



Continental Motors, Inc.  
P.O. Box 90  
Mobile, AL 36601

Handwritten signature



655305 Rev. A

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**Continental Motors, Inc.**

THE OIL PRESSURE ON THIS ENGINE WAS  
ADJUSTED DURING THE ENGINE ACCEPTANCE  
TEST AT THE FACTORY. ONLY MINOR  
ADJUSTMENTS MAY BE NECESSARY TO  
ASSURE THE PROPER INDICATION ON  
THE COCKPIT GAUGE.

**FACTORY SETTINGS:**

RPM 2254 OIL TEMP 231 OIL PRESSURE 41.4

OIL PRESSURE PICK UP POINT: MAIN OIL GALLERY  
BETWEEN #2 AND #4 CYLINDERS

**8130-3**



8/11/2015

5:05:34PM

**Continental Motors**  
**MASTER PACKING LIST**

Shipment Number 00092262  
Ship Date 8/11/2015

Shipped to:  
HUNTER LAND DEVELOPMENT  
ATTN: NELSON WHITE  
1222 COUNTY ROAD 6  
DELTA, OH 43515

Bill to:  
HUNTER LAND DEVELOPMENT  
3672 COUNTY ROAD 61  
DELTA, OH 43515

Ship Via I - Yellow Roadway Corp. (Truck)

Carton #	0000177788			950.00	
<u>Sales Order</u>	<u>Cust PO No</u>	<u>Part Number</u>	<u>Description</u>		<u>Ship Qty</u>
124292	N101DF	R-GTSI0520H1B	ENGINE - REBUILT		1.00

Number of Boxes  
1

Total Items  
1

It is hereby certified that all materials or parts on this shipment are in conformance with the requirements, specifications, and/or drawings listed for the above engine model/part number.

Michael E. Ward  
Director, Compliance

8/11/2015

Date

Thank you for purchasing Genuine Continental Engines and Parts!  
**Go Continental!**



**Continental Motors**

2039 Broad Street  
Mobile, AL 36615  
Tel: 251-438-3411

**PACKING LIST**

Carton #	0000177788
Order #	124292
PO #	N101DF
Date Printed	8/11/2015 3:11:48PM
EPN #	470599
Ship Via	ellow Roadway Corp. (Truck)
Gate	D1
Customer #	88613
Engine S #	

**Ship to:** HUNTER LAND DEVELOPMENT  
ATTN: NELSON WHITE  
DELTA, OH 43515  
US

**Bill to:** HUNTER LAND DEVELOPMENT  
3672 COUNTY ROAD 61  
DELTA, OH 43515

Item #	Description	QTY	N/R
GTSIO520H1	ENGINE - REBUILT	1	R
	<u>Serial/Lot Number(s)</u>		
	1012436		

It is hereby certified that all materials or parts on this shipment are in conformance with the requirements, specifications, and/or drawings listed for the above engine model/part number.

Michael E. Ward  
Director, Compliance

August 11, 2015

Date

Thank you for purchasing Genuine Continental Engines and Parts!  
**Go Continental!**

1. Approving Authority/Country: FAA United States	<h2 style="margin: 0;">AUTHORIZED RELEASE CERTIFICATE</h2> <p style="margin: 0;">FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG</p>	3. Form Tracking Number <p style="text-align: center; font-size: 1.2em;">419056</p>
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4. Organization Name and Address Continental Motors, Inc. 2039 Broad Street, Mobile, Alabama 36615	PC #508	5. Work Order/Contract/Invoice Number: 470599      0000177788
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6. Item:	7. Description	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	ENGINE - REBUILT	GTSIO520H1	1	See Block 12	See Block 12

**12. Remarks**  
 Rebuilt to original PAH's specifications in accordance with 14 CFR §43.3(j).  
 Total Time: 0  
 Preservation: This Engine was treated 08/04/15 for one hundred eighty days corrosion protection.

Serial Batch Number(s)  

Serial	Description
1012436	ENGINE - REBUILT

13a. Certifies the items identified above were manufactured in conformity to <input type="checkbox"/> Approved design data and are in condition for safe operation <input type="checkbox"/> Non-approved design data specified in Block 12	14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work the items are approved for return to service
--	--

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature: <i>Daniel L. Nicholas</i>	14c. Approval/Certificate No.: PC #508
13d. Name (Typed or Printed):	13e. Date (dd/mm/yyyy):	14d. Name (Typed or Printed): Daniel L. Nicholas	14e. Date (dd/mm/yyyy): 11/Aug/2015

**User/Installer Responsibilities**

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.





