



Figure 8A-17. Removal of Spring From Lead Assembly

8A-48. HARNESS ASSEMBLY.

8A-49. INSPECTION OF HARNESS.

a. Check lead assemblies for nicks, cuts, mutilated braiding, badly worn section or any other evidence of physical damage. Inspect spark plug sleeves for chafing or tears and damaged or stripped threads on coupling nuts. Check compression spring to see if it is broken or distorted. Inspect grommet for tears. Check all mounting brackets and clamps to see that they are secure and not cracked.

b. Using an ohmmeter, buzzer, or other suitable low voltage device, check each lead for continuity. If continuity

does not exist, wire is broken and must be replaced.

c. For electrical test of harness assembly, use a high voltage, direct current tester such as the TAKK Model 86 or 86A or an equivalent direct current high voltage tester capable of delivering a test potential of 10,000 volts. Connect ground lead of high voltage tester to outer shielding braid of a single lead. Connect plug terminal. Turn tester "ON" and apply 10,000 volts. The insulation resistance should be 100 megohms minimum. Proceed to check other leads of harness in same manner.

d. Minor repair of the harness assembly, such as replacement of contact springs, spring retainer assemblies, insulating sleeves or of one lead assembly, can be accomplished with the harness assembly mounted on the engine. However, should repair require replacement of more than one lead assembly or of a cable outlet plate, the harness should be removed from the engine and sent to an overhaul shop.

8A-50. REMOVAL OF HARNESS.

a. Disconnect the clamps that secure the wires to the engine and accessories.

b. Loosen the coupling nuts at the spark plugs and remove the insulators from the spark plug barrel well. Use caution when withdrawing the insulator not to damage the insulator spring.

c. Place a guard over the harness insulators.

d. Remove the harness assembly terminal plate from the magneto.

e. Remove the harness from the airplane.