



AVIATION TECHNICAL BULLETIN

Champion Spark Plug Company

P. O. BOX 910, TOLEDO, OHIO 43601

January 7, 1974

NO. 74-1

ROUTE TO	
SERVICE MANAGER	
SALES MANAGER	
BULLETIN BOARD	

CHAMPION FS118 IGNITERS

These high voltage Igniters are cleaned just as you would clean an Aviation Spark Plug:

EQUIPMENT REQUIRED

Champion Model 2400 Cleaner and 2700 Tester

CLEANING

1. Abrasive-clean firing end, just enough to remove deposits.

Note: Be sure cooling air inlet holes are clear of all deposits after cleaning.
DO NOT ABRASIVE-CLEAN TERMINAL WELL.

2. Clean Terminal Well with cotton swab saturated with mineral spirits.

INSPECTION

Reject Igniter for the following:

Firing End

1. Center electrode worn flush with the nose insulator; Fig. #1.
2. Loose or broken parts.
3. Cracked, chipped, or broken ceramic insulator; Fig. #2.
4. Burned or melted shell; Fig. #3.

Note: If firing end shell is deeply grooved from combustor "floating" more than .030, scrap Igniter.

Terminal End

1. Cracked, chipped, or broken ceramic.
2. Terminal pin badly bent or broken.

TESTING

1. Using an 18 MM thread adapter, install the cleaned Igniter into the - compression chamber finger tight.
2. Attach the small alligator clip to the high voltage tester lead and - connect to Igniter terminal pin.
3. Press tester button. Igniter should spark.
4. Apply 15# PSI of air pressure. The Igniter should continue to spark. - If not, reject.

NOTE: BEFORE INSTALLING IGNITER INTO ENGINE, BE SURE TO INSTALL A NEW M-677 18 MM FOLDED STEEL GASKET.

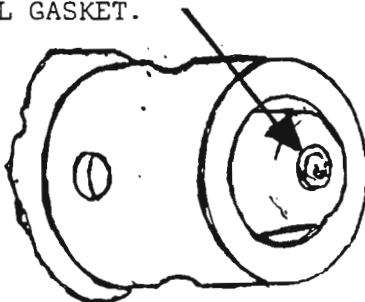


Fig. #1

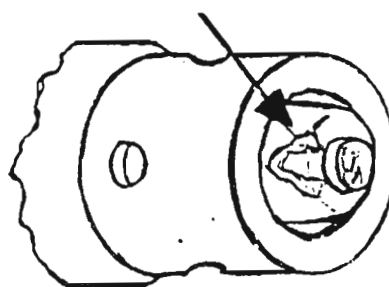


Fig. #2

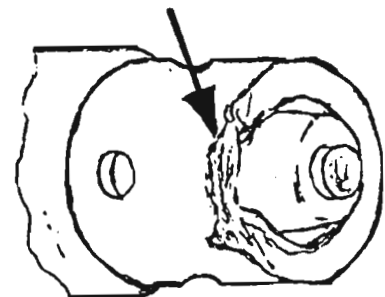


Fig. #3