

TITLE

IGNITION - TRANSMITTAL OF CONTINENTAL MOTORS SERVICE BULLETIN SB15-5 AND LYCOMING SERVICE LETTER NO. L264A

EFFECTIVITY

All Cessna Models that follow that have Champion Slick 4300/6300 Magnetos installed.

T303	310	310A	310B	310C	310D	310E
310F	310G	310H	E310H	310F	310G	310H
E310H	310I	310J	310J-1	E310J	310K	310L
310N	310P	T310P	310Q	T310Q	310R	T310R
320	320-1	320A	320B	320C	320D	320E
320F	335	336	337	337A	337B	T337B
M337B	337C	T337C	337D	T337D	337E	T337E
337F	T337F	337G	337H	T337H	T337H-SP	T337G
P337H	FP337	P337G	340	340A	401	401A
401B	402	402A	402B	402C,	404	411
411A	P411	414	414A	421	421A	421B
421C	F337E	FT337E	F337F	FT337F	F337G	F337G
F337H	FTB337G	FT337GP	FT337HP			

REASON

This service letter is a transmittal of Continental Motors Service Bulletin SB15-5 and Lycoming Service Letter No. L264A which provide instructions to resolve engine start problems due to drift in magneto-to-engine timing. Continental Motors Service Bulletin SB15-5 and Lycoming Service Letter both transmit Champion Aerospace SL No. 4300/6300-74-20-001. Refer to Continental Motors Service Bulletin SB15-5 and Lycoming Service Letter No. L264A for detailed information.

COMPLIANCE

INFORMATIONAL. This service letter is for informational purposes only. Refer to Continental Motors Service Bulletin SB15-5 and Lycoming Service Letter No. L264A for additional Compliance information.

REFERENCES

Continental Motors Service Bulletin SB15-5

Lycoming Service Letter No. L264A

TITLE

IGNITION - TRANSMITTAL OF CONTINENTAL MOTORS SERVICE BULLETIN SB15-5 AND LYCOMING SERVICE LETTER NO. L264A

TO:

All owners of Cessna Models that follow that have Champion Slick 4300/6300 Magnetos installed.

T303	310	310A	310B	310C	310D	310E
310F	310G	310H	E310H	310F	310G	310H
E310H	310I	310J	310J-1	E310J	310K	310L
310N	310P	T310P	310Q	T310Q	310R	T310R
320	320-1	320A	320B	320C	320D	320E
320F	335	336	337	337A	337B	T337B
M337B	337C	T337C	337D	T337D	337E	T337E
337F	T337F	337G	337H	T337H	T337H-SP	T337G
P337H	FP337	P337G	340	340A	401	401A
401B	402	402A	402B	402C,	404	411
411A	P411	414	414A	421	421A	421B
421C	F337E	FT337E	F337F	FT337F	F337G	F337G
F337H	FTB337G	FT337GP	FT337HP			

REASON

This service letter is a transmittal of Continental Motors Service Bulletin SB15-5 and Lycoming Service Letter No. L264A which provide instructions to resolve engine start problems due to drift in magneto-to-engine timing. Continental Motors Service Bulletin SB15-5 and Lycoming Service Letter both transmit Champion Aerospace SL No. 4300/6300-74-20-001. Refer to Continental Motors Service Bulletin SB15-5 and Lycoming Service Letter No. L264A for detailed information.

COMPLIANCE

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November 10, 2016

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SERVICE BULLETIN**SB15-5**

Contains Useful Information Pertaining To Your Aircraft Engine

**TECHNICAL PORTIONS
FAA APPROVED****SUBJECT:** Champion Aerospace SLICK Service Letter
SL No. 4300/6300-74-20-001**PURPOSE:** Ignition - Distribution - Slick Magneto Supplemental Timing Inspection
Information**COMPLIANCE:** As listed in attached Champion Aerospace Service Letter, time in service
sensitive.**MODELS****AFFECTED:** All Continental Motors (CM) O-200, IO-240, IO-360, TSIO-360, LTSIO-360,
O-470, IO-470, IO-520, LTSIO-520, TSIO-520, IO-550, TSIO-550, and TSIOL-
550 series aviation gasoline (AvGas) engines using SLICK 4300 series or 6300
series magnetos.**I. GENERAL INFORMATION**

To inform owner / operators that Champion Aerospace has issued SLICK Service Letter “SL No. 4300/6300-74-20-001” recommending ignition system inspection procedures concerning magneto drift in engine timing. Please reference the Champion Aerospace attachment for detailed compliance information.