### Continental Motors, Inc.

Continental Motors  
2039 Broad St.  
Mobile, AL 36615

Please return used core via YELLOW  
Note: On the Bill of Lading, describe the engine core  
Aircraft Engine Parts RVNX  
\$5.00 Per Lb. NMFC 120820-3 CL85  
Discount - - REF YFSY 675-F, Item 6188-2052

### EXCHANGE ENGINE TAG

ENGINE - (For factory use only)

Shipped via \_\_\_\_\_  
Shipped to Hunterland Dev Dist Code \_\_\_\_\_  
Delta OH

New  Rebuilt  Other  
Serial Number 1018436 Model Number 6191152041  
Distributor's P.O. N101DF Order No. 124292  
Order Date 8.11.15

TURN ENGINE - (Customer use - please type or print)  
IMPORTANT - TO RECEIVE PROMPT ATTENTION AT THE FACTORY THIS TAG  
MUST BE COMPLETED AND ATTACHED TO RETURNED ENGINE.

Model Engine \_\_\_\_\_ Serial Number \_\_\_\_\_  
Date Returned \_\_\_\_\_ Via \_\_\_\_\_  
Total Time \_\_\_\_\_ Claim Number \_\_\_\_\_  
Condition:  Runout Core  Warranty or Pro Rata  Other  
Owner's Name \_\_\_\_\_



### Continental Motors, Inc.

# CORE EXCHANGE RETURN ENGINE

**Return To: Continental Motors**  
**Attn: Core Reclamation**  
**2039 Broad Street**  
**Mobile, AL 36615**

**MODEL:** \_\_\_\_\_

**S/N:** \_\_\_\_\_

**RGA #:** \_\_\_\_\_

***NOTE: ATTACH LABELS ON ONE SIDE OF BOX***

**TABLE 1. Engine Time Between Overhaul**

Engine Model	SEE NOTE	HOURS		YEARS
		ENGINE S/N BEFORE 1006000	ENGINE S/N 1006000 AND LATER	
L/TSIO-520-AE	1, 2	2000	2200	12
TSIO-520-BE	1, 2	2000	2200	12
IO-550-A, B, C, D, E, F, L	1, 2	1700	1900	12
IO-550-G, N, P, R	1, 2	2000	2200	12
IOF-550-N	1, 2	2000	2200	12
TSIO-550-B, E	1, 2	1600	1800	12
TSIO-550-C, G, K, N	1, 2	2000	2200	12
TSIOF-550-D, J, K	1, 2	2000	2200	12
TSIOL-550-A, B, C	1	2000	2000	12
6-285 Series	1	1200	N/A	12

