SUBJECT: SLICK MAGNETO SERVICING INTERVAL

TO: CESSNA ZONES, DISTRIBUTORS AND DEALERS

In many cases, the cause for replacement of Slick magnetos has been found to be burnt points, dirty or corroded electrical connections, dry bearings and other conditions indicating the magneto has not been properly maintained in accordance with the manufacturers recommendations.

Service personnel are reminded that Cessna Service Manuals and Slick call for periodic inspection, cleaning and lubrication of Slick magnetos. These requirements include ---

Every 100 hours or annual inspection, whichever occurs first

* Conduct external inspection of wire connections, vent hole and magneto housing.

* Check magneto to engine timing.

Every 500 hours of operation

* Inspect contact points for condition and adjust or replace as required.

* Inspect carbon brush, high tension lead and distributor block for condition and clean or replace as required.

* Inspect impulse coupling and pawls for condition and replace as required. Use light pressure only, do not force, when checking pawls with a drill bit.

* Inspect bearings and lubricate. Replace as required.

* Lubricate contact point cam.
At each engine overhaul

* The magneto must be completely overhauled or replaced with a new or rebuilt exchange magneto at every engine overhaul.

To ensure trouble free operation of the magneto, it is important that these servicing requirements be adhered to at the appropriate service interval. Detailed maintenance and overhaul information is provided in the following Slick publications, which are available from the Cessna Supply Division.

<table>
<thead>
<tr>
<th>Magneto Model</th>
<th>Publication P/N</th>
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<tbody>
<tr>
<td>400/600 Series</td>
<td>1020-13</td>
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<td>4200/6200 Series</td>
<td>1037C1-13</td>
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