



# ADJUSTABLE IGNITION SPARK TESTER

The Adjustable Ignition Spark Tester is made to test a no start condition of an ignition system. The tester will work on the ignition system of a lawnmower or a high energy ignition system of an automobile. The tester is labeled 0, SE, 20, 30 and 40 to indicate the nominal voltage required in thousands to jump the indicated gap. Different ignition systems use different voltage systems and this tester lets you test them all.

Example: For a vehicle with a conventional ignition system, you would set the tester to between 17 and 20 and then check to see that the system produces enough spark to jump the gap. If it does, the ignition system is working properly, and you need to look elsewhere for your problem.

NOTE: Temperature, humidity and other factors out of the manufacturer's control may cause the gap distance to change. For this reason, the gap distances on the tester are the approximate minimal distances needed to test for a no start condition.

**⚠ CAUTION:**

- DO NOT touch tester while performing test.
- DO NOT perform test if you believe tester could ignite gasoline or gasoline vapors in area.
- Check for leaking gasoline or gas vapors before testing.
- Always wear eye protection.

Application	Minimal Adjustment
Small Engine (Lawnmower, tiller)	SE
Conventional Automotive Ignition	17-20
Ford SST, Duraspark I, II or III	28-32
Ford TFI IV	30-34
General Motors HEI	30-34
General Motors Distributorless Ignition	36-40
Chrysler Electronic Ignition	20-24
Chrysler Systems 1985 and Newer	28-32

**INSTRUCTIONS FOR TESTING IGNITION SYSTEM**

NOTE: You must first test the coil wire or plug wire resistance to ensure that it is functioning properly and is not your initial problem.

Testing systems with non-integral coils:

1. Disconnect coil wire and test it for proper resistance.
2. Adjust tester to proper setting for the ignition system you are testing.
3. Reconnect the coil wire to coil, and then connect the tester. Now connect tester to good ground away from fuel system.
4. Crank engine while looking at the clear tube of tester. You should see a spark of good intensity jumping the gap. If you see a good spark, your ignition system is good. If you see no spark jumping the gap or a spark of low intensity, you need to refer to your shop manual to properly diagnose the problem.

Testing systems with integral coils:

NOTE: Because there is no coil wire on these systems, you will be testing plug wires. We recommend that you test multiple plug wires.

1. Remove the plug wire and test it for proper resistance.
2. Adjust the tester to the proper gap.
3. Attach plug wire to coil and then attach tester to plug end of wire. Attach the tester alligator clip to a good ground away from fuel system.
4. Crank engine while looking at the clear tube of tester. You should see a spark of good intensity jumping the gap. If you see a good spark, your ignition system is good. If you see no spark jumping the gap or a spark of low intensity, you need to refer to your shop manual to properly diagnose the problem.