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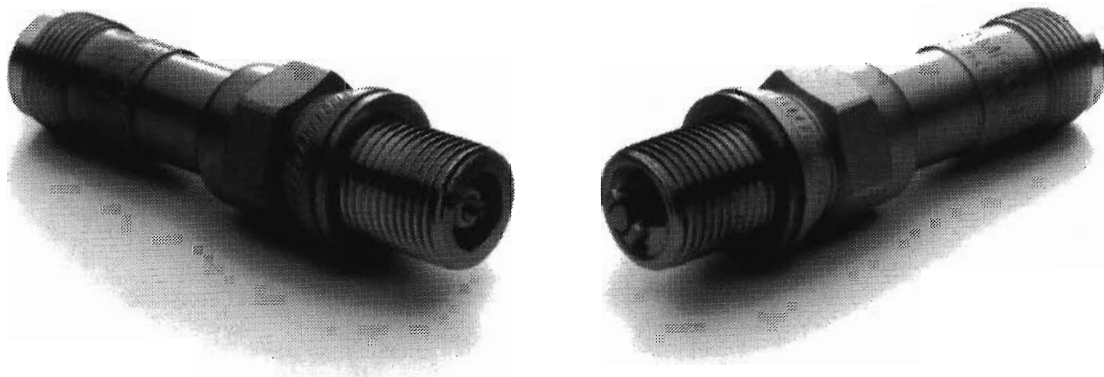
Aviation Spark Plugs — New and Reconditioned SHOULD ALWAYS BE INSTALLED WITH A NEW GASKET

Aviation spark plug gaskets are manufactured to precise standards as to dimension and hardness. They also determine by their installed thickness, the effective reach of the spark plug as installed into the combustion chamber.

An ideally installed spark plug has the firing end flush with the combustion chamber wall, with no spark plug threads or cylinder spark plug boss threads exposed to combustion gasses. Exposed threads can become hot-spot sources for initiating preignition.

Gaskets that have become too hard with normal usage won't "Hold Torque" correctly, and spark plugs can come loose with disastrous results. An annealed gasket will not meet new specifications.

Avoid shop "Come Backs" — Always install new M-674 (18mm) copper gaskets, or N-673 (14mm) copper gaskets.



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