1. If an engine consistently accumulates 40 or more hours per month since being placed in service, add 200 hours to recommended TBO.
2. Engines with Serial Number 1006000 or higher, add 200 hours to TBO as noted in table above.
3. Applies to new and rebuilt O-470U Model Specifications 11, 12, 13, 14, 17, 18, and subsequent numbers.  
O-470-U engines, other than those listed above, may be made eligible for the 2000 hours TBO with the installation of new P/N 646267A2, or superseding cylinder and valve assemblies, P/N 648029 pistons, or superseding part number, P/N 649226 ring sets, or superseding part number, exhaust lifters P/N 646277, or superseding part number, oil pump with integral oil filter adapter P/N 643779, or superseding part number, oil pump gasket P/N 643749, or superseding part number, oil filter P/N 649923, or superseding part number and two each P/N 402129P003 studs. Piston pin P/N 539467 must be replaced with a new pin of the same P/N. Crankshaft counterweight pin and plate configuration must conform to the current illustrated parts catalog. A log book entry is required. Update engine data plate with the correct engine model and specification number as follows: O-470U(1) converts to O-470-U(13); O-470-U(2) converts to O-470-U(14); O-470-U(3) converts to O-470-U(17); O-470-U(4) converts to O-470-U(18); O-470-U(5) converts to O-470-U(17); O-470-U(6) converts to O-470-U(18)
4. Applies to GTSIO-520-C, D, H engine models listed utilizing cylinder part number 653453, or superseding (cylinder production released APRIL 1993-verify part number on cylinder flange). Also, all parts must be replaced as directed by the applicable current service bulletins, illustrated parts catalogs, and overhaul manuals. A log book entry is required.
5. Applies to new and rebuilt TSIO-520-M Spec. 6, 7, and 8; TSIO-520-P Spec. 5 and 6; TSIO-520-R Spec. 7, 9, 10, and 11; New and rebuilt TSIO-520-M, P, and R model engines with subsequent specification numbers.  
TSIO-520-M, P, and R engines except those listed above may be eligible for a 1600 hour TBO increase by installing: new cylinder and valve assemblies P/N 646657A1, or superseding part number, pistons P/N 648044, or superseding part number, ring sets P/N 649227, or superseding part number, exhaust valve lifters P/N 646277, or superseding part number, throttle body P/N 649185A4, or superseding part number, CMI P/N 646957, or superseding part number, R.H. magneto, P/N 646958, or superseding part number, L.H. magneto, P/N 636951, or superseding part number, Harness, or EQ6583 pressurized magneto and harness kit, oil pump assembly P/N 643717-1, or superseding part number, P/N 643749, or superseding part number, oil pump gasket, and oil filter with integral filter adapter P/N 649923 or, superseding part number.  
To install a new oil pump, remove one each P/N 402159 and P/N 402157 stud. Replace stud P/N 401852 with stud P/N 402129P003 and install spacer P/N 646582-1.35 and P/N 646582-2.00 on existing studs after oil pump is installed. A log book entry is required. Update engine data plate with the correct engine model and specification number as follows: TSIO-520-M(1) converts to TSIO-520-M(6); TSIO-520-M(2) converts to TSIO-520-M(7); TSIO-520-M(3) converts to TSIO-520-M(7); TSIO-520-P(1) converts to TSIO-520-P(5); TSIO-520-P(2) converts to TSIO-520-P(6); TSIO-520-P(3) converts to TSIO-520-P(6); TSIO-520-R(1) converts to TSIO-520-R(9); TSIO-520-R(3) converts to TSIO-520-R(10); TSIO-520-R(4) converts to TSIO-520-R(9); TSIO-520-R(5) converts to TSIO-520-R(10); TSIO-520-R(6) converts to TSIO-520-R(11)

<b>ISSUED</b>	<b>REVISED</b>	 P.O. Box 90 Mobile, AL 251-436-8299	<b>PAGE NO</b>	<b>REVISION</b>
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S/N 1012434

**Engine Model Time Between Overhaul**

**TABLE 1. Engine Time Between Overhaul**

Engine Model	SEE NOTE	HOURS		YEARS
		ENGINE S/N BEFORE 1006000	ENGINE S/N 1006000 AND LATER	
A65, A75 and C75, C85, C90 Series	1	1800	N/A	12
O-200-A, B	1, 2	1800	2000	12
O-200-D	1	2000	2000	12
IO-240-A, B	1, 2	2000	2200	12
IOF-240-B	1, 2	2000	2200	12
IO-346-A	1	1500	N/A	12
C125, C145 Series and O-300-A, B, C, D	1	1800	N/A	12
GO-300-A, C, D, E	1	1200	N/A	12
IO-360-A, AB, B, C, D, G, H, J, K	1	1500	1500	12
IO-360-CB, DB, GB, HB, JB	1, 2	1500	1700	12
IO-360-ES, KB	1, 2	2000	2200	12
TSIO-360-A, AB, B, C, D, E, F, H	1	1400	1400	12
LTSIO-360-E	1	1400	1400	12
TSIO-360-CB, DB, HB, JB	1, 2	1400	1600	12
L/TSIO-360-EB, FB, GB, KB, LB, MB, RB, SB	1, 2	1800	2000	12
E165, E185, E225 Series	1	1500	N/A	12
O-470-A, B, E, G, N, P	1	1500	N/A	12
O-470-J, K, L, M, R, S, U	1, 2	1500	1700	12
O-470-U	1, 2, 3	2000	2200	12
IO-470-C, D, E, F, G, H, J, K, L, M, N, P, R, S, U, V, VO	1, 2	1500	1700	12
TSIO-470-B, C, D	1	1400	N/A	12
IO-520-B, BA, C, M	1	1700	1700	12
IO-520-A, BB, CB, D, E, F, J, K, L, MB	1, 2	1700	1900	12
L/IO-520-P	1, 2	2000	2200	12
GTSIO-520-C, D, F, H, K	1	1200	N/A	12
GTSIO-520-C, D, H	1, 4	1600	N/A	12
GTSIO-520-L, M, N	1	1600	1600	12
TSIO-520-B, D, E, J, K, L, N, NB	1	1400	1400	12
TSIO-520-BB, C, DB, EB, G, H, JB, KB, LB, M, P, R, T	1, 2	1400	1600	12
TSIO-520-NB	1, 2,	1600	1800	12
TSIO-520-M, P, R	1, 2, 5	1600	1800	12
TSIO-520-AF, CE, UB, VB, WB	1, 2	1600	1800	12

