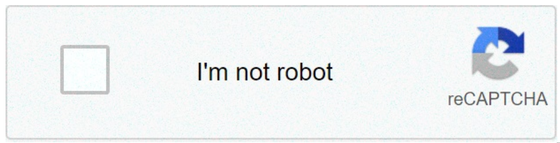

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a65, a75. 1941 continental. this continental a50 a65 a75 a80 aircraft engine manual has been produced by the manufacturer and it offers all informations and instructions. * instant download - no waiting * language: english * format:. issued mo day yrrevised mo day yr. find continental a65 available for buying here! engine applications: a65- 1a65- 3a65- 6a65- 7a65- 8a65- 9a65- 12a65- 14 * application information is provided for continental a65 parts manual reference only. starters and small continental engines the a- 65- 9 is the only a- 65 configured to accept a starter and very few were made. 1 product rating - continental a65, a75, a80 exhaust rocker arm lot of 4 p/ n. all c- 125- 2, c. related products. 95 bendix king kn- 65- 65a kn 65 65a distance measuring equipment maintenance/ overhaul manual. x30008 a65, a75 maintenance, overhaul & parts manual 8/ 77 x30010 c75, c85, o90, o- 200 overhaul manual 1/ 84 x30622a io- 240- a overhaul manual 11/ 93 x30027 io- 346 overhaul manual 7/ 80 x30013 c125, c145, o- 300 overhaul manual 6/ 82 x30019 go- 300 overhaul manual 8/ 81. 1941 continental motors a50 a65 a75 a80 airplane engine. new continental ao200 o300 brass exhaust x30008 continental a65/ 75 manual - univair -. 95 time remaining: 6d 13h 49m buy it now for only: $ 13. discover the superior sky- tec solution for your continental engine. continental a50 a65 a75 a80 owner operator' s overhaul service manual parts manuals - improved - download this book is a combined operator' s manual, maintenance, overhaul manual and illustrated parts and price list for the continental a- 50,. aircraft engine division. 95 time continental service overhaul manual continental overhaul parts manual a6 5 exhaust gaskets 5/ 16brass exhaust manifold nuts fitsc- 75, c- 85, c- 90, o- 200 description the following files are included in this collection: - continental a50, a65,. read more Publication X306072011 CONTINENTAL MOTORS, INC. AUG 2011IO-550-DIO-550-EIO-550-FIO-550-LCONTINENTAL AIRCRAFT ENGINESANDCAST SERIES ENGINE OVERHAULMANUALTECHNICAL CONTENT ACCEPTED BY THE FAA ii IO-550 Sandcast Series Engine Overhaul Manual31 August 2011Supersedure NoticeThis manual revision replaces the front cover and list of effective pages for Publication Part No. X30607, datedSeptember 1992. Previous editions are obsolete upon release of this manual.Effective Changes for this Manual0 ..... September 19921 ..... 31 August 2011List of Effective PagesDocument Title: IO-550 Sandcast Series Engine Overhaul ManualPublication Number: X30607 Initial Publication Date: September 1992Page Change Page Change Page Change Page ChangeCover..... 1 70-50-01 thru 70-50-06.0 74-50-01 thru 74-50-02 0ii..... 1 72-00-01 thru 72-00-16.0 75-00-01 thru 75-00-04 0iii thru xx ..... 0 72-10-01 thru 72-10-40.0 76-00-01 thru 76-00-26 01-00-01 thru 1-00-06 .... 0 72-20-01 thru 72-20-20 77-00-01 thru 77-00-04 01-10-01 thru 1-10-10 .... 0 72-30-01 thru 72-30-20.0 77-10-01 thru 77-10-02 01-20-01 thru 1-20-40 .... 0 72-40-01 thru 72-40-18.0 77-20-01 thru 77-20-06 01-30-01 thru 1-30-04 .... 0 72-50-01 thru 72-50-20.0 78-00-01 thru 78-00-04 04-00-01 thru 4-00-04 .... 0 72-60-01 thru 72-60-22.0 79-00-01 thru 79-00-04 05-00-01 thru 5-00-04 .... 0 72-70-01 thru 72-70-10.0 79-10-01 thru 79-10-02 05-10-01 thru 5-10-02 .... 0 72-80-01 thru 72-80-06.0 79-20-01 thru 79-20-02 05-20-01 thru 5-20-04 .... 0 73-00-01 thru 73-00-03.0 80-00-01 thru 80-00-09 05-30-01 thru 5-30-02 .... 0 73-10-01 thru 73-10-04.0 80-10-00 thru 80-10-04 070-00-01 thru 70-00-04 0 74-00-01 thru 74-00-03.0 80-20-01 thru 80-20-04 070-10-01 thru 70-10-02 0 74-10-00 thru 74-10-01.0 81-00-01 thru 81-00-02 070-20-01 thru 70-20-02 0 74-20-00 thru 74-20-01.070-30-01 thru 70-30-02 0 74-30-00 .....070-40-01 thru 70-40-02 0 74-40-01 thru 74-40-02.0Published and printed in the U.S.A. by Continental Motors, Inc.Available exclusively from the publisher: P.O. Box 90, Mobile, AL 36601Copyright 2011 Continental Motors, Inc. All rights reserved. This material may not be reprinted, republished, broadcast, or otherwisealtered without the publisher's written permission. This manual is provided without express, statutory, or implied warranties. The publisher willnot be held liable for any damages caused by or alleged to be caused by use, misuse, abuse, or misinterpretation of the contents. Content issubject to change without notice. Other products and companies mentioned herein may be trademarks of the respective owners.WARNING (Please note the following statements from FAA Advisory Circular 20-62C entitled "ELIGIBILITY, QUALITY, AND IDENTIFICATION OF APPROVED REPLACEMENT PARTS"): 3. BACKG ROUND. An increasing amount of replacement parts (including standard parts), materials, appliances, and instruments are offered for sale as being of aircraft quality when actually the quality and origin of these units are unknown. Users of such units are usually not aware of the