



Aviation Technical Bulletin

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IF YOUR TURBINE ENGINE IS READY FOR OVERHAUL, SO ARE YOUR IGNITION LEADS!

Although leads may test within limits when your engine reaches TBO, they may be about to fail. Here's why:

1. There may be insufficient contact between the lead receptacle and igniter pin. This will cause arcing, and eventually weld the igniter to the lead. A freshly overhauled lead has new contacts, providing positive retention between igniter and lead.
2. Old, frayed shielding can cause interference with radio transmissions. Overhauled leads are always supplied with new braided conduit, minimizing problems caused by RFI.
3. Weakened core insulation can result from the constant effects of heat and aging of leads in service to full TBO. This condition is readily visible as cracks in the insulation. Newly overhauled leads are equipped with fresh insulated cables, insuring maximum service life.

You can avoid costly, unscheduled maintenance and unnecessary down-time by returning old leads to your Champion/Livingston Distributor for overhaul. This service is provided for operators of Pratt & Whitney - Canada and Garrett engines at a fraction of the cost for new leads. Contact your Livingston Distributor or your Champion Aviation Zone Sales Manager for full details.

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