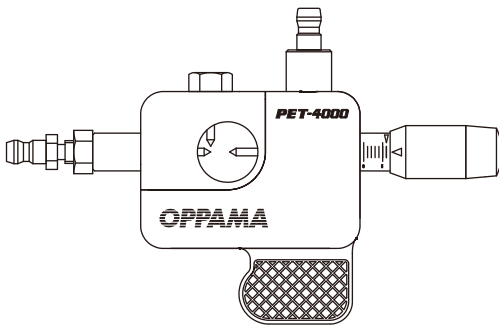


Instruction Manual

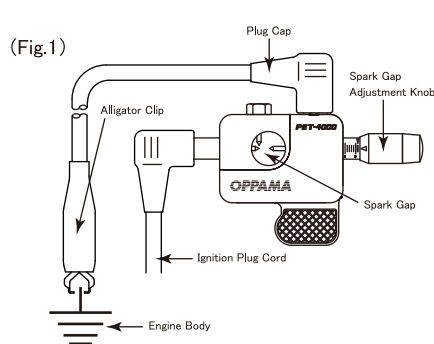
PULSE IGNITION CHECKER PET-4000



D. HOW TO USE

D-1. When the ground terminal is connected to the engine body(Fig.1):

1. Turn the spark gap adjusting knob on the PET-4000 and set the spark gap to 6 mm (since the required voltage varies according to the engines. Change the gap as required).
2. Connect one of the spark plug caps of the engine to the high-tension terminal on the checker, Connect the plug cap of the accessory cord to the ground terminal on the checker, and connect the alligator clip to the engine body.
3. Crank the engine by actuating the starter and evaluate the performance of the ignition system according to the condition of the spark that can be seen through the spark window.



WARRANTY STATEMENT

OPPAMA'S RESPONSIBILITY

Under normal use and maintenance from date of purchase. Oppama Industry agrees to repair or replace at Oppama's discretion, any defective product free of charge at dealer where you purchased it within one year period. this limited warranty is extended to the original purchaser only, and it is not transferable to subsequent owners.

Date of Purchase: _____

Name: _____ Phone: _____

Address: _____

Retailer: _____

IMPORTANT: Please be sure to complete this WARRANTY card at the time of purchase and keep it. The WARRANTY card cannot be reissued under any circumstances.

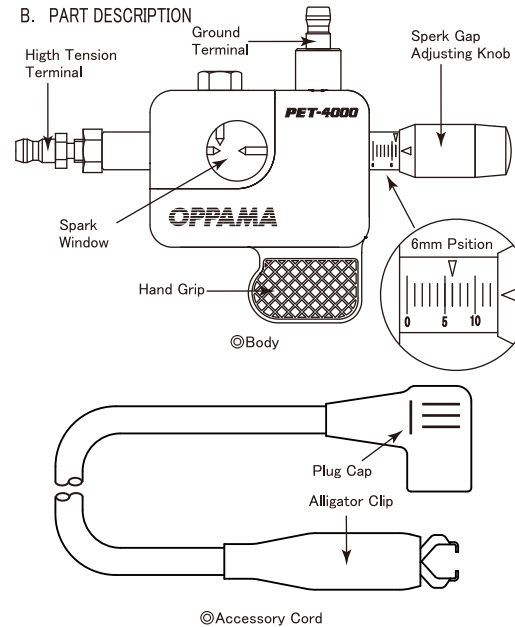
THIS WARRANTY IS PROVIDED BY

OPPAMA INDUSTRY CO.,LTD.
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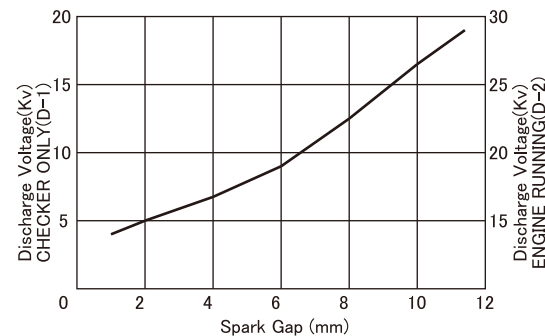
A. FUNCTIONS

The PET-4000 PULSE IGNITION CHECKER checks and diagnoses any problem in the ignition system of a gasoline engine. It allows easy diagnosis of potential problems without removing the ignition system parts from the engine.

B. PART DESCRIPTION



E. Spark Discharge Voltage



C. TROUBLE SHOOTING OF IGNITION SYSTEM USING PULSE IGNITION CHECKER

SPARK CONDITION	TROUBLE	CAUSE OF TROUBLE	REMEDY
Strong spark appears	Spark plug	Spark plug may be defective	C&R
	Spark appears but very weak	Ignition coil	Breakage of insulation or short circuit in coil
Contact breaker points		Cirth or worn contact points	C&R
		Incorrect point gap	C&R
		Worn cam follower	R
Play between arm and shaft	R		
Condenser	Broken insulation Open circuit	R	
No spark at all	Magnet	Demagnetized	C&R
	Wiring	Defective key switch	C&R
		Defective stop switch	C&R
	Ignition coil	Breakage insulation or short circuit in coil Bad grounding	C&R
		Defective internal circuit	R
	Contact breaker	No contact point gap	C
		Contact point came off	R
Dirty contact points or any foreign material came in		C	
Condenser	Short circuit or open circuit	R	

C = Correct, R = Replace



1. Do not check spark in area where gasoline is spilled or flammable gases may exist.
2. Do not touch ignition checker while performing the test to avoid receiving electrical shock. More than 2 centimeter (one inch) away from ignition checker.
3. Do not operate ignition checker with wet hand.
4. Do not allow using this ignition checker for any child or any person who is not trained usage of this checker.

IMPORTANT.

1. Do not set the spark gap unnecessarily wider than the required gap or high voltage may cause damage to the ignition coil
2. Do not screw in the spark gap adjusting knob beyond its end, on damaging of electrodes may result.
3. Do not operate for a long time connecting alligator clip with spark plug, or vinyl cover of the may burn by heat from engine