

**TELEDYNE CONTINENTAL<sup>®</sup> AIRCRAFT ENGINE**  
**SERVICE INFORMATION LETTER**  
**CONTAINS USEFUL INFORMATION PERTAINING TO THE**  
**CONTINENTAL AIRCRAFT ENGINE**

**CATEGORY 5**

**SIL99-2A**

**Technical Portions FAA  
Approved**

**REASON FOR**

**CHANGE:** Change in approval of engine lubricating oils for Teledyne Continental Motors piston engine

**SUBJECT: CURRENT LISTING OF SEALANTS, LUBRICANTS, & ADHESIVES  
AUTHORIZED BY TCM.**

**PURPOSE:** Provide current application of sealants, lubricants & adhesives.

**COMPLIANCE:** During maintenance, overhaul or component repair or replacement.

**MODELS**

**AFFECTED:** All Continental Engine Models.

Lubricating oils qualified for use in Teledyne Continental Motors engines are required to meet SAE (Society of Automotive Engineers) specifications.

SAE specification J 1899 (formerly MIL-L-22851) is the approval for aircraft piston engine ashless-dispersant oil.

SAE specification J 1966 (formerly MIL-L-6082E) is the approval for aircraft piston engine non-dispersant mineral oil.

NOTE: MIL-L-6082E dated 1 November 1995 and MIL-L-22851D dated 1 November 1995 is hereby cancelled. Refer to SAE specification SAE J 1966 and SAE J 1899.


Teledyne Continental Motors listing of accepted SAE J 1899 oils by manufacturer and brand name is for the convenience of our customers. Always refer to the label on the oil to ensure that the oil meets the appropriate SAE specification.

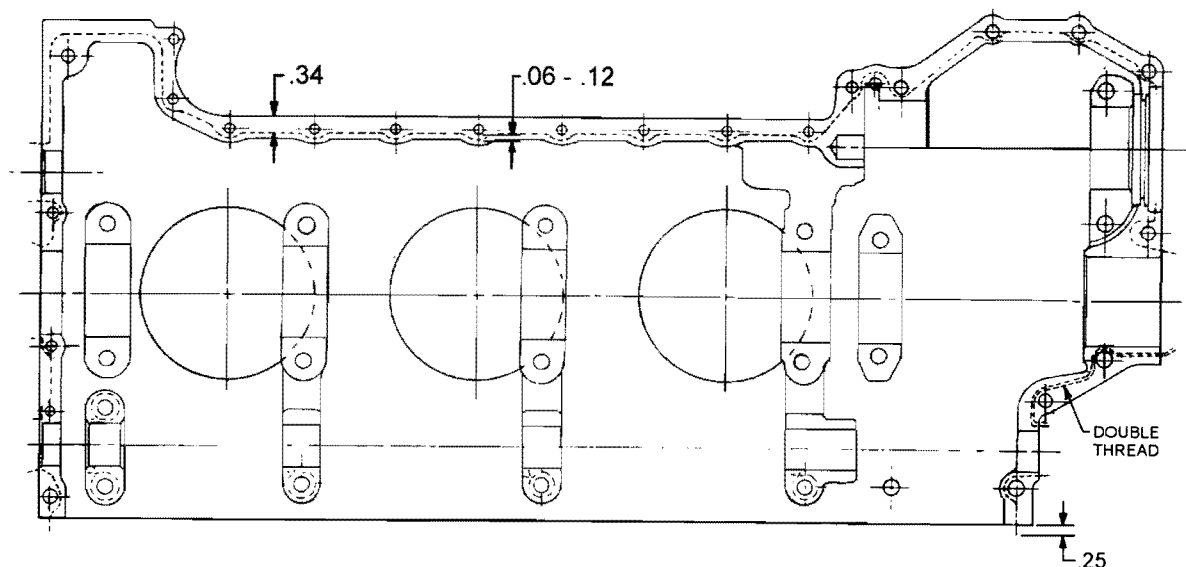
QPL-J 1899: Qualified Products List is available from:

SAE Headquarters  
400 Commonwealth Drive  
Warrendale, PA 15096-001

The Naval Air Systems Command is required to maintain QPL-J-1899 and QPL-J-1966.

Naval Air Systems Command  
Air 4.4.5  
Jefferson Davis Highway  
Arlington, VA. 22243-5120

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**FIGURE 7. GTSI0520 CRANKCASE THREADING DIAGRAM**

### ***CRANKCASE SEALANT AND THREADING PROCEDURE***

1. Use full strength non-thinned Permatex aviation grade 3D. Shake or mix well before using.

### **WARNING**

**Apply thread and permatex only as illustrated.**

2. Apply Permatex Number 3D to the 2-4-6 case half. Apply Permatex only in areas where thread is shown. When applying, use short light brush strokes until an even thin coat is obtained. The Permatex should be viscous enough that most of the brush marks disappear; if not, use a new can of Aviation Permatex. Allow the Permatex to air dry to a tacky condition before threading.


### **NOTE...**

Do not apply Permatex to crankshaft nose seal area.

3. Apply a thin translucent coat of TCM Gasket Maker P/N 646942 not to exceed .010 inch thick to 1-3-5 case half. Apply Gasket Maker in all areas that will mate with areas where Permatex was applied on 2-4-6 case half.
4. Apply and position grade D silk thread P/N 641543 on 2-4-6 case half as specified in Figure 7. Be sure free ends of thread are covered by gaskets except at the nose oil seal.
5. Clean crankcase crankshaft front oil seal land with Locquic Primer "N" and apply an even coat of gasket maker.
6. Assemble crankcase halves, install and torque all crankcase hardware in proper sequence in accordance with the applicable overhaul manual as soon as possible.

### **NOTE...**

Take care to prevent displacement or damage to the crankshaft oil seal and silk thread. Insure thrust washer halves and bearing halves remain in place.

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