For your convenience, please use the following cross-reference table to identify affected Continental Motors (CM) Part Numbers:

Part Numbers	
SLICK	CM
4301	653262
4309	655367
4310	655368
6310	653267
6314	653271
6320	653280
6324	653292

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SERVICE LETTER

Service Letter No. L264A
 (Supersedes Service Letter No. L264)
 January 27, 2016

TO: All Owners and Operators of Lycoming Engine Models with Champion Magnetos
SUBJECT: Engine Start Problems Due to Drift in Magneto-to-Engine Timing. Reprint of Champion Slick Magneto Service Letter 4300/6300-74-20-001, dated February 18, 2015.

REASON FOR REVISION: Deleted Table 1 and Figure 1

NOTICE: Incomplete review of all the information in this document can cause errors. Read the entire Service Letter to make sure you have a complete understanding of the requirements.

If any of the following occur on a Lycoming engine *after* installation of Champion Slick 4300/6300 Series magnetos, complete the instructions per the attached Champion Slick Magneto Service Letter 4300/6300-74-20-001, dated February 18, 2015:

- Hard starts
- Rough engine operation
- RPM / differential drops exceeding Lycoming Engine’s pre-flight magneto drop-off check

NOTICE: Compliance with this Service Letter will not require warranty claims for labor or part replacement.



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SERVICE LETTER

Customer
Support

**SUBJECT: IGNITION - DISTRIBUTION - SLICK MAGNETO
SUPPLEMENTAL TIMING INSPECTION INFORMTION
ATA SYSTEM: 74-20**

CHAMPION SLICK MAGNETO 4300/6300

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Feb. 18/15

SL No. 4300/6300-74-20-001

Champion Aerospace LLC
1230 Old Norris Road, Liberty, SC/USA 29657

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SERVICE LETTER

The following information is provided as a supplement to Slick by Champion and engine manufacturers recommended ignition system inspection procedures.

CHAMPION RECOMMENDATIONS

At annual or 100-hour inspections, check magneto to engine timing. If engine timing has advanced or retarded (timing drift) more than 4 degrees from the previous inspection set point or more than 5 degrees since original installation, refer to the Slick by Champion Master Service Manual, L-1363, for guidance on troubleshooting and correction.

If the timing drift is 4 degrees or less, re-time the magneto to the engine per the engine manufacturers recommended procedure. Record the set timing in the engine logbook inspection entry.

Note that timing drift of more than 4 degrees within any 100-hour period warrants immediate investigation and correction.

Example: On a 20 degree base timing engine, if the timing is found to be 15 degrees Before Top Dead Center (BTDC) or 25 degrees BTDC, in a 100-hour interval, this is considered excessive timing and should be investigated for cause.

ADDITIONAL INFORMATION

Champion employs a magneto design where the wear of breaker cam surfaces and point surface erosion offset each other, resulting in minimal timing drift. However, uneven wear can occur, resulting in a larger drift in engine timing.

Timing retards when the cam surface wears more quickly than the point surfaces. Timing advances when the point surfaces erode more quickly than the cam.

When magneto timing drift exceeds 5 degrees, the magneto output may be diminished and ignition of the fuel-air mixture becomes less effective. Symptoms of this condition can include: hard starting, a rough running engine, and RPM/differential RPM drops exceeding the engine manufacturers' allowable preflight mag checks.

REFERENCES

Reference L-1363 for complete servicing instructions for 4300/6300 series magnetos. Section 10 specifically addresses troubleshooting magneto-related issues including hard starting and rough running engines.

Feb. 18/15

SL No. 4300/6300-74-20-001

Champion Aerospace LLC
1230 Old Norris Road, Liberty, SC/USA 29657

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