**MANDATORY**

**SEL-79-03**

## TITLE

OIL - TRANSMITTAL OF CONTINENTAL AEROSPACE TECHNOLOGIES CSB07-1A CONNECTING ROD PISTON PIN BUSHING INSPECTION

## EFFECTIVITY

All airplane serial numbers for the following Cessna and Beechcraft models that have a Continental A Series, C Series, E Series, O-200, O-300, GO-300, IO-346, IO-360, O-470, IO-470, IO-520, IO-550, TSIO-520, TSIO-550, TSIOF-550 aviation gasoline (AvGas) engine installed.

### CESSNA MODELS

| MODEL | SERIAL NUMBERS |
|---|---|
| 120–140 | 8000 thru 15075 |
| 140A | 15200 thru 15724 |
| 150 | 17001 thru 17999, 59001 thru 59018 |
| 150A | 628, 15059019 thru 15059350 |
| 150B | 15059351 thru 15059700 |
| 150C | 15059701 thru 15060087 |
| 150D | 15060088 thru 15060772 |
| 150E | 644, 15060773 thru 15061532 |
| 150F | 15061533 thru 15064532 |
| 150G | 15064533 thru 15067198 |
| 150H | 15067199 thru 15069308 |
| 150J | 15069309 thru 15071128 |
| 150K | 15071129 thru 15072003 |
| 150L | 15072004 thru 15075781 |
| 150M | 15075782 thru 15079405 |
| A150K | A1500001 thru A1500226 |
| A150L | A1500227 thru A1500523 |
| A150M | A1500524 thru A1500734, 15064970 |
| A–150L | A-1501001 thru A-1501039 |
| A–A150L | A-A1500001 thru A-A1500009 |
| F150F | F150-0001 thru F150-0067 |
| F150G | F150-0068 thru F150-0219 |
| F150H | F150-0220 thru F150-0389 |
| F150J | F150-0390 thru F150-0529 |
| F150K | F15000530 thru F15000658 |



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| | |
|---|---|
| F150L | F15000659 thru F15001143 |
| F150M | F15001144 thru F15001428 |
| FA150K | FA1500001 thru FA1500081 |
| FA150L | FA1500082 thru FA1500120 |
| 170 | 18000 thru 18729 |
| 170A | 18730 thru 20266 |
| 170B | 20267 thru 27169 |
| 172 | 28000 thru 29999, 36000 thru 36999, 46001 thru 46754 |
| 172A | 625, 46755 thru 47746 |
| 172B | 17247747 thru 17248734 |
| 172C | 17248735 thru 17249544 |
| 172D | 17249545 thru 17250572 |
| 172E | 17250573 thru 17251822 |
| 172F | 17251823 thru 17253392 |
| 172F (T-41A) | 17251947 thru 17253392 |
| 172G | 17253393 thru 17254892 |
| 172G (T-41A) | 17254405 thru 17254544 |
| 172H | 17254893 thru 17256512 |
| 172H (T-41A) | 17256280 thru 17256346 |
| P172D | P17257120 thru P17257188 |
| FP172 | FP172-001 thru FP172-0003 |
| F172D | F172-0001 thru F172-0018 |
| F172E | F172-0019 thru F172-0085 |
| F172F | F172-0086 thru F172-0179 |
| F172G | F172-0180 thru F172-0319 |
| F172H | F172-0320 thru F172-0654, F17200655 thru F17200754 |
| F172K | F17200755 thru F17200804 |
| FR172E | FR17200001 thru FR17200060 |
| FR172F | FR17200061 thru FR17200145 |
| FR172G | FR17200146 thru FR17200225 |
| FR172H | FR17200226 thru FR17200350 |
| FR172J | FR17200351 thru FR17200590 |
| FR172K | FR17200591 thru FR17200675 |
| R172E (T-41B, T-41C) | R172-0001 thru R172-0335 |
| R172F (T-41D) | R172-0336 thru R172-0409 |

