



AVIATION TECHNICAL BULLETIN

Champion Spark Plug Company

P. O. BOX 910, TOLEDO, OHIO 43601

| ROUTE TO | |
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| SERVICE MANAGER | |
| SALES MANAGER | |
| BULLETIN BOARD | |

May 10, 1974

NO. A74-4

CHAMPION FS 93 IGNITER SERVICE INSTRUCTION

CONTROLLED
COPY

CLEANING

1. The Igniter may be cleaned with a stiff bristle brush or an abrasive cabinet plug cleaner, then wipe off with solvent.

NOTE: Igniter shall be cleaned just enough to remove carbon deposits.

INSPECTION

Reject Igniter for the following:

Firing End

1. Loose or broken parts.
2. Cracked, chipped, or broken ceramic insulator.
3. Center electrode must have an outside diameter of 0.10 inch or greater at the narrowest cross-section and must protrude beyond the ceramic insulator at least 0.04 inch.
4. Gap between electrode and outer shell must not exceed 0.25 inch at the farthest point.

Terminal End

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

TESTING

Spark test at normal open air pressure using the standard ignition unit, including the shielded lead and terminal fittings.

1. Connect a 14 Volt DC power source to the ignition unit.
2. Connect igniter and lead to ignition unit.
3. A minimum spark rate of one spark per second and spark consistently.

WARNING - THE OUTPUT OF THIS IGNITION SYSTEM IS SUFFICIENT TO CAUSE A LETHAL ELECTRICAL SHOCK

Do not touch or place hand near base of plug while the ignition is on. Always disconnect leads from input power source and wait at least one minute to permit stored energy to dissipate before working with ignition unit.

4. Disconnect ignition unit from DC power source.
5. Wait at least one minute, disconnect the igniter from the ignition unit.


