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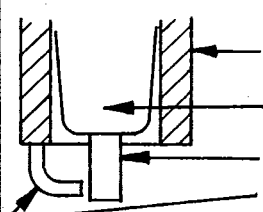
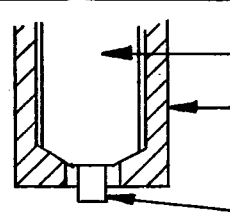
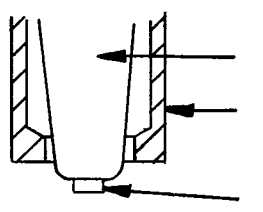
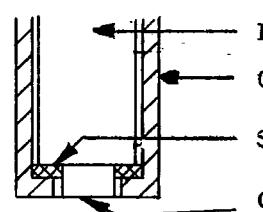
AEROSPACE RECOMMENDED PRACTICE

Society of Automotive Engineers, Inc.
TWO PENNSYLVANIA PLAZA, NEW YORK, N.Y. 10001

ARP 484 A

Issued 11-15-57
Revised 7-1-71

SPARK IGNITER GAP TYPES

DASH NO.	TITLE	TYPICAL GAP CONFIGURATION
-1	IGNITER-SPARK HIGH VOLTAGE AIR GAP	 OUTER SHELL INSULATOR CENTER ELECTRODE GROUND ELECTRODE
-2	IGNITER-SPARK HIGH VOLTAGE NON-SHUNTED SURFACE GAP	 INSULATOR OUTER SHELL (GROUND ELECTRODE) CENTER ELECTRODE
-3	IGNITER-SPARK HIGH VOLTAGE AIR-SURFACE GAP	 INSULATOR OUTER SHELL (GROUND ELECTRODE) CENTER ELECTRODE
-4	IGNITER-SPARK LOW VOLTAGE SHUNTED SURFACE DISCHARGE GAP	 INSULATOR OUTER SHELL (GROUND ELECTRODE) SURFACE DISCHARGE (i.e., Semiconductor) MATERIAL CENTER ELECTRODE

AN IGNITER MAY BE CLASSIFIED AS TO REQUIREMENTS AS FOLLOWS:

- THE MAXIMUM SPARK IGNITER BREAKDOWN VOLTAGE EXPRESSED IN KILO-VOLTS. (APPLICATION REQUIREMENTS WILL DETERMINE THE VOLTAGE DIFFERENTIAL BETWEEN THE SPARK IGNITER BREAKDOWN VOLTAGE AND THE VOLTAGE AVAILABLE FROM THE POWER SOURCE.)
- THE STORED ENERGY OF THE IGNITION SOURCE EXPRESSED IN JOULES AND/OR THE SPARK ENERGY AT THE IGNITER GAP EXPRESSED IN JOULES.
- THE SPARK REPETITION RATE OF THE IGNITION SOURCE EXPRESSED IN SPARKS PER SECOND AT THE NOMINAL OPERATING VOLTAGE AND FREQUENCY.
- THE REQUIRED SPARKING TIME IN THE ENGINE EXPRESSED IN HOURS.

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- NOTE: 1. ALL VALUES ABOVE TO BE EXPRESSED IN DECIMALS TO THE NEAREST TENTH.
2. ONLY ONE TYPE OF GAP IS SHOWN FOR EACH DASH NUMBER, BUT THIS DOES NOT PRECLUDE THE USE OF OTHER GAP CONFIGURATIONS MEETING THE DESCRIPTION OF THE TITLE.

IF DESIRED, THE IGNITER REQUIREMENTS MAY BE LISTED AS AN ABBREVIATED SERIES OF NUMBERS IN THE ORDER GIVEN ABOVE. AS AN EXAMPLE: 1.5/2.3/6.0/2.5.

PREPARED BY
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**Documents**

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