# TELEDYNE CONTINENTAL<sup>®</sup> AIRCRAFT ENGINE SERVICE INFORMATION LETTER

**CATEGORY 5**

**SIL99-1**

Technical Portions FAA  
Approved  
Supersedes M91-5

**CONTAINS USEFUL INFORMATION PERTAINING TO THE  
CONTINENTAL AIRCRAFT ENGINE**

**SUBJECT: ENGINE PRESERVATION FOR ACTIVE AND STORED  
AIRCRAFT**

**PURPOSE:** Provide current engine preservation information

**COMPLIANCE:** During periods as specified by this document

**MODELS  
AFFECTED:** All Continental Engine Models

## GENERAL

There is no practical procedure that will insure corrosion prevention on installed aircraft engines. Susceptibility to corrosion is influenced by geographical location, season and usage. The owner/operator is responsible to recognize the conditions that are conducive to corrosion and take appropriate precautions.

## ENGINE PRESERVATION

Corrosive attack can occur in engines that are flown only occasionally regardless of geographical location. In coastal areas and areas of high humidity, corrosive attack can occur in as little as two days. The best method of reducing the likelihood of corrosive attack is to fly the aircraft at least once every week for a minimum of one hour.

## NOTE...

Corrosive attack may reduce engine service life. Of primary concern are cylinders, piston rings, valves, valve guides, camshaft and lifters.

**TEMPORARY STORAGE** (Aircraft that are not flown for 30 to 90 days)

Preparation for storage.

1. Remove oil sump drain plug and drain oil. Replace drain plug, torque and safety. Remove oil filter. Install new oil filter, torque and safety. Service engine to proper sump capacity with oil conforming to MIL-C-6529 Type II.

2. Perform a ground run-up. Perform a pre-flight inspection and correct any discrepancies. Fly the aircraft for one hour at normal operation temperatures.

## WARNING

To prevent possibility of serious bodily injury or death, before moving the propeller accomplish the following:

- a. Disconnect all spark plug leads.
- b. Verify magneto switches are connected to magnetos, that they are in the "OFF" Position and "P" leads are grounded.
- c. Throttle position "CLOSED."
- d. Mixture control "IDLE-CUT-OFF."
- e. Set brakes and block aircraft wheels. Insure that aircraft tie-downs are installed and verify that the cabin door latch is open.
- f. Do not stand within the arc of the propeller blades while turning the propeller.

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# WARNING

**To prevent possibility of serious bodily injury or death, before moving the propeller accomplish the following:**

3. After flight remove all spark plug leads and remove the top spark plugs. Protect the ignition lead ends with AN-4060 Protectors. Using a common garden sprayer or equivalent, spray atomized preservative oil that meets MIL-P - 46002, Grade 1, at room temperature through upper spark plug hole of each cylinder with the piston at bottom dead center position. Rotate crankshaft as opposite cylinders are sprayed. Stop crankshaft with none of the pistons at top dead center.
4. Re-spray each cylinder. To thoroughly cover all surfaces of the cylinder interior move the nozzle or spray gun from the top to the bottom of the cylinder.
5. Install top spark plugs but do not install spark plug leads.
6. Seal all engine openings exposed to the atmosphere using suitable plugs and covers. Attach a red "REMOVE BEFORE FLIGHT" streamer at each location.
7. Tag each propeller in a conspicuous place with the following notation on the tag: DO NOT TURN PROPELLER - ENGINE PRESERVED - PRESERVATION DATE \_\_\_\_\_.

