

512-270-8718

PIUS



IMX  
PROBE  
100% TESTED  
100% GUARANTEED

EXCITED, DANGER FAA FMA  
REP PIN C4102109-1  
REP PIN 3043037-06  
SN 452607 DDM 1013  
INPUT VOLTAGE 10-32VDC  
OUTPUT VOLTAGE 0KV MIN  
FAA 658 4304920

WARNING  
HIGH VOLTAGE  
DISCONNECT OUTPUT  
BEFORE OPERATING  
AND ISOLATE PLUGS

**EXCITER, IGNITION FAA PMA**

**MFG P/N** CH92106-1

**REF P/N** 3043937-06

**S/N** 132507 **DOM** 1013


**INPUT VOLTAGE** 10-32VDC

**OUTPUT VOLTAGE** 8KV MIN

**Repaired/Overhauled by**  
**IMX Aerospace**  
83UR8  
FAA CRS 4XMR492D

**Originally Manufactured by**  
**Champion Aerospace**  
1230 Old Norris Road  
Liberty, SC 29657

|   |   |   |
|---|---|---|
| 1. Approving Civil Aviation Authority/Country:<br>FAA/United States | 2. <b>AUTHORIZED RELEASE CERTIFICATE</b><br>FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG | 3. Form Tracking Number:<br>2602-127651 |
|---|---|---|

|  |   |  |
|--|---|--|
| 4. Organization Name and Address:<br> <b>IMX AEROSPACE</b><br>IMX Aerospace<br>FAA Cert. No. 4XMR492D<br>EASA Cert. No. EASA.145.6859 | 3317 SW 11th Avenue<br>Fort Lauderdale, Florida 33315<br>954.530.1278 | 5. Work Order/Contract/Invoice Number:<br>WO 127651<br>RO P00924 |
|--|---|--|

| 6. Item: | 7. Description:  | 8. Part Number: | 9. Quantity: | 10. Serial Number: | 11. Status/Work: |
|----------|------------------|-----------------|--------------|--------------------|------------------|
| N/A      | IGNITION EXCITER | CH92106-1       | 1            | 132507             | OVERHAULED       |

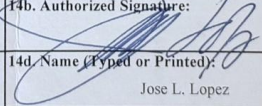
12. Remarks:

Overhauled in accordance with IMX Aerospace RS No. X3023, Revision IR, dated February 9, 2021. Complete details of maintenance work are found in Work Order No. 127651.

Alternate Part No.: 3043937-06.

Certifies that the work specified in Block 11/12 was carried out in accordance with EASA Part 145 and in respect to that work the article is considered ready for release to service under EASA Part 145 Approval No. EASA.145.6859.

|  |  |
|--|--|
| 13a. Certifies the items identified above were manufactured in conformity to:  | 14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> Other regulation specified in Block 12  |
| <input type="checkbox"/> Approved design data and are in condition for safe operation.<br><input type="checkbox"/> Non-approved design data specified in Block 12. | Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, Part 43 and in respect to that work, the items are approved for return to service. |

|                               |                                  |  |   |
|-------------------------------|----------------------------------|--|---|
| 13b. Authorized Signature:    | 13c. Approval/Authorization No.: | 14b. Authorized Signature:<br> | 14c. Approval/Authorization No.:        |
| 13d. Name (Typed or Printed): | 13e. Date (dd/mmm/yyyy):         | 14d. Name (Typed or Printed):<br>Jose L. Lopez   | 14e. Date (dd/mmm/yyyy):<br>17/Feb/2026 |

**User/Installer Responsibilities**

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.