potential hazards involved with replacement parts that are not eligible for use on certificated aircraft. Frequently such units are deceptively advertised or presented as "unused," "like new," or "remanufactured." This implies that the quality of such units is equal to an original or appropriately repaired or overhauled unit. The performance rules for replacement of parts and materials used in the maintenance and alteration of U.S. certificated aircraft are specified in Federal Aviation Regulations (FAR) 43.13 and FAR 145.57. The responsibility for the continued airworthiness of the aircraft, which includes the replacement of parts, is the responsibility of the owner/operator as outlined in FAR 91.163, FAR 121.363, FAR 123.45, FAR 127.131 and FAR 135.143 (a). 4. IDENTIFICATION OF THE APPROVED PARTS. Approved serviceable replacement parts are identified as follows: a. By an FAA Form 8130-3 (Formerly FAA Form 186), Airworthiness Approval Tag. An Airworthiness Approval Tag identifies a part or group of parts that have been approved by authorized FAA representatives. b. By an FAA Technical Standard Order (TSO) number and identification mark that indicates the part or appliance has been manufactured under the requirements of FAR 37. c. By an FAAIPMA symbol, together with the manufacturer's name, trademark or symbol, part number, and the make and model of the type certificated product on which the part is eligible for installation, stamped on the part. An FAA Parts Manufacturer Approval (FAAIPMA) is issued under FAR 21.305. The make and model information may be on a tag attached to the part. d. By shipping ticket, invoice, or other document which provides evidence that the part was produced by a manufacturer holding an FAA Approved Production Inspection System issued under FAR 21, Subpart F, or by a manufacturer holding an FAA Production Certificate issued under FAR 21 , Subpart G. e. By a certificate of airworthiness for export issued by a foreign govemment under the provisions of FAR 21, Subpart N. 11. KNOW YOUR SUPPLIER. It has come to our attention that many reproduced parts and components, particularly instruments which have been manufactured by persons other than the original manufacturer, are available for purchase and installation on U.S. certificated aircraft. Often, an original part is used as a sample to produce duplicates. The reproduced parts appear to be as good as the original part; however, there are many unknown factors to be considered that may not be readily apparent to the purchaser, i.e., heat treating, plating, inspections, tests and calibrations. All too often the faulty part is not discovered until a malfunction or an accident occurs. 12. SUMMARY. In accordance with FAR's, certification of materials, parts, and appliances for return to service, for use on aircraft, Is the responsibility of the person or agency who signs the approval. The owner/operator, as denoted in paragraph 3 of this adviSOry circular, is responsible for the continued airworthiness of the aircraft. To assure continued safety in aircraft operation, it is essential that great care be used when inspecting, testing, and determining the acceptability of all parts and materials. Particular caution should be exercised when the identity of materials, parts, and appliances cannot be established or when their origin is in doubt. III iv OVERHAUL MANUAL FOR 10-550 SANDCAST SERIES AIRCRAFT ENGINE NOTICE-The overhauler must comply with all the instructions contained in this manual in order to assure safe and reliable engine performance. Failure to comply will be deemed misuse, thereby relieving the engine manufacturer of responsibility under its warranty. This manual contains no warranties, either expressed or implied. The information and procedures contained herein provide the overhauler with technical information and instructions applicable to proper overhaul procedures. Prior to overhaul, the mechanic must meet requirements of Federal Aviation Regulation 65 and must follow FAR parts 43, 91, and 145, as applicable. This manual must be used in conjunction . with the FAA Advisory Circular 43-13-1A, Acceptable Methods, Techniques and Practices-Aircraft Inspection and Repair, as well as Teledyne Continental Motors' 10-550 Series Parts Catalog X30606A. CHAPTER 1 - Introduction 4- Airworthiness Limitations 5- Time Umits/Maintenance Checks 70 - Standard Practices 72 - Engine Reciprocating 73 - Engine Fuel System 74 - Ignition 75 - Air 76 - Engine Controls 77 - Engine Indicating 78 - Exhaust 79 - Oil 80 - Starting INTRODUCTION This Teledyne Continental Motors Overhaul Manual is prepared in accordance with the GAMA (General Aviation Manufacturers Association) format. The manual is divided into groups which enable a broad separation of contents, (Chapters) within each group. The chapters are broken down into major systems, Engine - Reciprocating, Exhaust, Starting, etc. The System Chapters are arranged numerically. All System Chapters are assigned a number which