| | |
|---|---|
| R172G (T41C, T-41D) | R1720410 thru R1720444 |
| R172H (T41D) | R1720445 thru R1720625 |
| R172J | P17257189 |
| R172K | 680, R1722000 thru R1723454 |
| 175 | 55001 thru 56238 |
| 175A | 619, 56239 thru 56777 |
| 175B | 17556778 thru 17557002 |
| 175C | 17557003 thru 17557119 |
| 180 | 614, 30000 thru 32661 |
| 180A | 32662 thru 32999, 50001 thru 50355 |
| 180B | 50356 thru 50661 |
| 180C | 624, 50662 thru 50911 |
| 180D | 18050912 thru 18051063 |
| 180E | 18051064 thru 18051183 |
| 180F | 18051184 thru 18051312 |
| 180G | 18051313 thru 18051445 |
| 180H | 18051446 thru 18052284 |
| 180J | 18052285 thru 18052489, 18052491 thru 18052770 |
| 180K | 18052490, 18052771 thru 18053203 |
| 182 | 613, 33000 thru 33842 |
| 182A | 33843 thru 34753, 34755 thru 34999, 51001 thru 51556 |
| 182B | 34754, 51557 thru 51622, 51624 thru 52358 |
| 182C | 631, 52359 thru 53007 |
| 182D | 51623, 18253008 thru 18253598 |
| 182E | 18253599 thru 18254423 |
| 182F | 18254424 thru 18255058 |
| 182G | 18255059 thru 18255844 |
| 182H | 634, 18255846 thru 18256684 |
| 182J | 18255845, 18256685 thru 18257625 |
| 182K | 18257626 thru 18257698, 18257700 thru 18258505 |
| 182L | 18258506 thru 18259305 |
| 182M | 18257699, 18259306 thru 18260055 |
| 182N | 18260056 thru 18260825 |
| 182P | 675, 18260826 thru 18263478, 18263480 thru 18265175 |

| | |
|---|---|
| 182Q | 18263479, 18265176 thru 18267301, 18267303 thru 18267715 |
| 182R | 643, 18267302, 18267716 thru 18268615 |
| A182J | A182-0001 thru A182-0056 |
| A182K | A182-0057 thru A182-0096 |
| A182L | A182-0097 thru A182-0116 |
| A182N | A182-0117 thru A182-0148 |
| F182P | F18200001 thru F18200025 |
| F182Q | F18200026 thru F18200169 |
| FR182 | FR18200001 thru FR18200070 |
| 185 | 185-0001 thru 185-0237 |
| 185A | 185-0238 thru 185-0512 |
| 185B | 185-0513 thru 185-0653 |
| 185C | 185-0654 thru 185-0776 |
| 185D | 185-0777 thru 185-0967 |
| 185E/A185E | 185-0968 thru 185-1149 |
| A185E | 185-1150 thru 185-1934, 18501833 thru 18502090 |
| A185F | 18502091 thru 18504448 |
| 188/A188 | 651, 188-0001 thru 188-0572 |
| A188/A188A | 18800573 thru 18800832 |
| 188B | 18800833 thru 18802348 |
| A188B | 18800833 thru 18803973, 18800967T thru 18803973T |
| T188C | T18802839T, T18803307T, T18803308T, T18803325T thru T18803974T |
| A-A188B | A-A1880001 thru A-A1880034 |
| 210–5 (205) | 205-0001 thru 205-0480 |
| 210–5A (205A) | 205-0481 thru 205-0577 |
| 206 | 206-0001 thru 206-0275 |
| U206 | U206-0276 thru U206-0437 |
| U206A/TU206A | U206-0438 thru U206-0656 |
| U206B/TU206B | U206-0657 thru U206-0914 |
| U206C/TU206C | U206-0915 thru U206-1234 |
| U206D/TU206D | U206-1235 thru U206-1444 |
| U206E/TU206E | U20601445 thru U20601700 |
| U206F/TU206F | U20601701 thru U20603521 |
| U206G/TU206G | 676, U20603522 thru U20607020 |

