

# service bulletin

M70-7  
FAA-DER Approved

March 17, 1970

**TO:** Distributors, Dealers, Overhaul Facilities, Teledyne Continental Motors Aircraft Engine Owners and Operators.

**SUBJECT:** Increasing Size of Oil Feed Holes to Starter Adapter Shaftgear.

**PURPOSE:** To reduce Possibility of Oil Feed Hole Plugging and Cutting Off Lubrications to Starter Adapter Clutch Spring.

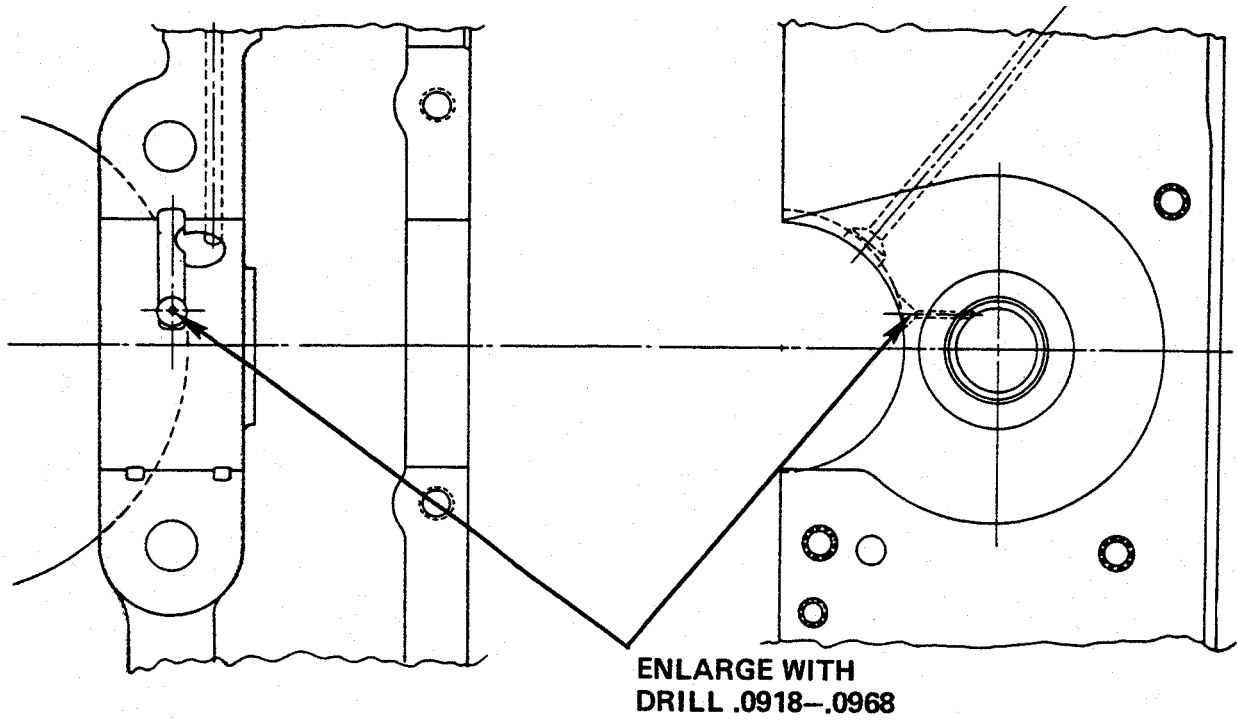
**ENGINE MODELS**

**AFFECTED:** All O-470, IO-470, IO-520 and TSIO-520

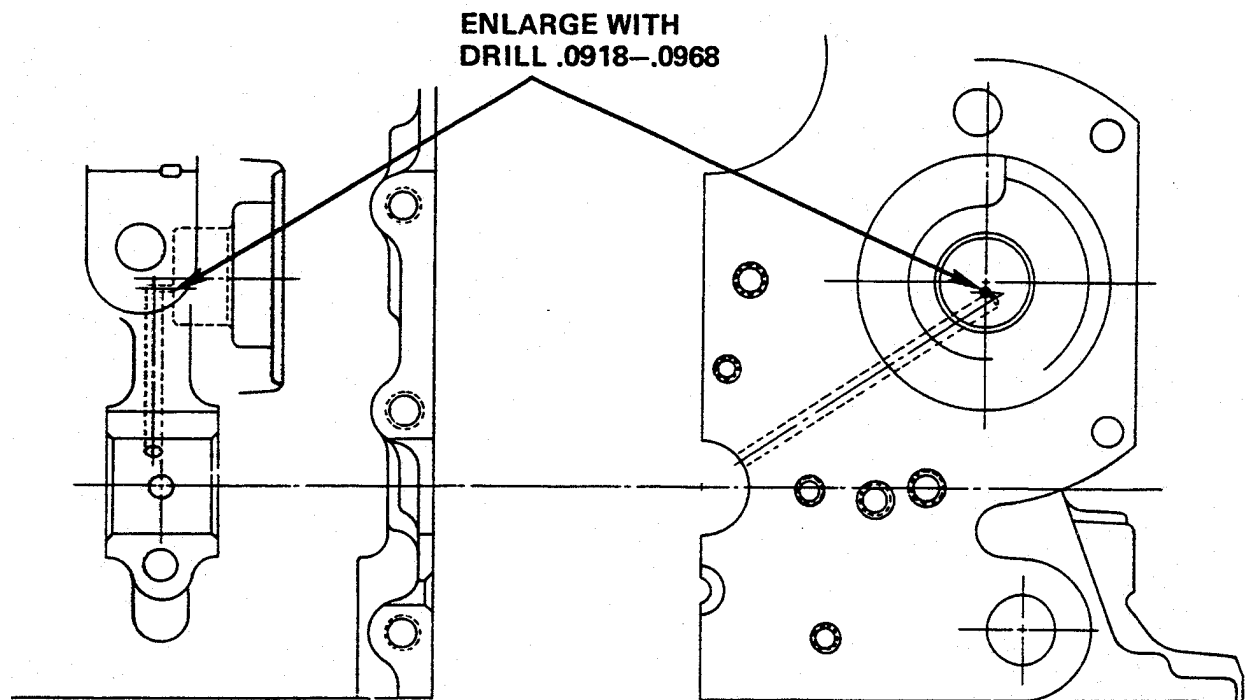
Gentlemen:

On engines with sand cast crankcases, the oil feed hole to the starter adapter shaftgear comes off the rear main bearing boss of the 1-3-5 crankcase half and enters the needle bearing counterbore near the top of the holes (at 10 to 11 o'clock position). This hole can be enlarged only at major overhaul or at any time the crankcase is disassembled. This should be accomplished per the illustration on page 2.

On Permold crankcases, the oil feed hole comes off the rear cam bearing of the 1-3-5 crankcase half and intersects a very short hole in the center of the needle bearing counterbore. This can be enlarged at any time with the starter adapter removed. Using a greased drill will help trap the chips. The oil system should then be pressurized to flow oil thru the enlarged hole before the starter adapter is replaced.



**SANDCAST CRANKCASE**



**PERMOLD CRANKCASE**