



October 18, 1985 S/M

**VENDOR SERVICE PUBLICATION**

**TO:** All Piper Distributors, Factory Direct Dealers and  
Piper Field Service Facilities

**SUBJECT:** Teledyne Continental Motors Service Bulletins M85-14  
and M85-16

**PURPOSE:**

To distribute Teledyne Continental Motors Service Bulletins M85-14  
and M85-16 to all Piper Distributors, Factory Direct Dealers and  
Piper Field Service Facilities.

The attached publications may affect Teledyne Continental equipment  
installed in Piper airplanes.

Refer to each publication for identification of specific equipment  
affected and for detailed information regarding compliance.

# service bulletin

M85-14

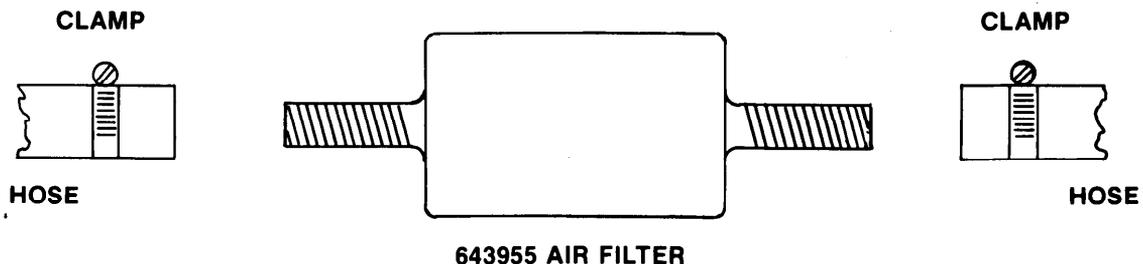
Technical Portions Are  
FAA Approved

23 September 1985

**SUBJECT: MAGNETO PRESSURIZATION FILTER****MODELS****AFFECTED:** All Pressurized Magneto Installations**COMPLIANCE:** As Required at Next Scheduled Maintenance

To prevent pressurization hoses from disengaging from the magneto air filter, P/N 643955, at altitude, it is recommended that at the next scheduled maintenance the following modification be performed, if not already accomplished.

Loosen both clamps as illustrated in Figure 1. Slide pressurization hoses from air filter. Holding body of filter in hand, roughen both ends of the filter with #280 grit (or equivalent) sandpaper in a clockwise direction. Wipe sanded areas clean of abrasives prior to reinstalling hoses and securing clamp. Make Log Book entry reflecting compliance.

**FIGURE 1. MAGNETO PRESSURIZATION FILTER**

# service bulletin

M85-16

Technical Portions Are  
FAA Approved

27 September 1985

**SUBJECT: SLICK SERVICE LETTER NO. SL5-85**

**MODELS**

**AFFECTED:** All Applicable TCM Engines

**COMPLIANCE:** See Slick Service Letter

Teledyne Continental Motors recommends that the attached Slick Service Letter SL5-85 be complied with.



# SLICK

# SL 5-85

# Service Letter

**TO:** Aircraft Manufacturers, Aircraft Engine Manufacturers, Distributors, Dealers, Engine Overhaul Facilities, Owners and Operators of Slick Aircraft Magnetos

**SUBJECT:** Condenser P-Lead Torque Limit

**BACKGROUND INFORMATION:**

The service and warranty history of Slick 4200 and 6200 series magnetos indicates that the prescribed P-lead nut torque is being exceeded during installation. Installation of the ignition P-lead within the proper torque limit specified in this letter, Service Bulletin SB 8-83, Service Letter SL 2-84 and Maintenance and Overhaul Manual, L-1037, is imperative to the safety and airworthiness of these components.

**COMPLIANCE:** As required.

**PROOF OF COMPLIANCE:** None required.

**MODELS AFFECTED:** All 4200 and 6200 series magnetos.

**MAINTENANCE PARTS AFFECTED:** None

**PARTS REQUIRED PER BULLETIN:** None

**TOOLS REQUIRED PER BULLETIN:** Torque Wrench

**WEIGHT CHANGE:** None

**DETAILED INSTRUCTIONS:**

Torque the P-lead nut to 13 - 15 in-lbs., when installing the P-lead onto the condenser stud. Exceeding this limit may crack the glass seals on both ends of the condenser or cause the stud to rotate within the condenser housing.

ISSUED			REVISED			Slick Aircraft Products A Division of Unison Industries, Inc. 530 Blackhawk Park Avenue Rockford, Illinois, U.S.A. 61108	PAGE NO.	REVISION
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# SLICK Service Letter

# SL 5-85

**DETAILED  
INSTRUCTIONS  
CONTINUED:**

If the 13 - 15 in-lbs torque limit is exceeded, condenser performance may become intermittent or totally inoperative. An intermittent or inoperative condenser jeopardizes the airworthiness of the magneto and may lead to magneto malfunction or increased magneto service requirements. Replace condenser if the torque limit is exceeded.

Torque P-lead nut to 13 - 15 in-lbs.

**WARRANTY:** Void if P-lead nut is not torqued within the limits specified per this bulletin.

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