| BEECHCRAFT MODELS MODEL | SERIAL NUMBERS |
|---|---|
| P206 | P206-0002 thru P206-0160 |
| P206A/TP206A | P206-0161 thru P206-0306 |
| P206B/TP206B | P206-0307 thru P206-0419 |
| P206C/TP206C | P206-0420 thru P206-0519 |
| P206D/TP206D | P206-0520 thru P206-0603 |
| P206E/TP206E | P206-00001, P20600604 thru P20600647 |
| 207/T207 | 20700001 thru 20700362 |
| 207A/T207A | 20700363 thru 20700788 |
| 210 | 57001 thru 57575 |
| 210A | 21057576 thru 21057840 |
| 210B | 21057841 thru 21058085 |
| 210C | 21058086 thru 21058220 |
| 210D | 21058221 thru 21058510 |
| 210E | 21058511 thru 21058715 |
| 210F | 21058716 thru 21058818 |
| 210G | 21058819 thru 21058936 |
| 210H | 21058937 thru 21059061 |
| 210J | 21059062 thru 21059199 |
| 210K/T210K | 21059200 thru 21059502 |
| 210L/T210L | 21059503 thru 21061573 |
| 210M/T210M | 21061042, 21061574 thru 21062954 |
| 210N/T210N | 21062955 thru 21064897 |
| 210R/T210R | 21064898 thru 21065009 |
| P210N | P21000001 thru P21000834 |
| P210R | P21000835 thru P21000874 |
| T210F | T210-0001 thru T210-0197 |
| T210G | T210-0198 thru T210-0307 |
| T210H | T210-0308 thru T210-0392 |
| T210J | 21058140, T210-0393 thru T210-0454 |
| T240 | T24000001 thru T24002146 |
| 300 (LC40–550FG) | 40001 thru 40079 |
| 350 (LC42–550FG) | 42001 thru 42084, 42501 thru 42569, 421001 thru 421020 |
| 400 (LC41–550FG) | 41002 thru 41108, 41501 thru 41533, 41563 thru 41800, 411001 thru 411161 |

| | |
|---|---|
| A23 | M-3, M-555 thru M-900 |
| E33 | CD-1119 thru CD-1234 |
| F33 | CD-1235 thru CD-1254 |
| G33 | CD-1255 thru CE-1304 |
| E33A | CE-180 thru CE-289 |
| E33C | CJ-1 thru CJ-25 |
| F33A | CE-290 thru CE-1791 |
| F33C | CJ-26 thru CJ-179 |
| 35–33 | CD-1 thru CD-224, CD-233, CD-234, CD-236, CD-241, CD-246 thru CD-250 |
| 35–A33 | CD-225 thru CD-232, CD-235, CD-237 thru CD-240, CD-242, CD-245, CD-251 thru CD-387 |
| 35–B33 | CD-388 thru CD-813 |
| 35–C33 | CD-814 thru CD-1118 |
| 35–C33A | CE-1 thru CE-179 |
| 35 | D-1 thru D-1500 |
| A35 | D-1501 thru D-2200, D-15001 |
| B35 | D-2201 thru D-2680 |
| C35 | D-2681 thru D-3292, D-3294 thru D-3400 |
| D35 | D-3401 thru D-3698 |
| E35 | D-3293, D-3699 thru D-3998 |
| F35 | D-3999 thru D-4375, D-4377 thru D-4391 |
| G35 | D-4376, D-4392 thru D-4865, D-15002 |
| H35 | D-4866 thru D-5061, D-5063 thru D-5330 |
| J35 | D-5062, D-5331 thru D-5725 |
| K35 | D-5726 thru D-6161 |
| M35 | D-6162 thru D-6561 |
| N35 | D-6562 thru D-6841 |
| P35 | D-6842 thru D-7139, D-7141 thru D-7309 |
| S35 | D-7140, D-7310 thru D-7976 |
| V35 | D-7977 thru D-8598 |
| V35A | D-8599 thru D-9068 |
| V35B | D-9069 thru D-10403 |
| 36 | E-1 thru E-184 |
| A36 | E-185 thru E-3629, E-3631 thru E-3635 |
| A36TC | EA-1 thru EA-241, EA-243 thru EA-272 |
| B36TC | EA-242, EA-273 thru EA-697 |

G36 E-3630, E-3636 thru E-4146

## REASON

There have been reports from the field of piston pin bushing material being found in the oil sump and/or the oil filter. Continental Aerospace Technologies has released Revision A to Critical Service Bulletin CSB07-1A which has been extensively revised and provides inspection instructions for the connecting rod piston pin bushing and also includes additional instructions to strain the oil and inspect the oil filter media during routine oil changes. In addition to the expanded inspection, Revision A of CSB07-01 has Instructions for Continued Airworthiness (ICA) that must be placed into specified manuals as listed in Revision A of CSB07-01.

