

CHAMPION

AVIATION CHECK - A - PLUG

MATCH USED MASSIVE ELECTRODE PLUG TO CORRESPONDING ILLUSTRATION FOR COMPARISON

NORMAL Indicates short service time and correct heat range. Clean, regap and test before reinstalling.



WORN OUT - NORMAL Indicates normal service life, electrodes show normal erosion, ground electrodes about half original thickness. Install new Champions.



WORN OUT - SEVERE Excessively eroded center and ground electrodes indicate abnormal engine power operation. Check fuel metering. Install new Champions.



LEAD FOULED Hard, cinderlike deposits from poor fuel vaporization, high T.E.L. content in fuel or engine operating too cold. Install new Champions.



CARBON FOULED Black, sooty deposits from excessive ground idling, idle mixture too rich or plug type too cold. If heat range is correct, clean, regap, test and reinstall.



OIL FOULED Wet, oily deposits may be caused by broken or worn piston rings, excessive valve guide clearances, leaking impeller seal or engine still in break-in period. Repair engine as required. Clean, regap, test and reinstall plugs.



FINE-WIRE PLUGS ON OTHER SIDE

AV-27

10025

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CHAMPION

AVIATION CHECK - A - PLUG

MATCH USED FINE-WIRE SPARK PLUG TO CORRESPONDING ILLUSTRATION FOR COMPARISON

NORMAL Indicates short service time and correct heat range. Clean, regap and test before reinstalling.



WORN OUT - NORMAL Indicates normal service life, electrodes show normal erosion, ground electrodes about half original thickness. Install new Champions.



WORN OUT - SEVERE Excessively eroded center and ground electrodes indicate abnormal engine power operation or plugs long overdue for replacement. Install new Champions.



LEAD FOULED Hard, cinderlike deposits from poor fuel vaporization, high T.E.L. content in fuel or engine operating too cold. Clean, regap, test and reinstall.



CARBON FOULED Black, sooty deposits from excessive ground idling, idle mixture too rich or plug type too cold. If heat range is correct, clean, regap, test and reinstall.



OIL FOULED Wet, oily deposits may be caused by broken or worn piston rings, excessive valve guide clearances, leaking impeller seal or engine still in break-in period. Repair engine as required. Clean, regap, test and reinstall plugs.



MASSIVE ELECTRODE PLUGS ON OTHER SIDE

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