

THE WARNER AIRCRAFT CORPORATION  
DETROIT MICHIGAN

SERVICE LETTER M-14

Gentlemen:

It has recently been brought to our attention that our previous service letter covering the preparation of engines for export has been overlooked and some engines have been shipped in airplanes for export which have not been properly prepared.

We, therefore, urge you to eliminate possible damage to the engine by taking the necessary steps to prevent corrosion. We are outlining the procedure which we have found to be very effective in this regard.

PREPARING ENGINES FOR EXPORT SHIPMENT

(1) The engine should be sprayed on the outside with Steeloid, being certain that all valve springs and stems are carefully sprayed.

(2) All spark plugs should be removed from the engine and the cylinder walls should be sprayed with Ethyl gasoline, anti-rust compound EG-174. This compound may be obtained from the Park Chemical Company, 6074 Military Avenue, Detroit, Michigan. The engine should then be turned over several times to allow the anti-rust compound to thoroughly cover the cylinder walls.

(3) Old spark plugs should be installed in place of the new plugs. This request is made due to the fact that the anti-rust compound may cause fouling of the spark plugs and naturally this should be avoided.

REMOVING COMPOUND FROM ENGINE

The party receiving the engine should be notified as follows as to removing the anti-rust compound:

(1) Remove all spark plugs.

(2) Turn the crankshaft until #1 cylinder come to the top and then, with an air hose or gasoline spray gun, wash out the combustion chamber. This operation should be repeated on all cylinders. After the cylinders are all cleaned, a small quantity of oil should be placed in the cylinders and the crankshaft turned several times so as to lubricate the cylinder walls.

(3) The new spark plugs should then be installed in

THE WARNER AIRCRAFT CORPORATION  
20802 Hoover Avenue  
Detroit, Michigan

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SERVICE LETTER M-21

Subject: Part No. 7610 Exhaust Valve on Super Scarab  
Series 40 & 50, 165 H.P. Engines.

Gentlemen:

It has been brought to our attention that recently, on engines used in seaplane operation, several No. 7610 Exhaust Valves have failed at the circlip groove close to the upper end of the valve.

On the latest No. 7610 Exhaust Valve this circlip groove has been eliminated and circlips are no longer being installed. This change on the valve, carried through under change letter "E" on drawing No. 7610, has been approved by the Civil Aeronautics Authority.

When contacting engine owners who operate on pontoons, skis, or in seaplanes, it should be stressed that, during the next overhaul, valves with circlip grooves should be replaced by valves without circlip grooves only on engines used in airplanes on pontoons or skis, or on seaplanes.

Thanking you for your cooperation, we remain

Yours very truly,

THE WARNER AIRCRAFT CORPORATION

E. E. COMPEAU, Service Department