becomes the first element of a standardized numbering system. The element "72" of the number series 72-00-00 refers to the System Chapter on "Engine Reciprocating." All information pertaining to the engine will be covered in this System Chapter. The major System Chapters are then broken down into Sub-System Sections. These sections are identified by the second element of the standardized numbering system. The number "1 0" of the basic number series '72-10-00" is for the "disassembly" of the engine. The Subsection is the third element of the standardized numbering system "72-10-12." This number is the final breakdown of the Chapter. Number "12" is for "Starter and Starter Drive Adapter," that is "Disassembled" from the "Engine." EXAMPLE: - Chapter - - Section - - Subsection -"Engine Reciprocating" "Disassembly" "Starter and Starter Drive Adapter" il.-_____ 72 - 110 12 _____ --1J In producing this publication, considerable effort has been put forth to provide grammatically clear and accurate information. Teledyne Continental Motors solicits the users assistance in providing information for review on changes that the user may suggest. v vi TABLE OF CONTENTS Section Page ii Current Status of Pages ..... ii iii Warning. . . . . .iii iv Notice. . . . . ivPage 2Embed Size (px) 344 x 292429 x 357514 x 422599 x 487-1-GENERAL MOTORS Hydra-Matic 4L30-E automatic transmissionAssembly manual by Hans Verhoeven New Zealand 2008Revision 1.0 April 2008Copyright: Hans Verhoeven 2008. Nothing in this manual may be copied or reproduced by any means without the written permission of the author.-21. Index.1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47.Index. Foreword. About the author. About this manual. History of the 4L30-E transmission. Tools you need. In the beginning there is the selector shaft assembly. Assembly of the internal components. Were going to do some planetary indexing on the Ravigneaux . . . The third clutch assembly. The sprag race assembly where it can all go wrong ! The second clutch assembly. Installation of the 3rd clutch into the 2nd clutch drum. It's now time to determine the "final end play". Lets get on to the reverse clutch. The center support assembly. Installation of the reverse clutch piston. Its time for a little MacGyver. An engagement is coming up. The overdrive internal components. Just when you thought your problems were over.... cursing is now allowed. The overdrive clutch assembly. It's plate time again ! The overdrive sun gear. On to that big rod The turbine shaft . th The 4 clutch assembly. The oil pump assembly. Ring the bell, its time for the bell housing. Installation of the convert housing on the adapter case. The accumulator piston assembly. The servo piston assembly. The extension case assembly. The adapter case valve body. The main valve body assembly A word on the mode switch. Case and associated parts. (illustration) Case and associated part list. Pump assembly. (illustration) Main valve body. (illustration) Adapter valve body. (illustration) Overdrive internal components. (illustration) Internal components. (illustration) Internal components part list. Center support assembly. (illustration) Bushings, Bearings & Washer Locations. (illustration) Seal locations. (illustration) Legal talks.Copyright: Hans Verhoeven 2008. Nothing in this manual may be copied or reproduced by any means without the written permission of the author.-32. Foreword.This manual is not intended to be a standard work of the HOW-TO reassemble the General Motors 4L30-E transmission, nor is it written with the professional mechanic in the back of my mind. The reason I wrote it has been solely for my own purpose. Although realizing that 99.9 % of the people wont even consider taking a transmission thats playing up out of their car let alone disassemble it, it has been a very interesting experience. Transmissions have always been the field of professionals and hidden with a shroud of mist. As you can understand I can not take any responsibility of the possible consequences. Not waving a red flag here. It is certainly possible for a back yard mechanic as I am myself to accomplish a complete rebuild of a complex assembly. Before you start ask yourself a few questions: Do I have enough experience or should I stay with changing oil and spark plugs ? Do I have enough time ? (consider at least three to four working days) Do I have enough tools ? Do I have the workspace to arrange all the parts in an orderly manner ?If the answers on these few questions are positive, go ahead and indulge yourself ! Good luck !Copyright: Hans Verhoeven 2008. Nothing in this manual may be copied or reproduced by any means without the written permission of the author.