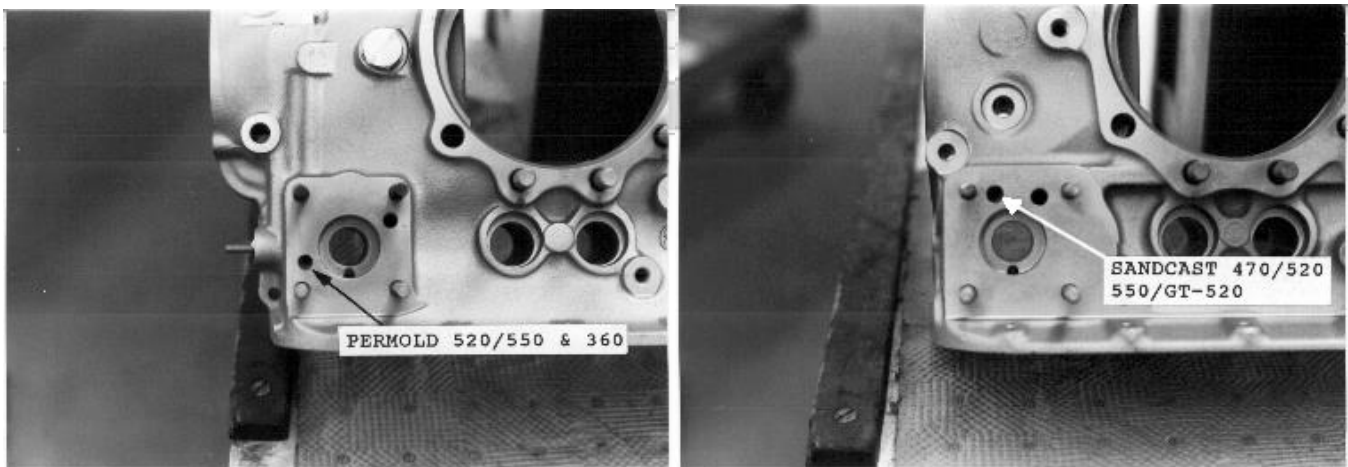


## TCM-Continental Oil Transfer Collar Blockage Inspection

1. Gain access to propeller by removing cowling, baffles, etc.
2. Disconnect propeller control rod end, external oil lines, if installed, and propeller synchronization connections, if installed.
3. Remove governor mounting hardware and remove governor. NOTE: A light tap with rubber mallet may be required to loosen governor from gasket.
4. Upon removal of governor, locate governor oil pressure port on governor pad that registers with transfer system to crankshaft. (See Figure 1 and Figure 2 - Press F7 to see figures.)
5. Using the differential compression tester and an air nozzle on adapter plate, apply 80 psi regulated air pressure to oil transfer port at governor pad.
6. On engines using a transfer collar, minimum differential 30/80. On engines using a transfer tube (GTSIO520's) minimum differential is 30/80. On engines using the front main bearing for oil transfer, minimum differential is 12/80 psi. NOTE: Differential pressure will decrease as oil is forced out between transfer collar and bearing during this test. Results noted at first application of pressure are to be used for this test.

**CAUTION:** When pressure is removed from the governor oil transfer port at conclusion of this test, a large amount of pressurized oil will be expelled from the transfer port.

7. If differential pressures are below minimum allowed for engine type, proceed to next step. If differential pressures are above minimum allowed for engine, have governor and propeller checked and repaired by approved shop.



This procedure works with or without prop installed.

