

### **3-2. Oil Change Intervals**

Refer to the engine maintenance manual and/or the aircraft manufacturer's or Supplemental Type Certificate (STC) holder's AFM/POH for oil specifications, specified oil change intervals and inspection procedures.

Oil change intervals published in this manual are minimum requirements. Continental believes more frequent oil and filter changes enhance engine service life. Drain and replenish engine oil every 25 hours of operation or 4 months for engines that incorporate a reusable oil screen. On engines with the full flow oil filters, large or small replaceable oil filter cartridge, change the oil and filter every 50 hours and/or 4 months. Inspect oil screens and oil filter elements for contaminants at each oil change. Oil analysis may be used in addition to the oil screen or filter element inspection, but not as a replacement for it.

### **3-3. Additives**

We often receive inquiries regarding the potential use of alternative fuel and oil additives and/or concentrates (formulated primarily for automotive and industrial engine applications) for use in our aircraft engines. Most of these additives and concentrates are not compatible with air-cooled, light aircraft engines in their operating environments. With the exception of the use of isopropyl alcohol or diethylene glycol monomethyl ether (DiEGME) compound (described in the following paragraph), we do not recommend the use of additives or concentrates in any of our aircraft engines. The use of unapproved additives may void the engine warranty. Use only recommended fuels and lubricants.

#### **WARNING**

**Mixing of the DiEGME compound with fuel concentration in excess of the recommended (0.15 percent volume maximum) could have a harmful effect on engine components. Use only the manufacturer's recommended blending equipment and procedures to achieve proper proportioning.**

Under certain ambient conditions of temperature and humidity, sufficient quantities of water may exist in the fuel to create restrictive ice formation in the fuel supply. To alleviate this occurrence, it is permitted to add no more than three percent Isopropyl Alcohol to the fuel supply. Also, DiEGME conforming to military specification MIL-DTL-85470B, if approved by the aircraft manufacturer, may be added for this purpose. DiEGME compound must be carefully mixed with the fuel in concentrations not to exceed 0.15% (by volume).