AVIATION TECHNICAL BULLETIN

Champion Spark Plug Company
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ROUTE TO	
SERVICE MANAGER	
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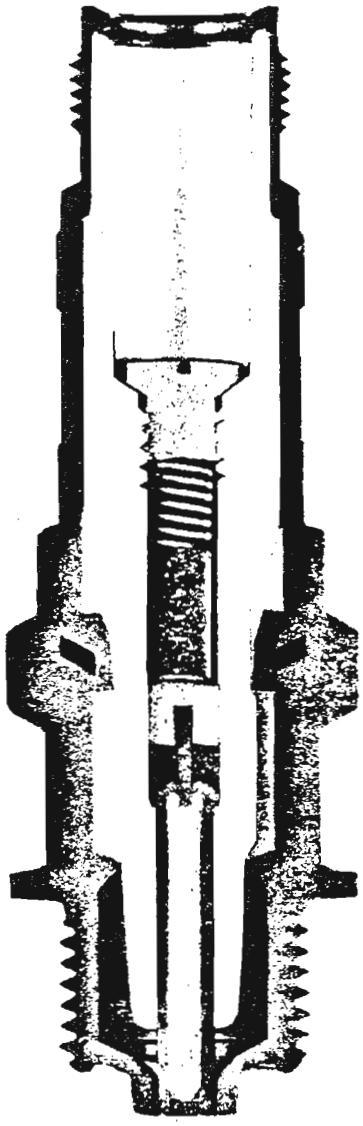
SPARK PLUG TESTING - WHY AND HOW



Let's be realistic about this testing and ask ourselves, *"What do we really want to know about the spark plug we are testing?"* Actually, all we are trying to determine is that the spark plug insulation value is sufficient to allow the spark plug to spark across the electrodes under simulated operating conditions without shorting either in the shielding barrel, across the core nose, or internally.

If properly done, pressure or "bomb" testing can assure you that the spark plugs will perform satisfactorily when installed in an engine.

With the various types of spark plugs and testing equipment in use today, there seems to be some question as to just what is the correct testing procedure for each plug type.

If a spark plug gapped at .016 in. sparks steadily at 135 psi or over, or if gapped at .019 in. at 115 psi or over, then the plugs will fire satisfactorily in an engine. These test pressures are greater than those that a plug will normally be subjected to in an aircraft engine at the time of ignition.

Check gaps using only a round wire type feeler gauge such as the Champion CT-450 Gap Gauge.

If your testing unit has not been serviced recently, we suggest that you consult the operating manual for instructions on adjusting the coil for maximum voltage output, or Aviation Technical Bulletin No. 72-9.

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