



# AVIATION TECHNICAL BULLETIN

Champion Spark Plug Company  
P. O. BOX 910, TOLEDO 1, OHIO • U. S. A.

November 26, 1962

NO. 62-3

## CHAMPION FHE-19-6H (CR-104) INSPECTION AND RECONDITIONING PROCEDURE

CONTROLLED  
COPY

### 1. INITIAL CLEANING

- (a) Remove excess carbon from metal by brushing with a fiber bristle rotating or hand brush. It is not necessary to remove carbon from spark gap area.

### 2. INSPECTION

- (a) Inspect the igniter for mechanical damage. Reject igniter if it shows thread damage, cracked or distorted braze joints, loose or broken ceramic in the terminal well, or chipped, cracked or grooved semi-conductor between electrodes.
- (b) Inspect igniter for electrode erosion in accordance with attached illustrations. If erosion exceeds that shown in the last illustration, discard igniter.

### 3. RECONDITIONING

- (a) If igniter is acceptable as described above, clean terminal well with a felt swab saturated with mineral solvent or methyl alcohol.
- (b) Blow out connector well with a dry air jet.

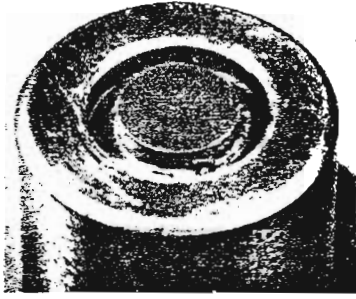
### 4. TEST

- (a) Apply clean engine fuel to the firing end and using a 500V megger, measure the resistance between the center electrode button and the outside metal body. If resistance exceeds 500,000 ohms, discard igniter.
- (b) Connect igniter to standard 12 joule ignition unit which is known to operate satisfactorily and check regularity of sparking. If spark is delayed as compared with a new igniter or is not regular, discard used igniter.

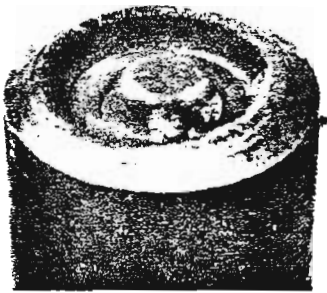
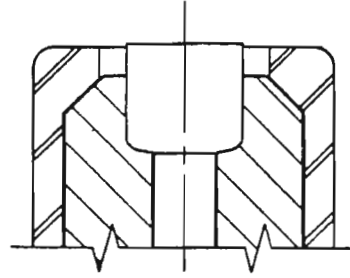
(OVER)

CR104  
FHE-19-6H

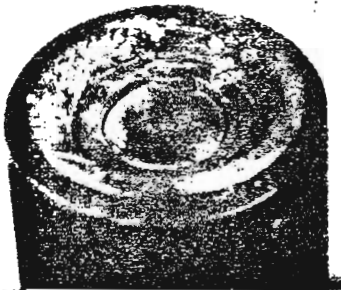
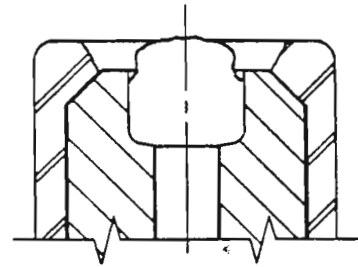
CONTROLLED  
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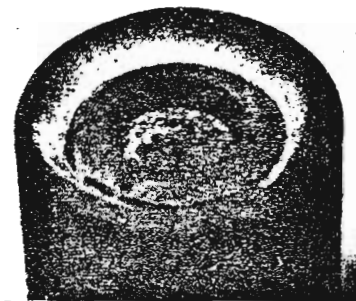
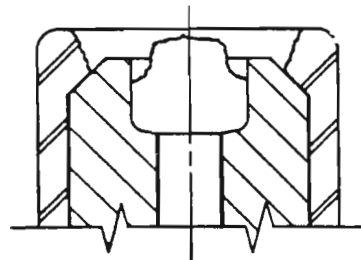
NEW PLUG



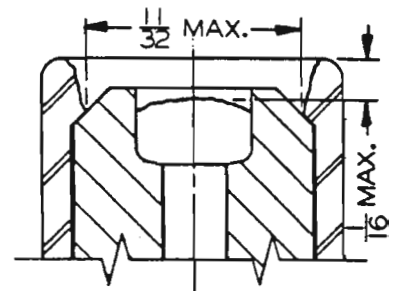
1ST STAGE



2ND STAGE



WORN OUT



PROGRESSIVE SERVICE WEAR