



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	

GO THE STEP BEYOND

CONTROLLED
COPY

Due to a rough engine report you find a spark plug that is questionable as possibly misfiring.

Your first thought is to electrically check the plug in the "as is" condition and this is good because this will confirm your suspicions -- if you find the plug does not fire Go The Step Beyond.

1. Remove all the encrusted deposits first either by a scraper, pick or better yet using the Champion Model 200 Vibrator Tool.
2. Follow the cleaning procedures for the type spark plug you are working with as pointed out in the (AV-6) Aviation Service Manual.
3. Regap the electrodes to the proper gap. Refer to the (AV-12) Aviation Products Catalog. (Champion's recommended plug gap setting is the same as for new spark plugs.)

Electrode Gap	Pressure P.S.I.
.012	200
.014	160
.016	135
.019	115
.025	80

4. Repeat the bomb test insuring you are using the proper air pressure for the electrode gap.

By following the above procedure, this will assure you that the spark plug is electrically O.K. for continued service.