- a. Disconnect all spark plug leads.
- b. Verify magneto switches are connected to magnetos, that they are in the "OFF" Position and "P" leads are grounded.
- c. Throttle position "CLOSED."
- d. Mixture control "IDLE-CUT-OFF."
- e. Set brakes and block aircraft wheels. Insure that aircraft tie-downs are installed and verify that the cabin door latch is open.
- f. Do not stand within the arc of the propeller blades while turning the propeller.

3. After flight remove all spark plug leads and remove the spark plugs. Protect the ignition lead ends with AN-4060 Protectors. Install protective plugs P/N 22671 in bottom spark plug holes. Using a common garden sprayer or equivalent, spray atomized preservative oil that meets MIL-P-46002, Grade 1, at room temperature through upper spark plug hole of each cylinder with the piston at bottom dead center position. Rotate crankshaft as opposite cylinders are sprayed. Stop crankshaft with none of the pistons at top dead center.
4. Re-spray each cylinder. To thoroughly cover all surfaces of the cylinder interior move the nozzle or spray gun from the top to the bottom of the cylinder.
5. Install dehydrator plugs MS27215-1 or -2 in each of the upper spark plug holes. Make sure each plug is blue in color when installed.

**NOTE...**

If the engine is not returned to flyable status on or before the 90-day expiration, it must be preserved in accordance with "Indefinite Storage" procedures in this document.

**INDEFINITE STORAGE (Aircraft that are not flown for 90 days)**

**PREPARATION FOR STORAGE**

1. Remove oil sump drain plug and drain oil. Replace drain plug, torque and safety. Remove oil filter Install new oil filter torque and safety. Service engine to proper sump capacity with oil conforming to MIL-C-6529 Type II.
2. Perform a ground run-up. Perform a pre-flight inspection and correct any discrepancies. Fly the aircraft for one hour at normal operation temperatures.

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6. Attach a red "REMOVE BEFORE FLIGHT" streamer to each bag of desiccant. Place a bag of desiccant in the exhaust pipes and seal the openings.
7. Seal all engine openings exposed to the atmosphere using suitable plugs and covers.
8. Tag propeller in a conspicuous place with the following notation on the tag: DO NOT TURN PROPELLER - ENGINE PRESERVED - PRESERVATION DATE \_\_\_\_\_.

### **INDEFINITE STORAGE INSPECTION PROCEDURES**

1. Aircraft prepared for indefinite storage must have the cylinder dehydrator plugs visually inspected every 15 days. The plugs must be changed as soon as they indicate other than a dark blue color. If the dehydrator plugs have changed color in one-half or more of the cylinders, all desiccant material on the engine must be replaced.
2. The cylinder bores of all engines prepared for indefinite storage must be re-sprayed with corrosion preventive mixture every 90 days.

### **RETURNING AN ENGINE TO SERVICE AFTER STORAGE**


1. Remove seals and all desiccant bags.
2. Remove cylinder dehydrators and plugs or spark plugs from upper and lower spark plug holes.
3. Remove oil sump drain plug and drain the corrosion preventive mixture. Replace drain plug, torque and safety. Remove oil filter. Install new oil filter torque and safety. Service the engine with oil in accordance with the manufacturer's instructions.

## **WARNING**

**To prevent possibility of serious bodily injury or death, before moving the propeller accomplish the following:**

- a. Disconnect all spark plug leads.
- b. Verify magneto switches are connected to magnetos, that they are in the "OFF" Position and "P" leads are grounded.
- c. Throttle position "CLOSED."
- d. Mixture control "IDLE-CUT-OFF."
- e. Set brakes and block aircraft wheels. Insure that aircraft tie-downs are installed and verify that the cabin door latch is open.
- f. Do not stand within the arc of the propeller blades while turning the propeller.


4. Rotate propeller by hand several revolutions to remove preservative oil.
5. Service and install spark plugs and ignition leads in accordance with the manufacturer's instructions.
6. Service engine and aircraft in accordance with the manufacturer's instructions.
7. Thoroughly clean the aircraft and engine. Perform visual inspection.
8. Correct any discrepancies.
9. Conduct a normal engine start.
10. Perform operational test in accordance with "Operational Inspection," of the applicable Maintenance Manual.
11. Correct any discrepancies.
12. Perform a test flight in accordance with airframe manufacturer's instructions.
13. Correct any discrepancies prior to returning aircraft to service.
14. Change oil and filter after 25 hours of operation.