## DESCRIPTION

This service document transmits Continental Aerospace Technologies CSB07-01 Revision A, Inspection of the connecting rod pin piston bushing.

## COMPLIANCE

MANDATORY. Refer to the Continental Aerospace Technologies Critical Service Bulletin CSB07-01 Revision A for compliance information.

A service document published by Textron Aviation may be recorded as *completed* in an aircraft log only when the following requirements are satisfied:

1) The mechanic must complete all of the instructions in the service document, including the intent therein.
2) The mechanic must correctly use and install all applicable parts supplied with the service document kit. Only with written authorization from Textron Aviation can substitute parts or rebuilt parts be used to replace new parts.
3) The mechanic or airplane owner must use the technical data in the service document only as approved and published.
4) The mechanic or airplane owner must apply the information in the service document only to aircraft serial numbers identified in the *Effectivity* section of the document.
5) The mechanic or airplane owner must use maintenance practices that are identified as acceptable standard practices in the aviation industry and governmental regulations.

No individual or corporate organization other than Textron Aviation is authorized to make or apply any changes to a Textron Aviation-issued service document or flight manual supplement without prior written consent from Textron Aviation.

Textron Aviation is not responsible for the quality of maintenance performed to comply with this document, unless the maintenance is accomplished at a Textron Aviation-owned Service Center.

## CONSUMABLE MATERIAL

No specialized consumable materials are required to complete this service document.

## TOOLING

No specialized tooling is required to complete this service document.

## REFERENCES

Applicable Model Maintenance/Service Manual

Continental Aerospace Technologies Critical Service Bulletin CSB07-01, Revision A, dated September 02, 2020.

## PUBLICATIONS AFFECTED

None.

**ACCOMPLISHMENT INSTRUCTIONS**

1. Prepare the airplane for maintenance.
   A. Make sure that the airplane is electrically grounded.
   B. Make sure that all switches are in the OFF/NORM position.
   C. Disconnect electrical power from the airplane.
      (1) Disconnect the airplane battery.
      (2) Disconnect external electrical power.
   D. Attach maintenance warning tags to the battery and external power receptacle that have **"DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS"** written on them.
2. Remove the engine cowling. (Refer to the Appropriate Model Maintenance or Service Manual.)
3. Complete the Continental Aerospace Technologies Critical Service Bulletin CSB07-01 Revision A.
4. Install the engine cowling. (Refer to the Appropriate Model Maintenance or Service Manual.)
5. Remove the maintenance warning tags and connect the airplane battery.
6. Make an entry in the airplane logbook that states compliance and method of compliance with this service document.

# OWNER ADVISORY



## SEL-79-03

**TITLE**

OIL - TRANSMITTAL OF CONTINENTAL AEROSPACE TECHNOLOGIES CSB07-1A CONNECTING ROD PISTON PIN BUSHING INSPECTION

**TO:**

Aircraft Owner of the Cessna and Beechcraft Models as follows:

