



AEROSPACE INFORMATION REPORT

SOCIETY OF AUTOMOTIVE ENGINEERS, Inc.

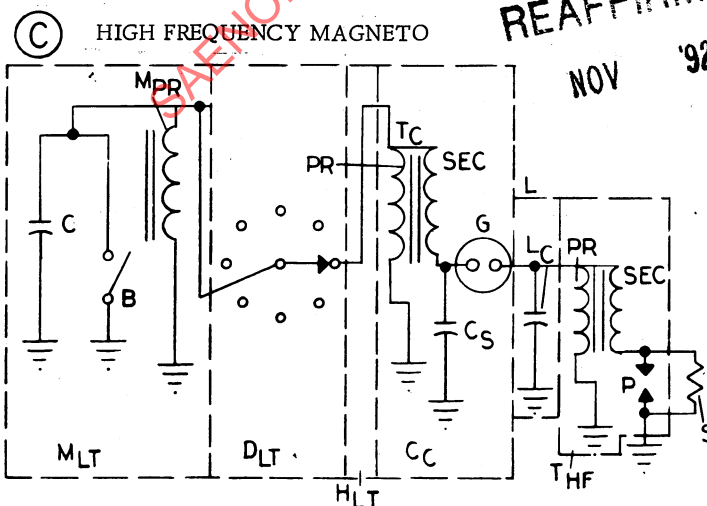
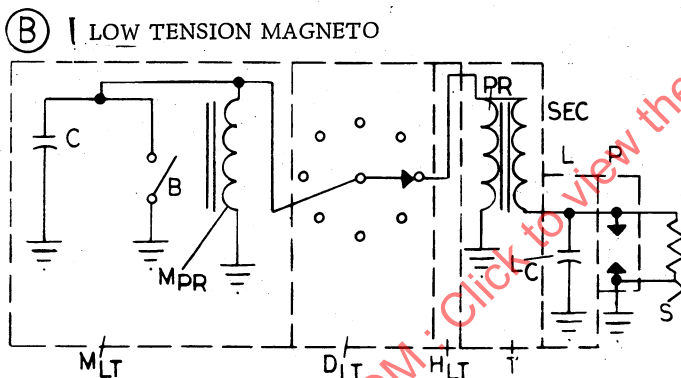
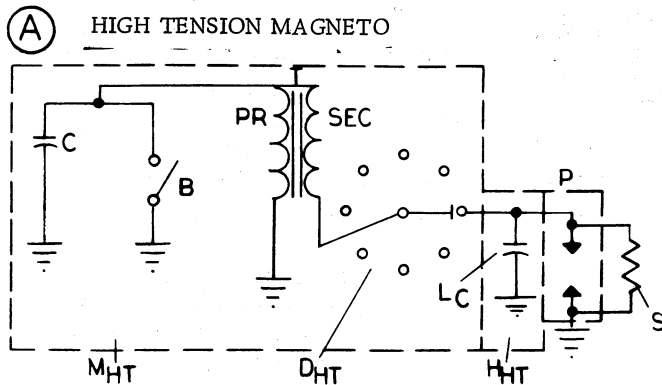
485 Lexington Ave., New York, N. Y. 10017

AIR 978A

Issued 8-30-65

Revised 3-31-67

DIAGRAMS AND CHARACTERISTICS OF TYPICAL PISTON ENGINE MAGNETO IGNITION SYSTEMS



LEGEND

MHT: MAGNETO-HIGH TENSION
DHT: DISTRIBUTOR-HIGH TENSION
HHT: HARNESS-HIGH TENSION
C: BREAKER CAPACITOR
B: BREAKER
T: TRANSFORMER-HIGH TENSION
PR: PRIMARY WINDING
SEC: SECONDARY WINDING
LC: LEAD CAPACITY
P: SPARK PLUG
S: SHUNT RESISTANCE

MLT: MAGNETO-LOW TENSION
DLT: DISTRIBUTOR-LOW TENSION
HLT: HARNESS-LOW TENSION
C: BREAKER-CAPACITOR
B: BREAKER
MPR: MAGNETO-PRIMARY WINDING
T: TRANSFORMER
PR: PRIMARY WINDING
SEC: SECONDARY WINDING
L: LEADS-HIGH TENSION
LC: LEAD CAPACITY
P: SPARK PLUG
S: SHUNT RESISTANCE

MLT: MAGNETO-LOW TENSION
DLT: DISTRIBUTOR-LOW TENSION
HLT: HARNESS-LOW TENSION
CC: CONVERTER TRANSFORMER COIL
ASSEMBLY
L: LEADS-INTERMEDIATE VOLTAGE
THF: TRANSFORMER-HIGH FREQUENCY AND
SPARK PLUG ASSEMBLY
C: BREAKER-CAPACITOR
B: BREAKER
MPR: MAGNETO-PRIMARY WINDING
TC: CONVERTER TRANSFORMER
PR: PRIMARY WINDING
SEC: SECONDARY WINDING
CS: CAPACITOR-STORAGE
G: SPARK GAP
LC: LEAD-CONNECTOR CAPACITY
PR: PRIMARY WINDING
SEC: SECONDARY WINDING
P: SPARK PLUG
S: SHUNT RESISTANCE

(This document is a revision of and supersedes AIR 78, issued 11-15-59.)