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# Continental Motors, Inc.

## CYLINDER WARRANTY

Each cylinder shipped from the Continental Motors, Inc. (CMI) plant on or after April 2, 2010 is warranted as follows:

1. For a period of twenty-four (24) months or one thousand (1000) hours of operation, whichever occurs first, after the warranty activation date, CMI will at its option repair or replace on an exchange basis any cylinder component or related part manufactured or supplied by it which within the applicable twenty-four (24) month or one thousand (1000) hour period is returned to a representative of CMI authorized to handle the engine in which the cylinder component or related part covered by this warranty is installed and which upon examination by CMI is found to be defective in material or workmanship. For cylinders installed in new or rebuilt engines, the warranty activation date is the date the engine is first operated for any use or the 180th day after CMI's invoice date, whichever occurs first. For cylinder components purchased as aftermarket replacement components, the warranty activation date is the date the cylinder is first operated for any use. CMI will pay for reasonable labor costs associated with repairs or replacements under paragraph 1 of this warranty and for "troubleshooting" costs associated with identifying the need for such repairs or replacements when coordinated through an authorized CMI representative. The amount of repair or replacement labor costs allowed will be in accordance with the latest revision of the warranty labor allowance schedule, Form X30552, published by CMI. The amount of "troubleshooting" costs allowed will be the reasonable costs under the circumstance of identifying the need for such repairs or replacements, but in no event will the "troubleshooting" costs allowed exceed fifteen percent (15%) of the labor costs associated with such repairs or replacements allowed by CMI. No "troubleshooting" cost allowance will be made where the need for repairs or replacements is identified in the course of overhaul, routine maintenance or on the basis of an obvious defect.
2. CMI reserves the right at its option to replace any defective cylinder component or related part with either a new or rebuilt cylinder component or related part.
3. Repair or replacement of any cylinder component or related part under this warranty will not extend the period of warranty coverage set forth above.
4. CMI will not assume any responsibility for transportation costs in connection with the repair or replacement of any cylinder component or related part under this warranty, except when such transportation has been expressly authorized by CMI. When authorized, transportation cost reimbursement for cylinder components will be the actual surface freight cost or the currently published UPS surface rate schedule, whichever is less.
5. This warranty applies only to cylinders in which parts manufactured or supplied by CMI or parts manufactured pursuant to an FAA Parts Manufacturer Approval have been used and nothing contained herein should be construed as a warranty by CMI of any cylinder or related part not manufactured or supplied by CMI. CMI accepts no responsibility for the failure of any cylinder or related part which it does not manufacture or supply or damage resulting from such failure.
6. This warranty also applies only to cylinders and related parts on which the installation, inspection, maintenance and operating instructions and recommendations contained in the appropriate operator's manual, overhaul manual and applicable service bulletins have been complied with. Performance of recommended inspections and maintenance must be

documented by appropriate logbook entries and a copy of the logbook must accompany any cylinder and related part being returned for warranty consideration.

7. This warranty does not apply to any cylinder or related part manufactured or supplied by CMI which has been subject to misuse, neglect or accident or which has been installed, repaired, maintained or altered in any way that in the judgment of CMI has adversely affected the condition of the engine or which has been operated beyond factory recommendations (such as, but not limited to RPM, temperature, manifold pressure, fuel flow and proper system adjustment).
8. CMI will not be responsible for repair or replacement of cylinder components or parts damaged or worn as a result of corrosion, pre-ignition/detonation, operation with non-calibrated engine gauges, improper fuel system adjustment, non-CMI approved fuel and oil grades or additives and installation of parts, components or accessories that alter the engines' original type design.
9. The provisions of this warranty do not apply to normal maintenance service or to the replacement of normal service items.
10. CMI reserves the right to change any part specifications or prices without incurring any responsibility with regard to engines or parts previously sold or replaced.
11. THIS WARRANTY IS A WARRANTY TO REPAIR OR REPLACE AND NOT A WARRANTY OF THE CONDITION OR FUTURE PERFORMANCE OF THE PRODUCTS WHICH IT COVERS. THERE ARE NO OTHER WARRANTIES, EXPRESSED OR IMPLIED, SPECIFICALLY, BUT WITHOUT LIMITATION, THERE ARE NO IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT WILL CMI BE RESPONSIBLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING OUT OF ANY DEFECT IN ANY CYLINDER OR RELATED PART, ARISING OUT OF THE FAILURE OF ANY CYLINDER OR RELATED PART TO OPERATE PROPERLY, OR ARISING OUT OF ANY BREACH OF THE WARRANTY MADE HEREIN. No person is authorized to give any other warranty or to assume any additional obligation or liability on behalf of CMI.



