

SLICK IGNITION LEAD CONVERSION

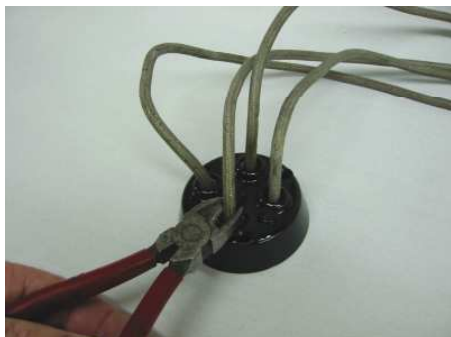
SLICK MAGNETO HARNESS CONVERSION TO 8.5mm
SUPER CONDUCTOR AUTOMOTIVE SPARK PLUG WIRES

GENERATION 3 IGNITION



SLICK MAGNETO HARNESS CONVERSION TO 8.5mm SUPER CONDUCTOR AUTOMOTIVE SPARK PLUG WIRES

This is a general description on converting existing stock shielded aircraft ignition harnesses and magneto harness cap to automotive type spark plug leads for the use of automotive spark plugs.



1. Remove existing harness wires.



2. Punch out wire inserts.



3. Drill holes to 5/16"



4. Tap hole to 3/8" x 16 coarse thread pitch. Chamfer holes each side. De-burr threads lightly.



5. Trim wire to leave a 1/8" of center conductor protruding.



6. Use silicone RTV on the cap thread to act as lubricant/adhesive. Very slowly screw wire into cap. Do not twist/tear the wire. If you break the fiberglass core, it will be heard and felt. This small section of damaged wire must be cut-off and removed, start over.



7. Install insert/rivet on center conductor.



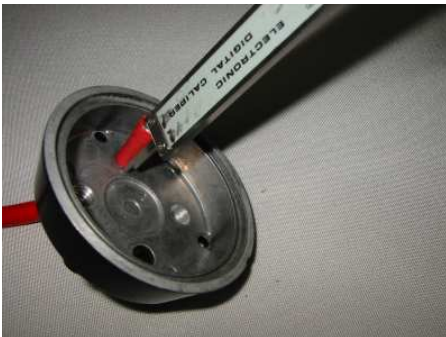
8. Wiggle around and push on.



9. Continue to seat,



10. Seat completely and cut off center conductor flush.



11. Adjust total height to .780" from the inside top of the cap.



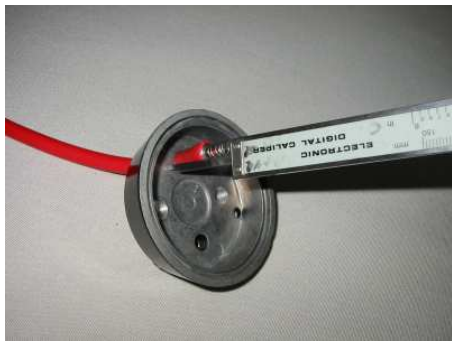
11a.



12. Use a tee-pin to create a provision space/hole next to the center conductor and the insert's inside wall for the contact spring pin to be inserted into.



13. Insert carefully not to bend the contact spring pin.



14. Adjust total height with contact spring to 1.260" from the inside top of the cap.



14a.

15. After installing all the spark plug leads. Before installing the silicone insulator. Test fit the harness assembly onto magneto. There should be about .125" to .180" of spring tension holding the harness cap up. This ensures that the terminal spring is making contact.



16. Install insulator seal.



17. Properly crimped spark plug terminal end.

Note: When installing harness cap to magneto, use DC-4 or other suitable dielectric compound to aid installation and seal where the seal and wire ends are fitted into the distributor block.