

MODELS
AFFECTED: ALL

Teledyne Continental Motors (TCM) and the aircraft manufacturers provide operational limitations and instructions for your engine along with the requirements for continued airworthiness as specified in the engine Operators, Maintenance and Overhaul Manuals and Service Bulletins. The Time Between Engine Overhaul (TBO) provided in this Service Information Letter apply only to engines that have been operated and maintained in accordance with these instructions. Engine mounted components and accessories require overhaul at the same hourly and calendar intervals as the engine, unless otherwise specified by the component or accessory manufacturer.

An engine's published TBO DOES NOT mean that every engine will operate the number of hours or years listed without requiring component replacements and unscheduled maintenance events. Non compliance with TCM's instructions for continued airworthiness, operational and environmental factors may necessitate repair or replacement of the engine, engine components and accessories.

TCM recommends that the following information be used, along with the engine's published TBO, in determining the engine's continued airworthiness:

1. Whether the engine has been operated regularly or has been in storage; gaskets, seals synthetic and natural rubber goods deteriorate over time. Environmental corrosion can occur internally and externally on the engine. This naturally occurring process can inevitably

affect continued airworthiness of the engine and engine mounted components and accessories. For these reasons, overhaul the engine at least every twelve (12) years, or on accumulation of the operating hours listed for the engine model.

2. For aircraft used in aerial spraying, overhaul the engine after the accumulation of 1200 hours or twelve (12) years whichever occurs first.
3. Aircraft used in parachute jumping, glider towing, banner towing, etc., may require more frequent engine overhauls than listed for the specific engine.
4. The quality of parts, accessories and workmanship utilized during routine maintenance, engine top overhaul and major overhaul directly affect the service life of the engine. The TBO's listed are predicated on the engine having been maintained in accordance with TCM's FAA approved instructions for continued airworthiness specified in the engine Maintenance Manual, Overhaul Manual, and Service Bulletins and operated within the limitations published in TCM's Engine Operators Manual and the aircraft manufacturer's Aircraft Flight Manual / Pilots Operating Handbook (AFM / POH)
5. TCM cannot provide a TBO for engines that:
 - Have been assembled with non-TCM approved parts.

ISSUED			REVISED			 Teledyne Continental Motors, Inc. a Teledyne Technologies Company P.O. Box 90 Mobile Alabama • 251-438-3411	PAGE NO	REVISION
MO	DAY	YEAR	MO	DAY	YEAR		1 of 4 SIL98-9	A
11	17	98	03	28	03			

© 2003 Teledyne Continental Motors, Inc.

Image 1. Engine manufacturer recommendations on engine overhauls

- (2) Governor (Woodward) -- Overhaul every 1200 hours. Refer to Woodward Overhaul Manual.
- J. Power Plant (Chapter 71)
- (1) Engine -- Overhaul every 1500 hours. Refer to Continental Motors Engine Manual and Continental Motors Service Bulletins.
- NOTE:** Engine components, such as alternator, starter, etc., should be inspected for condition at time of engine overhaul, as it may be cost-effective to overhaul or replace marginal components at that time. A determination is to be made during engine overhaul such that if components have less hours in service than the engine, or have not accumulated sufficient hours for economic reasons, these components may not require overhaul or replacement concurrent with engine overhaul. It is recommended that the overhaul or replacement interval for these components not exceed the engine overhaul interval.
- NOTE:** Inspect the engine compartment for structural damage when engine is removed for overhaul, and make the necessary repairs.
- NOTE:** Inspect the engine exhaust as it may be cost-effective to replace marginal components at engine overhaul.
- NOTE:** Inspect electrical harnesses for damage which would be cost effective to replace at engine overhaul.
- (2) Magneto -- Overhaul at engine overhaul, or every 4 years, whichever occurs first. Refer to Bendix Magneto Overhaul Manual.
- (3) Vacuum Pump (Wet) - Replace every 1500 hours.
- (4) Vacuum Pump (Dry) - Replace engine driven dry vacuum pumps not equipped with a wear indicator every 500 hours of operation, or replace according to the vacuum pump manufacturer's recommended inspection and replacement interval, whichever occurs first. For a vacuum pump equipped with a wear indicator, replace the pump according to the vacuum pump manufacturer's recommended inspection and replacement intervals.
- (5) Fuel Pump -- Replace every 1500 hours.
- (6) Starter -- Replace every 1500 hours.
- (7) Engine Compartment Flexible Fluid-Carrying Rubber Hoses (Cessna-installed), except Drain Hoses -- Replace engine compartment flexible fluid-carrying hoses (Cessna-installed only) manufactured of rubber material every 5 years, or at engine overhaul, whichever occurs first. This does not include drain hoses.
- NOTE:** Rubber hoses which are beyond these limits and are in a serviceable condition must be placed on order immediately and replaced within 120 days of receiving the new hose(s) from Cessna.
- (8) Engine Compartment Drain Hoses -- Replace on condition.
- (9) Engine Flexible Hoses (Continental Motors-installed) -- Refer to Continental Motors Engine Manual and Continental Motors Service Bulletins for replacement requirements.
- (10) Paper-Type Induction Air Filters -- Replace every 500 hours of operation or replace as necessary based on filter condition but not to exceed 500 hours of operation.

Image 2. Airframe manufacturer recommendations on Service Bulletins and replacement of fluid-carrying hoses