



# AVIATION TECHNICAL BULLETIN

Champion Spark Plug Company

P. O. BOX 910, TOLEDO, OHIO 43601

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ROUTE TO	
SERVICE MANAGER	
SALES MANAGER	
BULLETIN BOARD	

## TESTING 1-2-3-4 TESTING

Normally, the electrical system of the pressure or bomb tester is very dependable--but like most units, it should have a periodic check-up.

Voltage required to spark the plug gap varies directly with electrode gap opening and bomb test pressure. To insure satisfactory plug operation in the engine, the plug being tested should spark steadily at the following gap settings and their corresponding test pressures:

Note: When checking a new or used spark plug, first check the gap to insure it is correct for the proper air pressure.

<u>ELECTRODE GAP</u>	<u>TEST PRESSURES P.S.I.</u>
.012	200
.014	160
.016	135
.019	115
.025	80

If you suspect the electrical system is weak, the following is a simple way the electrical system can be tested:

To achieve the above satisfactory chart test, the high voltage coil (Part #8-880HE) should spark a new J-43 gapped at .045 steadily at 140 P.S.I.

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