**CESSNA MODELS**

120-140, 140A, 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, A150L, A150M, A-150L, A-A150L, F150F, F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, 170, 170A, 170B, 172, 172A, 172B, 172C, 172D, 172E, 172F. 172F (T-41A), 172G, 172G (T41A), 172H, 172H (T-41A), P172D, FP172, F172D, F172E, F172F, F172G, F172H, F172K, FR172E, FR172F, FR172G, FR172H, FR172J, FR172K, R172E (T-41B, T-41C), R172F (T-41D), R172G (T-41C, T-41D), R172H (T-41D), R172J, R172K, 175, 175A, 175B, 175C, 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K, 182, 182A, 182B, 180C, 180D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, A182J, A182K, A182L, A182N, F182P, F182Q, FR182, 185, 185A, 185B, 185C, 185D, 185E/A185E, A185E, A185F, 188/A188, A188/A188A, 188B, A188B, T188C, A-A188B, 210-5 (205), 210-5A (205A), 206, U206, U206A/TU206A, U206B/TU206B, U206C/TU206C, U206D/TU206D, U206E/TU206E, U206F/TU206F, U206G/TU206G, P206, P206A/TP206A, P206B/TP206B, P206C/TP206C, P206D/TP206D, P206E/TP206E, 207/T207, 207A/T207A, 210, 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K/T210K, 210L/T210L, 210M/T210M, 210N/T210N. 210R/T210R, P210N, P210R, T210F, T210G, T210H, T210J, T240, 300 (LC40–550FG), 350 (LC42-550FG, 400 (LC41-550FG)

**BEECHCRAFT MODELS**

A23, E33, F33,G33, E33A, E33C, F33A, F33C, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, 35, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36, A36, A36TC, B36TC, G36

**REASON**

There have been reports from the field of piston pin bushing material being found in the oil sump and/or the oil filter. Continental Aerospace Technologies has released Revision A to Critical Service Bulletin CSB07-01 which has been extensively revised and provides inspection instructions for the connecting rod piston pin bushing and also includes additional instructions to strain the oil and inspect the oil filter media during routine oil changes. In addition to the expanded inspection, Revision A of CSB07-01 has Instructions for Continued Airworthiness (ICA) that must be placed into specified manuals as listed in Revision A of CSB07-01.

**COMPLIANCE**

MANDATORY. Refer to the Continental Motors Inc. Critical Service Bulletin CSB07-01 Revision A for compliance information.

**LABOR HOURS**

| WORK PHASE | LABOR-HOURS |
|---|---|
| Inspection | As Necessary |

**MATERIAL AVAILABILITY**

No part are required to complete this service document.



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**WARRANTY**

NONE

**NOTE:** As a convenience, service documents are now available online to all our customers through a simple, free-of-charge registration process. If you would like to sign up, please visit the Customer Access link at www.txtavsupport.com to register.

# CRITICAL SERVICE BULLETIN

COMPLIANCE NECESSARY TO MAINTAIN SAFETY

CATEGORY 2

# CSB07-01A

Supersedes SB07-1
TECHNICAL PORTIONS
FAA APPROVED

**SUBJECT:** Connecting Rod Piston Pin Bushing Inspection

**PURPOSE:** Provide inspection instructions for the connecting rod piston pin bushing

**COMPLIANCE:** At each cylinder removal or anytime piston pin bushing material is identified during routine maintenance

**MODELS AFFECTED:** Continental Aerospace Technologies new and rebuilt A Series, C Series, E Series, O-200, IO-240, IOF-240, GO-300, O-300, IO-346, IO-360, LTSIO-360, TSIO-360, GIO-470, O-470, IO-470, TSIO-470, IO-520, GTSIO-520, LTSIO-520, TSIO-520, IO-550, IOF-550, TIARA, TSIO-550, TSIOF-550, and TSIOL-550 engine models.

## I. GENERAL INFORMATION

Continental Aerospace Technologies, Inc. (Continental™) has received reports from the field of piston pin bushing material being found in the oil sump or the oil filter. Piston pin bushings are manufactured from steel-backed bronze and are curved on a radius of approximately 0.62” (see Figure 1).