Mobile, AL 36601  
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# Continental Motors, Inc.

## REBUILT ENGINE WARRANTY

Each rebuilt aircraft engine shipped from the Continental Motors Inc. (CMI) plant on or after April 2, 2010 is warranted as follows:

1. (a) For a period of eighteen (18) months or until the expiration of CMI's recommended Time Between Overhaul (TBO), whichever occurs first, after the warranty activation date CMI will, except as excluded below, at its option repair or replace on an exchange basis any engine, component or part manufactured or supplied by it which within the applicable eighteen (18) month or TBO period is returned to a CMI representative authorized to handle the engine covered by this warranty and which upon examination is found to the satisfaction of CMI to be defective in material or workmanship. The warranty activation date is the date the engine is first operated for any use or the 180th day after CMI's invoice date, whichever occurs first. After the expiration of the first twelve (12) months of the applicable eighteen (18) month period described above, CMI will not assume any responsibility for the repair or replacement of engine accessories, i.e. parts which have been purchased by CMI from a manufacturer as a complete and finished unit and included in the assembly of an engine without altering the unit, including, but not limited to, carburetors, starters, alternators, turbochargers and fuel controls. After the expiration of the initial twelve (12) month period, accessories will be subject to such warranty coverage as may be provided by their manufacturer.

(b) CMI will pay for reasonable labor costs associated with repairs or replacements under paragraph 1(a) of this warranty and for "troubleshooting" costs associated with identifying the need for such repairs or replacements when coordinated through an authorized CMI representative. The amount of repair and replacement labor costs allowed will be in accordance with the latest revision of the warranty labor allowance schedule, form X30552, published by CMI. The amount of "troubleshooting" costs allowed will be the reasonable costs under the circumstances of identifying the need for such repairs or replacements, but in no event will the "troubleshooting" costs allowed exceed fifteen percent (15%) of the labor costs associated with such repairs or replacements allowed by CMI. No "troubleshooting" cost allowance will be made where the need for repairs or replacements is identified in the course of overhaul, routine maintenance or on the basis of an obvious defect.

(c) CMI will pay transportation costs in connection with the repair or replacement of any engine, component or part found to the satisfaction of CMI to be defective in material or workmanship under paragraph 1(a) of this warranty. The engine, component or part must be shipped prepaid to the repair facility designated by CMI. Transportation cost reimbursement for engines will be the actual surface freight charge or \$500.00, whichever is less. Engines must be described on the bill of lading as follows: "Internal combustion engine, other than Radial Cyl RVNX \$5.00". Transportation cost reimbursement for components or parts will be the actual surface freight charge for shipment of the component or part or the currently published UPS surface rate schedule, whichever is less.

2. CMI reserves the right at its option to replace any defective engine or part with either a new or rebuilt engine or part.

3. After the expiration of the applicable eighteen (18) month period described above and before the expiration of an additional six (6) month period or TBO, whichever occurs first, the coverage under this warranty applicable to cylinder assemblies and related parts shall be subject to the terms, conditions and limitations set forth in the applicable CMI Cylinder Warranty.

4. Repair or replacement of any engine or part under this warranty will not extend the period of warranty coverage set forth above.

5. This warranty applies only to engines in which parts manufactured or supplied by CMI or parts manufactured pursuant to an FAA Parts Manufacturer Approval have been used and nothing contained herein should be construed as a warranty by CMI of any engine or part not manufactured or supplied by CMI. CMI accepts no responsibility for the failure of any engine or part which it does not manufacture or supply or damage resulting from such failure.