-43. About the author.Born in 1963 in the Netherlands and living abroad in various countries he and his family of five decided to settle down at the bottom of the earth in New Zealand. Thats where the Isuzu Trooper, and more specific the 4L30-E transmission, the main subject of this manual were bought. Part of his education is the Naval Academy in The Netherlands. A career as a seagoing officer followed. Later he came involved in skydiving, did almost 2000 jumps and was rated as a parachute rigger. Hans has always had a keen interest in mechanics and electronics. At the age of seven he devised his own calculation machine that worked basically with a few clothes pegs from his mother. The pegs were converted into switches using push pins. Capacitors, some wire and 3 volt light bulbs completed the part list. After soldering and many hours of trial and error the result was a working but very limited version of the modern calculator. Pushing the pegs in a certain order gave the answer to a simple addition. As money was limited the largest number the machine could handle were equal to the number of light bulbs. At the age of twelve engines became part of his life. Starting with little 2 stroke 50cc. engines, becoming bigger and more complex with time. Throughout his life he was always looking for technical challenges others wouldnt dare to touch. There was once an enormous Scania DS14 a 14 liter (855 cu in) V8 diesel engine in his little shed. The door had to be widened to move it in and out. His marine career left him with a passion for the oceans. Sailing became his thing. At any stage he had a smaller or bigger sailboat and later sailing yachts. One of his biggest challenges has yet to come: building his own 13 meter (43 ft) sailing yacht and circumnavigate the globe. Nowadays Hans is involved in property maintenance and development. Dr. J. HavelCopyright: Hans Verhoeven 2008. Nothing in this manual may be copied or reproduced by any means without the written permission of the author.-54. About this manual.Throughout this manual you will find all parts to be written by its full name followed by the part number which correspond with pictures and the drawings at the end of this manual. For instance: Stick the overdrive internal gear 528 on the overdrive carrier assembly 525. Every now and then I tried to make a sensible comment, note or remark. At least describe the way I managed to accomplish a task. As Ive written before, these methods, solutions and comments are based on common knowledge, basic instinct and even some educated guesses. Following these guidelines will eventually lead you to a working transmission. 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As both Opel and Buick were part of the General Motors group, Opel reached the US market through the Buick dealerships. For reasons only GM knows they decided to add an overdrive to the 3L30. As the main case of the 3L30 could not accommodate the overdrive they were forced to put it in its own case and mounted it in front of the 3L30. The 4L30-E was born ! This adaptor case has its own valve body and even its own oil pan. The 4L30-E became so popular that other car manufacturers started using it. You can find this transmissions on Isuzu Trooper and Rodeos, BMWs 3 and 5 series and probably a few more brands. The 4L30-E designation system is as follows: 4 four speed L Longitudinal 30 Series based on torque capacity E Electronic controlledCopyright: Hans Verhoeven 2008. Nothing in this manual may be copied or reproduced by any means without the written permission of the author.-76. Tools you need.As I mentioned before I have written this manual with the back yard mechanic in the back of my mind. The list of specialized tools had to be as short as possible. Therefore I had to think up methods to accomplish certain tasks where a special tool would otherwise be needed. If you have a toolbox filled with the usual spanners, screwdrivers, a socket set youre 95 % OK. The only more or less special things you need to buy or borrow are: A torque wrench up to 40 Newton meters (30 Ft lb) Some snap ring pliers. One straight and one with a bend. A very small punch for driving out the spring pins. Although not absolutely necessary a simple multi-meter for adjusting the mode switch.Copyright: Hans Verhoeven 2008. Nothing in this manual may be copied or reproduced by any means without the written permission of the author.-87. In the beginning there is the selector shaft assemblyLets start with a simple job: Were going to install the selector shaft 61 into the main case 36. Install selector shaft seal 62 using petroleum jelly.Assemble parking lock actuator assembly 56 and the parking lock and range selector lever 60. Then using parking lock lever nut 57 install this into the main case 36. Install spring pin 59 without pushing it completely in.Forget about link 58 at this stage. It will come much later when installing the valve bodies.Copyright: Hans Verhoeven 2008. Nothing in this manual may be copied or reproduced by any means without the written permission of the author.-9-Copyright: Hans Verhoeven 2008. Nothing in this manual may be copied or reproduced by any means without the written permission of the authoPage 3

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