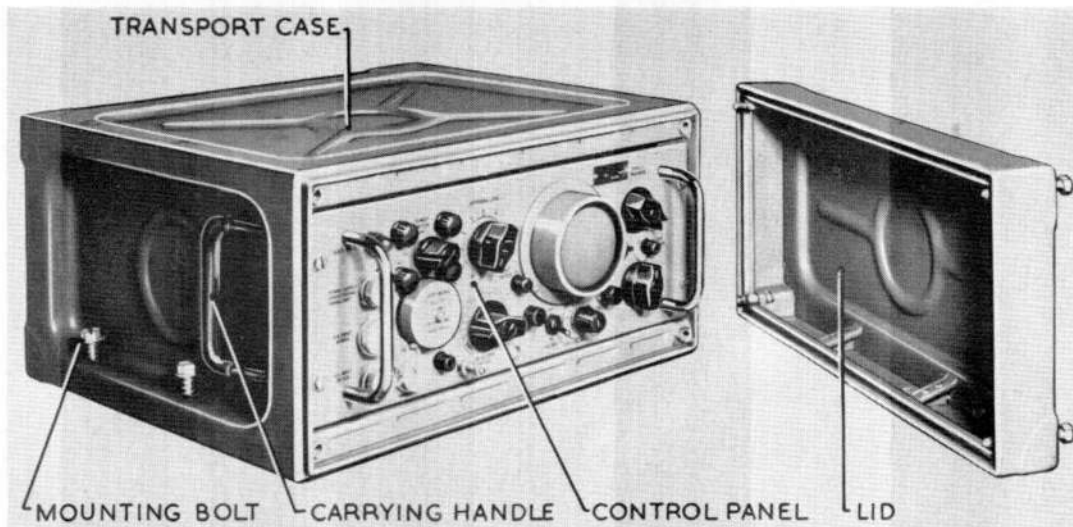


## ELECTRONIC IGNITION TESTER, TYPE EB—A/1



<i>Ref. No.</i>	...	...	...	...	...	5G/557
<i>Dimensions</i>	...	...	...	...	...	19 in. × 17½ in. × 7 in.
<i>Weight</i>	...	...	...	...	...	58 lb.
<i>Associated publications</i>	...	...	...	...	...	A.P.4343S, Vol. 1, Sect. 21 A.P.1374A, Vol. 1, Sect. 3

### BRIEF DESCRIPTION

The electronic ignition tester enables checks to be made of the ignition systems of multi-cylinder aero-engines and any faults that may be present to be analysed under actual running conditions without imposing any additional load on the system. The tester incorporates a cathode ray tube and may be operated either from a.c. power supplies of 110 V., 210 V., 230 V. or 250 V. at 50 to 60 c/s or from d.c. supplies of 21 to 29 volts.

In operation the L.T. voltage of the magneto under test is applied to the vertical deflection plates of the C.R.T. and the engine is made to produce a reference signal or synchronizing pulse at a particular instant during the cycle. This signal triggers the time base, which is designed to sweep the screen horizontally at such a rate that the full sweep is just completed when the next reference signal is received; the process is then repeated. The length of the horizontal trace will represent two revolutions of the crankshaft and the display will show all the waveforms relating to the sparking plugs and circuit of the magneto under test in their firing order from left to right with that of the reference cylinder on the left. An expanded view can be obtained of any waveforms requiring closer scrutiny thus facilitating fault diagnosis and the detection of incipient defects.

RESTRICTED

This file was downloaded  
from the RTFM Library:

Link: [www.scottbouch.com/rtfm](http://www.scottbouch.com/rtfm)

Please see site for usage terms,  
and more aircraft documents.

