



# AVIATION TECHNICAL BULLETIN

Champion Spark Plug Company

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ROUTE TO	
SERVICE MANAGER	
SALES MANAGER	
BULLETIN BOARD	

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## CHAMPION CH31687/CH31706 IGNITERS

The CH31687 and CH31706 igniters are high voltage igniters. The CH31687 is a threaded igniter, used in the CFM56-2 engine; the CH31706 is a "drop in" igniter, used in the CFM56-3 engine. Both igniters have identical firing ends, so are combined in this Bulletin.

### CLEANING

- (1) Wipe excess contamination from the exterior of the igniter plug with a dry, clean cloth. Do not disturb the combustion deposits on the firing end or spark gap area. These deposits in the gap area aid the igniter plug operation.
- (2) Clean terminal well with a felt swab saturated with mineral spirits solvent, methyl alcohol, wood alcohol or methanol alcohol, using caution not to damage the terminal pin incorporated in the CH31706. The CH31687 uses a button connector.

### INSPECTION

Reject igniters for the following reasons:

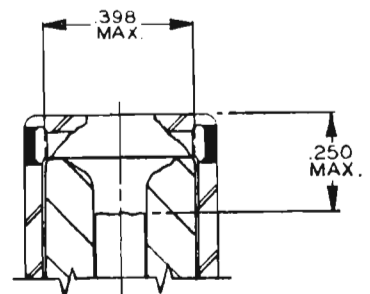
- (1) Insulator broken, cracked or loose.
- (2) Input terminal pin (CH31706 only) damaged or bent.
- (3) Radial cracks or pieces missing from firing end insulator.
- (4) Under-cut erosion equal to, or greater than, measurement shown in illustrations.
- (5) Any erosion that results in holes in outside shell surface.
- (6) Air leakage greater than 15.0 cc at 500 psi (35.6 kg/cm<sup>2</sup>) in a three minute period (in-service igniters only).

### GENERAL TESTING INSTRUCTIONS

Test the igniter plug for leakage, wet tip firing, and for electrical performance. Leakage test requires use of a gas leakage test unit. Electrical tests require the use of a component test set. Detailed test instructions can be found in G.E. Component Maintenance Manual 74-21-32.

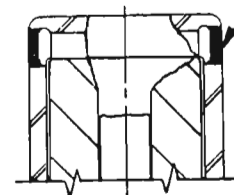
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JTQ/mf



CONCENTRIC  
EROSION

NO HOLES ALLOWED  
IN SHELL SURFACE



OFF CENTER  
EROSION

ELECTRODE WEAR PATTERNS