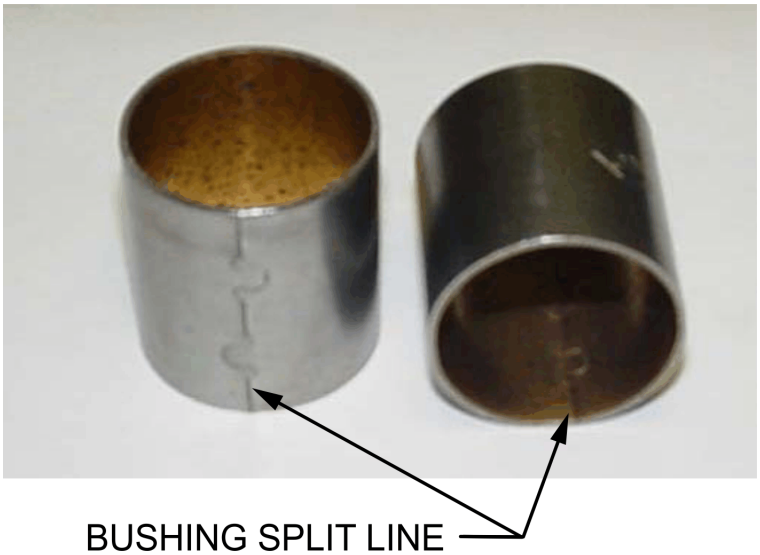


**Figure 1. Typical New Piston Pin Bushings**

## II. OIL CHANGE

Straining engine oil and during the oil change and inspecting the oil filter media is the least invasive method to determine if connecting rod piston pin bushing material has separated from the connecting rods.





CONTINENTAL AEROSPACE TECHNOLOGIES
P.O. Box 90 Mobile, AL 251.436.8299

1. Perform the oil change at the next scheduled interval according to the instructions in M-0, Section 6-4.8.

    a. Rather than drain the oil into catch basin and try to strain the spent oil through a paper filter, Continental recommends the following enhanced instructions:

        1) Place a pre-cleaned catch basin beneath the oil sump drain.

        2) Position a 1000 micron or less (approximately 0.040” or less) mesh screen in the catch basin to strain the oil sump contents. The 1000 micron stainless steel oil strainer (part number 2000) shown in Figure 2 is designed to fit the opening of a standard 5 gallon bucket. It is available for purchased from Arborfab.com. Arbor Fabricating, 14030 Tuttle Hill, Milan, MI 48160. (734) 626-5864.

    b. Rinse the excess oil residue from the screen, retaining any fragments, particles, or sediment in the screen for analysis.

**Figure 2. 1000 Micron Stainless Steel Oil Strainer**

NOTE: The quick drain coupling orifice may trap debris and sediment material. To prevent entrapped material and allow collection of ferrous particles, Continental strongly recommends removing the non-magnetic oil plug (Part No. 532432) or quick drain coupling (Part Nos. 656122, 656995, or 658764) and installing a magnetic drain plug (Part No. 636376 or 656169) in the oil sump to attract and collect ferrous (iron) wear particulate and larger particles that could contaminate the lubrication system. The presence and collection of material on the magnetic drain plug can: 1) indicate an issue with certain engine components; 2) prevent damage to the oil pump and; 3) capture particles that could become lodged in the oil pressure relief-valve and result in a low oil pressure event. Not all engines are equipped with quick drain couplings or magnetic drain plugs - check engine illustrated parts catalog for applicability.

    c. Examine the strainer, drain plug and/or quick drain coupling for abnormal/excessive wear material, metal fragments, and debris to assess the engine condition. Metal fragments on the magnetic drain plug may indicate excessive wear or part damage.

    If piston pin bushing material (see Figure 3) is recovered from an engine, remove the cylinders, pistons, and piston pins (no more than two cylinders at a time) to inspect the connecting rod piston pin bushings. In addition, the piston pin bushing must be inspected for condition each time a cylinder is removed for any reason.


**Figure 3. Typical Indications of Bushing Fragments**

## III. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA)

This bulletin contains updates to the Instructions for Continued Airworthiness required under Title 14 CFR § 43.13(a). A copy of this bulletin must be inserted into the manuals listed in Table 1 of this bulletin until the data is incorporated into the manual by revision or the bulletin is superseded or canceled.

