

**R22 SERVICE LETTER SL-75**

(supersedes R22 SL-51)

**R44 SERVICE LETTER SL-62**

(supersedes R44 SL-18)

**DATE:** 21 July 2017

**TO:** R22-series & R44-series Owners, Operators, and Maintenance Personnel

**SUBJECT:** Governor Troubleshooting/Magneto Maintenance

**BACKGROUND:** RHC has received reports of throttle governors malfunctioning between scheduled maintenance intervals. Throttle governor signal source is the tachometer breaker contact (points) assembly located within the engine-right magneto (left side of helicopter). In several instances the tachometer points cam follower suffered excessive wear, causing insufficient point gap. Excessive cam follower wear can also cause erratic engine tachometer indication. Excessive wear can be caused by insufficient lubrication of breaker felt and/or cam. Strict adherence to published magneto maintenance practices is essential for proper governor operation.

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**COMPLIANCE PROCEDURE:**

If throttle governor malfunctions, refer to section 8.239, Governor Troubleshooting, of the applicable helicopter Maintenance Manual. Additionally, or if engine tachometer exhibits erratic indication, review Continental Motors Ignition Systems' part number X42002, S-20/200 Series Magneto Service Support Manual, and Service Bulletin SB663A. Both are available online at [www.continentalmotors.aero](http://www.continentalmotors.aero) under the SUPPORT tab.

**NOTE**

When checking contact assembly gap, always check gap twice (i.e. with cam follower resting at each cam lobe apex). If allowable gap tolerance cannot be maintained at each cam lobe apex, submit magneto to an authorized repair facility.