



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

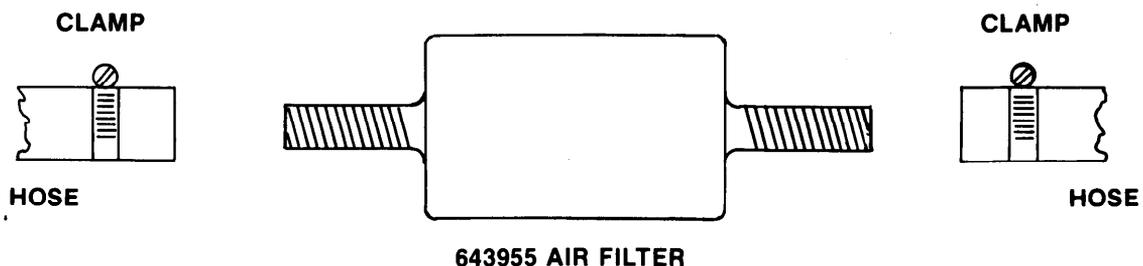
Technical Portions Are
FAA Approved

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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