SB1-24A

Supersedes SB1-24

SLICK Service Bulletin

TO: Aircraft manufacturers, aircraft engine manufacturers, distributors, dealers, engine overhaul facilities, owners and operators of Slick magnetos.

SUBJECT: Mandatory inspection of Slick by Champion magnetos.

MAGNETO MODELS AFFECTED: All Factory New 4300/6300 magneto models with serial numbers between 23030001 and 23100414.

NOTE: 23030001 = S/N manufacture date of March 2023
23100414 = S/N manufacture date of October 2023

ENGINE MODELS AFFECTED: Engines equipped with Slick 4300 and 6300 series magnetos.

BACKGROUND INFORMATION: There have been reports of excessive cam wear causing reduced engine performance. The excessive cam wear results from little to no cam grease applied during manufacturing. Excessive cam wear adversely affects the internal timing of the magneto and reduces engine performance over time, causing the engine to run rough and reduced starting performance.

COMPLIANCE:

	Description	Initial Inspection	Recurring Inspection	Alternative Method of Compliance/ Terminating Action
Category 1	All affected magnetos in Factory New condition with 0 hours TIS (Time in Se vice)	Before installation and operation	None	Replace with approved model magneto outside the affected serial number range. Document compli-ance.
Category 2	All affected magnetos not covered in Category 1	Within the next 50 hours TIS but not to exceed 150 hours total TIS	None	

PROOF OF COMPLIANCE: Appropriate logbook entries. Magnetos returned to Champion Aerospace for repair will be stamped with the letter “B” on the dataplate. See SB1-24 COMPLIANCE and DETAILED INSTRUCTIONS.

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MAINTENANCE PARTS AFFECTED: None.

PARTS REQUIRED PER BULLETIN: M3081 kit
M3637 kit

TOOLS REQUIRED PER BULLETIN: Refer to the latest revision of Champion Slick F-1100 Master Service Manual, as applicable.

WEIGHT CHANGE: None.

REQUIRED SERVICE LITERATURE: Refer to the latest revision of Champion Slick F-1100 Master Service Manual, as applicable, when performing the detailed instructions contained in this Service Bulletin.

WARRANTY INFORMATION: Magnetos that fail the required inspection within the DETAILED INSTRUCTIONS have two options for warranty resolution:

Option 1: If the unit fails the required inspection, order and install a contact breaker points replacement kit (M3081/M3637) through an authorized Champion Aerospace distributor. Initiate a warranty return with the distributor for warranty credit. Distributor will provide a warranty form for completion. Champion Aerospace reserves the right to reject warranty for any returns that are:

1. Not manufactured within the affected range.
2. Subsequently found to pass the required inspection.
3. Not returned with a Warranty Form.

Option 2: If the unit fails the required inspection, return the magneto to Champion Aerospace for repair. Champion Aerospace will repair the magneto by installing a new set of points and a new cam and return to the customer at no-charge. No other repairs or inspections will be performed during this process. Customer is required to cover all inbound freight expense and ship the affected unit with an accompanying return form to:

SB1-24 Returns
Champion Aerospace Repairs
Western Skyways
21 Creative Place
Montrose, CO 81401

DETAILED INSTRUCTIONS:

1. Locate the serial number on the magneto dataplate (Fig. 1). If the serial number is determined to be within the range specified in this bulletin and the dataplate is not stamped with the letter “B”, remove the magneto from the engine in accordance with the latest revision of the engine manufacturer’s manual(s).

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Figure 1 Magneto nameplate

(a) For Category 1 magnetos per this service bulletin, disassemble the magneto and inspect the cam for cam grease. If no cam grease is present, apply cam grease M1827 or equivalent (Fig. 2), per the latest revision of F-1100 Master Service Manual.

(b) For Category 2 magnetos per this service bulletin, disassemble the magneto and inspect the cam for cam grease and wear conditions. If no cam grease is present, and cam shows signs of wear, replace the contact breaker points assembly and the cam, per the latest revision of F-1100 Master Service Manual is required.

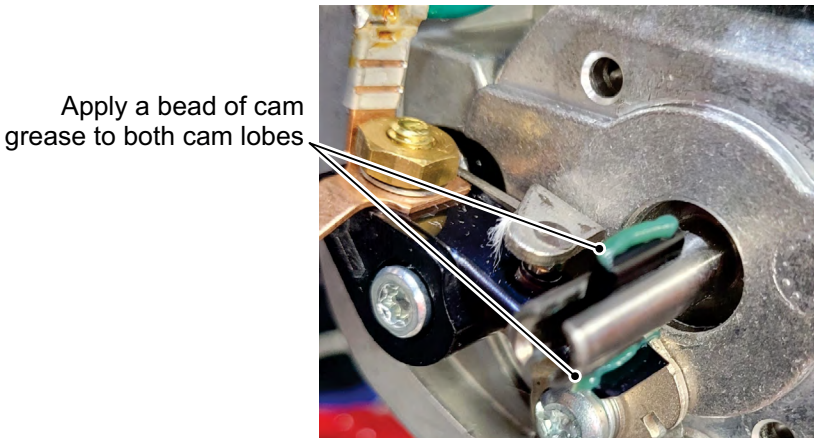

Figure 2 Proper cam grease application

WARNING: The cam and contact breaker points MUST be replaced together. The practice of replacing only the points or only the cam is not approved and can lead to poor engine performance and incorrect internal timing.

NOTE: This repair does not affect normal inspection and maintenance intervals as defined in the latest revision of the F-1100 Master Service Manual.

LABOR ALLOWANCE: None.

THIS SERVICE BULLETIN IS A SUPPLEMENT TO SLICK MAINTENANCE AND OVERHAUL MANUALS L-1037 AND L-1363. CHECK WITH CHAMPION AEROSPACE TO BE SURE YOU HAVE THE MOST CURRENT REVISION OF SLICK MANUALS L-1037 AND L-1363 AND PERTINENT SERVICE LETTERS AND BULLETINS BEFORE PERFORMING MAINTENANCE OR OVERHAUL.

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