

## **COIL SURFACE INSULATION TEST.**

***Please note:*** Older models of the Imrie 3000 have an **earth** wire from the **High Voltage Black(-)** terminal to the **Probe** socket, this should be removed. This allows insulation testing to be performed on both leads of **Twin Outlet High Tension coils**.

***When using the SIMULATORS, be sure there is a wire connecting the COMMON socket to the COIL'S earth or laminations.***

***Also note*** that with the wire removed the Spark Gap section of the tester can be used whilst the engine is running, this allows you to check **Reserve Voltage** and engine misfiring. **Start the test with a zero spark gap.**

### **Surface Insulation testing will detect:**

- Cracked spark plug caps.
- Leakage from HIGH TENSION leads.
- Cracks or holes on ignition coil surfaces.

### **PROCEDURE:** (performed during COIL POWER TEST).

1. The test leads stay connected as they were for the COIL POWER TEST.
2. Select a suitable test lead (any 4mm test lead in good condition, preferably with a stiff insulated but exposed end) into the PROBE socket, situated on the front panel between the HIGH VOLTAGE test leads.
3. Set the spark gap to approximately 6mm.
4. Switch the power ON.
5. Pass the exposed end of the PROBE test lead over the insulating surfaces of the coil, high tension lead and spark plug cap.
6. If the insulation is cracked or damaged, a spark discharge will be noticed.
7. Do not allow the test probe to linger too long at any point while conducting this test.

***NOTE: A faint spark occurring around the coil insulation during probing is a CORONA and does not indicate a faulty coil.***