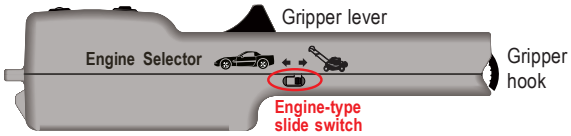
Engine Ignition Analyser

Part Number: TE064

User Guide



USING CHECKSPARK

1. **IMPORTANT** - ***For correct CheckSpark operation, always set engine-type slide switch to the proper engine type being tested***

Vehicles Small petrol engines

2. Connect CHECKSPARK to plug wire of a non-running engine (see Fig. 1)
3. Push gripper lever forward to open plug wire hook
4. Place open gripper hook on plug wire and release gripper lever
5. Red LED will stay lit indicating unit is ready for test
6. Disconnecting CHECKSPARK from plug wire will reset the internal circuit
7. CHECKSPARK may also be reset (if a second test is desired) by momentarily pressing the reset button without the need to remove the tester from the plug wire (see Fig. 2)

Fig. 1

Fig. 2

PULL START ENGINES

1. Insure engine is ready for starting (see owners manual if necessary)
2. Firmly pull the recoil starter one time, ***if engine starts turn off engine***
3. Observe LED status on the CHECKSPARK tester (see Fig. 2)

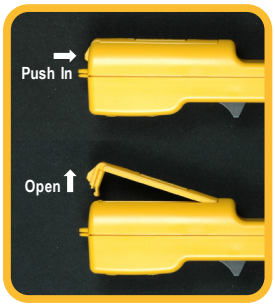
ELECTRONIC IGNITION ENGINES

1. Insure engine is ready for starting (see owners manual if necessary)
2. Energize electric start only long enough to turn engine over several times, ***if engine starts turn off engine***
3. Observe LED status on the CHECKSPARK tester (see Fig. 2)

CHANGING THE BATTERY

1. Remove battery cover by pushing in on rear tab of battery cover and pulling up at same time (see Fig. 3)
2. Observe polarity when installing battery, + terminal is toward the rear of the unit (see Fig. 4)
3. Reinstall battery cover
4. ***Battery check:*** Push gripper lever forward, red LED will light indicating battery is good and unit is operational

Fig. 3



CHECK SPARK

CheckSpark Operation

Read these instructions completely before use

AFTER ATTEMPTING TO START ENGINE

LED on CHECKSPARK tester will now show condition of the spark (see Fig. 2)

OK – GREEN (flashing)	Proper voltage, ignition is OK
Too HIGH – YELLOW (flashing)	High voltage (see chart for possible causes)
Too LOW – RED (not flashing)	No voltage (see chart for possible causes)
Too LOW – RED (flashing)	Low voltage (see chart for possible causes)

DIAGNOSTIC CHART

LED STATUS LIGHTS

Flashing GREEN **(OK)**

- Spark voltage is OK
- Compression is good
- No start problem could be: Lack of fuel, bad fuel, improper choke setting, defective carburetor or fuel injector

Flashing YELLOW **(Too HIGH)**

- Spark voltage is too high
- Broken spark plug
- Internal resistance of plug too high (resistor type plug)
- Plug wire not properly connected/seated on spark plug
- Plug wire resistance too high (resistor type plug wire)
- Broken or open plug wire
- Improper spark plug gap
- Check slide switch setting - *CheckSpark may flash yellow if slide switch not on correct engine type setting*

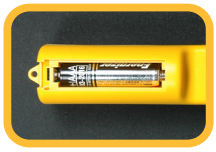
Solid RED **(Too LOW)**

- No spark detected
- Engine kill switch not in run position
- Defective points (mechanical ignition)
- Defective trigger switch (electronic ignition)
- Defective spark coil
- No primary voltage at coil (electric start engines)
- Open plug wire at coil output

Flashing RED **(Too LOW)**

- Spark voltage too low
- Flooded engine
- Shorted plug
- Improper plug gap
- Plug wire shorted or arcing to chassis
- Defective ignition coil
- Low compression

Fig. 4



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