



The cam on the right is the standard cam assembly and is typical of all engines up to January 2009.

The 12 counter sunk rivets holding the steel gear to the Aluminum cam carrier should be checked for Looseness.

This check can be done on the engine with the PSRU nose bowl removed*.

Once removed: turn the engine by hand to inspect the heads of the flush rivets for any shift or movement as the cam turns.

If there is any movement in the rivets the cam should be replaced with the new "integral" solid type.

If there is NO movement the Cam Gear should be re-checked at each 25hrly service which includes a PSRU inspection.

***Removing the nose bowl**

TAKE GREAT CARE: DO NOT TRY TO WEDGE APART USING SCREW DRIVERS OR CHISELS... The propellor does not need to be removed.

Remove all 14 off M6 nyloc nuts (at the re-assembly stage re-tighten to 80 **inch** pounds using a torque wrench)

Gently tap with soft hammer behind the prop flange.

Once the nose bowl is clear off 13mm long spigot it will come off very easily.

Gentle tapping with a soft hammer will in most cases separate the surfaces. If this fails use a slide hammer using one of the 8mm drive dowels.

NOTE:

'T' mark or score a line on top of the nose mounting flange. On re-assembly align both halves to this mark.

There is no gear timing to bother with.

Support the nose bowl so that when it slides off it doesn't drop to the ground.