for center and ground electrode erosion.

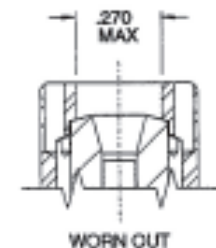
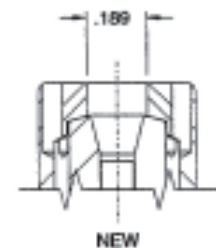
**SEE ILLUSTRATIONS:** If erosion equals or exceeds this measurement, reject.

**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, then test fire. Allow the igniter to fire consistently for 15 seconds. *(If misfiring or irregularity in sparking 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 at least one minute to elapse, disconnect the igniter from the ignition unit, unclamp the igniter.



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