



Service Instruction

ENGINE COMPONENTS, INC.

S.I. No.: 05-5

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Title: REPLACEMENT OF SELF-LOCKING NUTS FOR AEC629680 OIL TRANSFER COLLAR ASSEMBLY

Issued: 05/17/05

Revision: 0

Technical Portions are FAA DER Approved.

- 1.0 **SUBJECT:** Replacement of self-locking nuts NAS1805-4 included with AEC629680 Oil Transfer Collar Assembly
- 2.0 **MODELS AFFECTED:** Front Drive Continental engines using AEC629680 Oil Transfer Collar Assembly
- 3.0 **TIME OF COMPLIANCE:** Prior to installation
- 4.0 **BACKGROUND:** The self-locking nuts NAS1805-4, included with AEC629680 Oil Transfer Collar Assembly, are unplated, passivated nuts that deform to provide the self-locking action and therefore may not be reused.

The oil transfer collar is shipped in the fully assembled state to aid in the inspection of the collar inside diameter in accordance with the TCM overhaul manual requirements. Reference TCM Overhaul Manual Table of Limits for information on fit and clearance requirements. Since tolerance on this part is very small, ECi can only recommend an air gauge or dial bore gauge, which are set prior to use with a calibrated ring standard, for this task. Telescoping gauges and outside micrometers are NOT adequate for the task as there are wide variations in operator technique and instrument sensitivity.

After disassembling the collar the self-locking nuts must be discarded. A replacement set of nuts are included with the collar assembly. Nuts **MUST** be lubricated with 50-weight aviation engine oil in accordance with TCM Overhaul Manual requirements and torqued with a calibrated torque wrench to 75–85 in-lbs. Torquing outside this range will result in costly damage to the crankshaft and engine. Reference TCM Overhaul Manual for correct method of installation.

The crankshaft to collar fit **MUST** be checked in accordance with the TCM Overhaul Manual to ensure that no damage occurs to the crankshaft or collar.