6. This warranty applies only to engines which have been installed, inspected and maintained in accordance with the instructions for continued airworthiness, including compliance with all applicable service bulletins issued by CMI, the aircraft manufacturer or any accessory or component manufacturer. Performance of recommended inspections and maintenance must be documented by appropriate logbook entries and the logbook must accompany any engine being returned for warranty consideration.

7. This warranty does not apply to any engine, component or part manufactured or supplied by CMI which (1) has been subject to misuse, neglect or accident; (2) has been installed, repaired, maintained or altered in any way that in the judgment of CMI has adversely affected the condition of the engine; (3) has been operated inconsistent with CMI and aircraft manufacturer recommendations and limitations (such as, but not limited to engine RPM, temperature, manifold pressure, fuel flow and proper system adjustment) or (4) has been changed from its original FAA certificated configuration.

8. CMI will not be responsible for repair or replacement of any engine, component or part damaged or worn as a result of corrosion, pre-ignition/detonation, operation with non-calibrated engine gauges, improper fuel system adjustment, non-CMI approved fuel and oil grades or additives or installation of parts, components or accessories that alter the engine's original type design.

9. The provisions of this warranty do not apply to normal maintenance service (such as engine tuneups, adjustments, inspections, engine or component overhaul resulting from time between overhaul (TBO) recommendations, etc.) or to the replacement of normal service items (such as spark plugs, filters, hoses, belts, etc.).

10. CMI reserves the right to change any engine or part specifications or prices without incurring any responsibility with regard to engines or parts previously sold or replaced.

11. THIS WARRANTY IS A WARRANTY TO REPAIR OR REPLACE AND NOT A WARRANTY OF THE CONDITION OR FUTURE PERFORMANCE OF THE PRODUCTS WHICH IT COVERS. THERE ARE NO OTHER WARRANTIES, EXPRESSED OR IMPLIED, SPECIFICALLY, BUT WITHOUT LIMITATION, THERE ARE NO IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT WILL CMI BE RESPONSIBLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING OUT OF ANY DEFECT IN ANY ENGINE OR PART, ARISING OUT OF THE FAILURE OF ANY ENGINE OR PART TO OPERATE PROPERLY, OR ARISING OUT OF ANY BREACH OF THE WARRANTY MADE HEREIN. NO PERSON IS AUTHORIZED TO GIVE ANY OTHER WARRANTY OR TO ASSUME ANY ADDITIONAL OBLIGATION OR LIABILITY ON BEHALF OF CMI.



X30689

**Continental Motors, Inc.**

Mobile, Alabama

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July 2011



# Continental Motors

## Engine Component Information Sheet

Printed: 08/04/2015

Serial: 1012436  
Spec: GTSI0520H1B  
New/Rebuilt: (REBUILT)

Assembled: 07/28/2015  
Shipped: / /  
Packed: 08/04/2015

Customer Name: HUNTER LAND DEVELOPMENT

Shipping Address: 3672 COUNTY ROAD 61

Component	Serial Number
CAMSHAFT	244581
CRANKSHAFT	N14HA020
CRANKCASE	R15CA015
DRIVE GEAR	0551V
DRIVEN GEAR	01
CONNROD	AE15FA505
CONNROD	AE15FA486
CONNROD	AE15EA269
CONNROD	AE15EA271
CONNROD	AE15EA303
CONNROD	AE15EA536
L MAGNETO	F15FA203R
R MAGNETO	F15FA144R
FUEL PUMP	B15FA197R
MANIFOLD VALVE	C15FA190R
METERING UNIT	A15FA218R

Component	Serial Number
STARTER	H-R-101505
CONTROLLER	H-RJO00002
OIL COOLER	J14-11674-27
CYLINDER-1	AC15GA098
CYLINDER - 2	AC15GA081
CYLINDER - 3	AC15GA095
CYLINDER - 4	AC15GA086
CYLINDER - 5	AC15GA093
CYLINDER - 6	AC15GA102
NOZZLE - 1	1488
NOZZLE - 2	2488
NOZZLE - 3	3488
NOZZLE - 4	4488
NOZZLE - 5	5488
NOZZLE - 6	6488

Pack Inspection Stamp

All of the information provided herein is subject to verification by the user. Continental Motors, Inc. makes no representation or warranty concerning the accuracy or completeness of the information and assumes no responsibility with respect thereto.