**WARNING**

**Instructions for Continued Airworthiness in Section 10-9.4 of M-0, Standard Practice Maintenance Manual contain the instructions for the remaining Maintenance and Overhaul Manuals listed below. When performing Connecting Rod Inspection or Maintenance, use the instructions in M-0, Section 10-9.4.**

**Table 1. Applicable Engine ICAs**

| Document Number | Applicable Engine Model(s) | Section/ Subsection |
|---|---|---|
| **M-0** | Continental Spark-Ignited AvGas Engines | **10-9.4** |
| M-2 | O200D | M-0, § 10-9.4 |
| M-6[1] | IO240A, B | 15-7.9 |
| M-7 | IO360A, AB,AF, C, CB, D, DB, ES, G, GB, H, HB, J, JB, K & KB | M-0, § 10-9.4 |

**Table 1. Applicable Engine ICAs**

| Document Number | Applicable Engine Model(s) | Section/ Subsection |
|---|---|---|
| M-8 | LTSIO360E, EB, KB, & RB; TSI0360A, AB, B, BB, C, CB, D, DB, E, EB, F, FB, G, GB, H, HB, JB, KB, LB, MB, RB, SB | M-0, § 10-9.4 |
| M-11[1] | IO520B, BA, BB, C, CB, M & MB | 19 |
| M-16[1] | IO550A, B, C, G, N, P & R | 15-7.2.1 |
| M-18 | TSIO550A, B, C, E, G, J, K & N | M-0, § 10-9.4 |
| M-22[1] | IOF240B | 15-6.2.1 |
| OH-15[1] | TSIOL550C | 16 & 18 |
| OMI-15[1] | TSIOL550C | 16 |
| OH-24[1] | IOF550B, C, N, P & R | 9-7.2.3 |
| M-26[1] | TSIOF550D, J, K & P | 15-7.2.1 |
| X30008[1] | A-65 | 9 |
| X30010[1] | C-75, C85, C90 & O200A, B | XIII |
| X30013[1] | C-125, C-145 & O300 | 10 |
| X30016[1] | E-165, E-185, E-225 | IX |
| X30019[1] | GO300A, C, D & E | 9 |
| X30027[1] | IO346 | IX |
| X30144[1] | TIARA | 7 |
| X30033[1] | TSIO470 | X |
| X30039[1] | IO520A, B, BA, BB, C,CB,D, E, F, J, K. L, M & MB | 6 |
| X30045[1] | GTSIO520C, D, F, H, K, L, M & N | IX |
| X30574[1] | TSI0520B, BB, BE, D, DB, E, EB, J, JB, K, KB, L, LB, N, NB, UB, VB, & WB | 72-20-20 |
| X30575[1] | TSIO520AE, AF,C, CE, G, H, M, P, R & T | 72-20-20 |
| X30586[1] | O470A, B, E, G, J, K, L, M, P, R, S & U | 72-20 |
| X30588[1] | IO470-C, D, E, F, G, H, J, K, L, M, N, P, R, S, U, V & VO | 72-40 |
| X30600[1] | TSIOL550A | 72-40 |
| X30607[1] | IO550D, E, F, L | 72-40 |

1. The contents of these documents will be modified to reference M-0, Section 10-9.4.

## IV. INSPECTION

*CAUTION: Connecting rod piston pin bushing replacement requires specialized tools and procedures and must be accomplished by a shop properly rated to perform the repair.*

NOTE: Complete Connecting Rod Piston Pin Inspection Criteria may be found in ***Section 10-9.4***. of **M-0**, Standard Practice Maintenance Manual.

If piston pin bushing issues are suspected:

1. Remove the cylinders and pistons from the engine using the instructions contained in the appropriate maintenance or overhaul manual to gain access to the piston pin bushings.
2. Inspect the connecting rods according to the instructions in **M-0**, Section 10-9.4.
3. Visually inspect the piston pin bushing for any signs of cracks emanating from the piston pin bushing split line, missing bushing material, or signs of bushing movement.
4. Inspect the piston pin bushing for wear according to the instructions in **M-0**, Standard Practice Maintenance Manual, ***Section 10-9.4***.
    a. Replace any piston pin bushing that does not meet the installation criteria in **M-0**, Section 10-9.4 or is found cracked per during the inspection in step 3.
    b. Replace any piston pin bushing that does not meet the inspection criteria in **M-0**, Standard Practice Maintenance Manual, ***Section 10-9.4***.

## V. WARRANTY

For engines currently within the warranty period, Continental will reimburse the customer for the parts and labor required to complete the inspection and repairs.

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