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

EFFECTIVITY
All Cessna Model 120, 140/140A, 150/A150/F150/FA150, 152/A152/F152/FA152, 170/170A/170B, 172/F172/FA172, 175, 177/177RG, 180, 182/A182/F182/R182/T182, 185/A185, 188/T188/A188, 205, 206/U206/P206/TP206/TU206, 207/T207, and 210/T210/P210 airplanes that have Champion Slick 4300/6300 Magnetos.

REASON

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 Model 120, 140/140A, 150/A150/F150/FA150, 152/A152/F152/FA152, 170/170A/170B, 172/F172/FA172, 175, 177/177RG, 180, 182/A182/F182/R182/T182, 185/A185, 188/T188/A188, 205, 206/U206/P206/TP206/TU206, 207/T207, and 210/T210/P210 airplanes that have Champion Slick 4300/6300 Magnetos.

REASON

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.
CONTINENTAL MOTORS® AIRCRAFT ENGINE
SERVICE BULLETIN
Contains Useful Information Pertaining To Your Aircraft Engine

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,
                   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:

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TO: All Owners and Operators of Lycoming Engine Models with Champion Magnetos


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.
SUBJECT: IGNITION - DISTRIBUTION - SLICK MAGNETO SUPPLEMENTAL TIMING INSPECTION INFORMATION
ATA SYSTEM: 74-20

CHAMPION SLICK MAGNETO 4300/6300

PROPRIETARY STATEMENT

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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
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

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

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