



# SLICK

**SB2-80C**  
FAA APPROVED

## Service Bulletin

**TO:** Aircraft Manufacturers, Aircraft Engine Manufacturers, Distributors, Dealers, Engine Overhaul Facilities, Owners and Operators of Slick Aircraft Magnetos.

**SUBJECT:** Magneto Maintenance and Overhaul Schedules.

**BACKGROUND  
INFORMATION:**

The service and warranty history of Slick magnetos clearly show that the prescribed maintenance and overhaul schedules found in Slick Maintenance and Overhaul manuals L-1020, L-1037, and L-1363 are not being followed. Failure to properly perform the prescribed inspections, maintenance, and overhaul procedures voids Slick warranty and may jeopardize the airworthiness of these components resulting in possible serious equipment damage, personal injury, or loss of life.

**ALL AGENCIES OR INDIVIDUALS SERVICING ANY COMPONENT MADE BY SLICK AIRCRAFT PRODUCTS MUST HAVE THE MOST CURRENT REVISIONS OF SLICK MASTER SERVICE MANUAL F-1100 BEFORE PERFORMING MAINTENANCE OR OVERHAUL. CONSULT SLICK REGARDING SUBSCRIPTION SERVICE INFORMATION.**

**COMPLIANCE:** As required.

**PROOF OF  
COMPLIANCE:** Appropriate log book entries.

**MODELS  
AFFECTED:** All 400 and 600 series magnetos  
4000 and 4100 series magnetos  
4200 and 6200 series magnetos  
4300 and 6300 series magnetos

**MAINTENANCE  
PARTS AFFECTED:** None

**PARTS REQUIRED  
PER BULLETIN:** None

**TOOLS REQUIRED  
PER BULLETIN:** None

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**WEIGHT CHANGE:** None

## **DETAILED INSTRUCTIONS:**

### **400 AND 600 SERIES MAGNETOS – REFERENCE MANUAL L-1020**

#### **I. INSPECTION**

These magnetos should be inspected externally every 100 hours and internally every 500 hours. Consult Manual L-1020 for complete inspection procedures.

#### **II. ADDITIONAL SERVICE INFORMATION**

Slick Service Bulletins and Service Letters contain service information critical to the airworthiness and operation of particular magneto models. Consult the most current revision of **Slick Master Service Manual F-1100** for applicability of special service information to particular magneto models.

#### **III. OVERHAUL**

These magnetos should be completely overhauled as required by the inspections noted above. Total time in service may not exceed the manufacturer's TBO for the engine on which the magneto is installed. When servicing magnetos use only the most current revision of Slick manufactured parts. In most cases it may be easier to replace a faulty magneto with a new, current production, factory assembled 4300 or 6300 Series magneto than to perform the overhaul in the field. Factory assembled new and rebuilt 400 and 600 Series magnetos have been discontinued and are no longer available from Slick.

#### **IV. REPLACEMENT**

These magnetos should be replaced as necessary when indicated by the above inspections.

### **4000 / 4100 SERIES MAGNETOS:**

#### **I. INSPECTION**

At each 200 hour interval the following inspections should be made:

1. Adjust timing to engine
2. General Inspection
  - a. Wiring connections and condition
  - b. Vent holes
  - c. P-lead attachment

#### **II. OVERHAUL**

These magnetos are certified by the FAA as factory-sealed and no attempt should be made to overhaul or repair them in the field. Replacement parts and service information are unavailable for these magnetos. They are to be exchanged completely for new current production repairable 4300 Series magnetos.

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## III. REPLACEMENT

These magnetos were designed to provide reliable service up to 800 hours. At 800 hours it was recommended that these magnetos be removed from service and replaced. However, service history of these magnetos indicate they have been routinely run in excess of 800 hours and in many cases are not serviced until an operational or mechanical failure occurs. The abuse to which these magnetos have been subjected has forced Slick to re-establish parameters for time in operation of 4000/4100 Series magnetos.

**EFFECTIVE IMMEDIATELY: WITHIN THE NEXT 100 HOURS OF OPERATION OR AT NEXT SCHEDULED ANNUAL INSPECTION. ALL 4000 AND 4100 SERIES MAGNETOS WITH TIME IN SERVICE GREATER THAN 800 HOURS MUST BE REPLACED WITH THE APPROPRIATE SLICK MODEL 4300 SERIES MAGNETO.**

## 4200 / 6200 SERIES MAGNETOS – REFERENCE MANUAL L-1037

### I. INSPECTION

These magnetos should be inspected externally every 100 hours and internally every 500 hours. Magneto rotor shaft bearings must be replaced every 1000 hours. Consult latest revision of Manual L-1037 for complete inspection procedures.

### II. ADDITIONAL SERVICE INFORMATION

Slick Service Bulletins and Service Letters contain service information critical to the airworthiness and operation of particular magneto models. Consult the most current revision of **Slick Master Service Manual F-1100** for applicability of special service information to particular magneto models.

### III. OVERHAUL

These magnetos should be completely overhauled as required by the inspections noted above. Total time in service may not exceed the manufacturer's TBO for the engine on which the magneto is installed. When servicing magnetos use only the most current revision of Slick manufactured parts. In most cases it may be easier and more economical to replace a faulty magneto with a new current production factory assembled unit than to perform the overhaul in the field.

### IV. REPLACEMENT

These magnetos should be replaced as necessary when indicated by the above inspections.

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## 4300 / 6300 SERIES MAGNETOS – REFERENCE MANUAL L-1363

### I. INSPECTION

These magnetos should be inspected externally every 100 hours and internally every 500 hours. Consult latest revision of Manual L-1363 for complete inspection procedures.

### II. ADDITIONAL SERVICE INFORMATION

Slick Service Bulletins and Service Letters contain service information critical to the airworthiness and operation of particular magneto models. Consult the most current revision of **Slick Master Service Manual F-1100** for applicability of special service information to particular magneto models.

### III. OVERHAUL

These magnetos should be completely overhauled as required by the inspections noted above. Total time in service may not exceed the manufacturer's TBO for the engine on which the magneto is installed. When servicing magnetos use only the most current revision of Slick manufactured parts. In most cases it may be easier and more economical to replace a faulty magneto with a new current production factory assembled unit than to perform the overhaul in the field.

### IV. REPLACEMENT

These magnetos should be replaced as necessary when indicated by the above inspections.

**WARRANTY:** Void if prescribed maintenance schedules are not followed.  
**CHECK WITH SLICK TO BE SURE YOU HAVE THE MOST CURRENT REVISIONS OF SLICK MANUALS F-1100, L-1020, L-1037, L-1363, AND PERTINENT SLICK SERVICE BULLETINS BEFORE PERFORMING MAINTENANCE OR OVERHAUL.**

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