

*Forced  
Aeromotive  
Technologies*

# Instructions for Continued Airworthiness

## FAA-STC SE10926SC

Belt-Driven Supercharger on IO-550-N Engines

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NOTICE

This document must be referenced on Block 8 of FAA form 337 and added to the aircraft permanent record as required by 14 CFR Part 91, §91.417(a)(2)(vi) when the reference FAA-STC modification is accomplished on eligible aircraft. This document complies with the requirements of 14 CFR Part 23, §23.1529, in accordance with 14 CFR Part 23, Appendix G.





Model No. \_\_\_\_\_

Serial No. \_\_\_\_\_

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## LOG OF REVISIONS

Revision Number	Revision Date	Approval	Affected Pages	Description of Revision
IR	12/1/2007		All	New
A	9/7/2009		5, 7	Belt replacement, tensioner overhaul times
B	10/1/2015		6	Section 9.2 expanded
C	10/20/2016		5	Oil change, self oiled superchargers
D	9/23/2021		9	Drive nut torque added

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## **1. INTRODUCTION**

This document outlines the compliance with 14 CFR 33.4 “Instructions for Continued Airworthiness” for Forced Aeromotive Technologies, Inc. Supplemental Type Certificate (STC) No. SE10926SC and is supplied with the STC.

### **NOTICE:**

Section 15, titled “Airworthiness Limitations” is FAA approved and specifies maintenance required under 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved. To remain in compliance with the STC, the aircraft shall be maintained in accordance with these limitations.

This document supplements or supersedes the Cirrus “Maintenance Manual”, part number 13773-001, dated 5 December 2003, or later approved revision and basic Teledyne Continental Motors Overhaul Manual P/N X30568A, and Maintenance Manual P/N X30634A only in those areas listed herein.

## **PRECAUTIONS**

When operating the engine with the cowling removed care should be taken to remain clear of, and keep all objects clear of, the rotating supercharger drive belt.

## **2. GENERAL DESCRIPTION**

STC SE10926SC installs a belt-driven Forced Aeromotive Technologies supercharger P/N SR22SCW-20 on Teledyne Continental Motors Model No. IO-550-N engines. Induction air is drawn from the right side of the engine through the airbox to the supercharger which is belt driven from the accessory pad on the left side of the engine. The air exits the supercharger through a boost control valve, an overboost valve, and into the throttle body, and uses the existing oil system for lubrication. The boost control valve limits maximum manifold pressure to 29.6 in HG. This engine STC is in support of STC SA10925SC which installs this altered engine in the Cirrus SR-22 aircraft.

## **3. CONTROL, OPERATION INFORMATION, SPECIAL PROCEDURES**

Refer to basic Cirrus SR-22 Maintenance or Service Manual and basic Teledyne Continental Motors Engine Maintenance Manual.

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## **4. SERVICING INFORMATION**

Refer to basic Cirrus SR-22 Maintenance or Service Manual and basic Teledyne Continental Motors Engine Maintenance Manual.

## **5. MAINTENANCE INSTRUCTIONS**

Refer to basic Cirrus SR-22 Maintenance Manual and basic Teledyne Continental Motors Engine Maintenance Manual for information other than what is provided below.

### **5.1 REPLACEMENT OF SUPERCHARGER BELT**

1. Inset a  $\frac{3}{4}$  inch open end wrench or  $\frac{3}{8}$  drive in the end of the idler and pull down to relieve the tension on the belt.
2. Replace the belt and let the tension back on the idler so the belt is tight.
3. Rotate the drive assembly to ensure the belt is properly in the pulley grooves.

### **5.2 OIL CHANGE, SELF LUBRICATED SUPERCHARGERS**

Oil should be changed every 100 hours. Oil level should be checked every 50 hours. Self oiling superchargers can be identified by the lack of oil lines going into and out of the supercharger and by the presence of the oil dipstick at the top of the supercharger for checking the oil level.

Checking the oil level:

1. Ensure that the .06" copper washer is located on the dipstick base.
2. Thread the clean dipstick into the unit until it seats.
3. Once the dipstick has seated, remove the dipstick from the unit. Fluid should register in the crosshatched area on the dipstick.
4. **DO NOT OVERFILL.** Drain excess fluid from the unit if it is above the maximum level on the dipstick.

Changing the oil:

Empty the supercharger of oil by opening the drain at the bottom. When completely drained refill the supercharger with up to 4 ounces of oil. Verify proper oil level by using the dipstick. Do not overfill. **USE ONLY APPROVED OIL SUPPLIED BY**

**Forced Aeromotive Technologies, Inc.**  
7161 S. Peoria Street 18E  
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[www.forcedaeromotive.com](http://www.forcedaeromotive.com)

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## **6. TROUBLESHOOTING INSTRUCTIONS**

For troubleshooting guidance contact Forced Aeromotive Technologies, Inc. for assistance.

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Englewood, CO 80112  
[www.forcedaeromotive.com](http://www.forcedaeromotive.com)

## **7. REMOVAL AND REPLACEMENT INFORMATION**

Remove and replace as specified in Forced Aeromotive Installation Drawing II-SR-22, Rev IR, dated 3/26/2006 or later FAA approved revision. For replacement parts contact Forced Aeromotive at the following address.

**Forced Aeromotive Technologies, Inc.**  
7161 S. Peoria Street 18E  
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[www.forcedaeromotive.com](http://www.forcedaeromotive.com)

## **8. DIAGRAMS**

Refer to basic Cirrus SR-22 Maintenance or Service Manual, basic Teledyne Continental Maintenance Manual, and Forced Aeromotive Installation Drawing II-SR-22, Rev IR, dated 3/26/2006 or later FAA approved revision.

## **9. INSPECTION REQUIREMENTS**

Conduct routine inspections on the IO-550-N engines in accordance with appropriate basic Teledyne Continental Maintenance Manual and basic Cirrus SR-22 Maintenance Manual except as noted below.

### **9.1 INSPECTION OF SUPERCHARGER BELT**

For every flight 100 hours, conduct routine inspections on the supercharger belt for wear. Replace worn belt as necessary and also at supercharger overhaul.

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### 9.2 INSPECTION OF SUPERCHARGER OIL NOZZLE

At each annual inspection, remove the supercharger oil inlet line and remove the oil nozzle. Clean the nozzle with compressed air and replace it and reconnect the oil line. It is not necessary to remove the fitting from the oil nozzle to clean it with compressed air. If the fitting is removed, use thread sealant during reassembly.

Always use two wrenches when tightening fittings to avoid putting a side load on the assembly. Torque for these fittings is 60-80 inch pounds. See example in figure 2.

Use only the parts and materials or equivalent materials in figure 1.

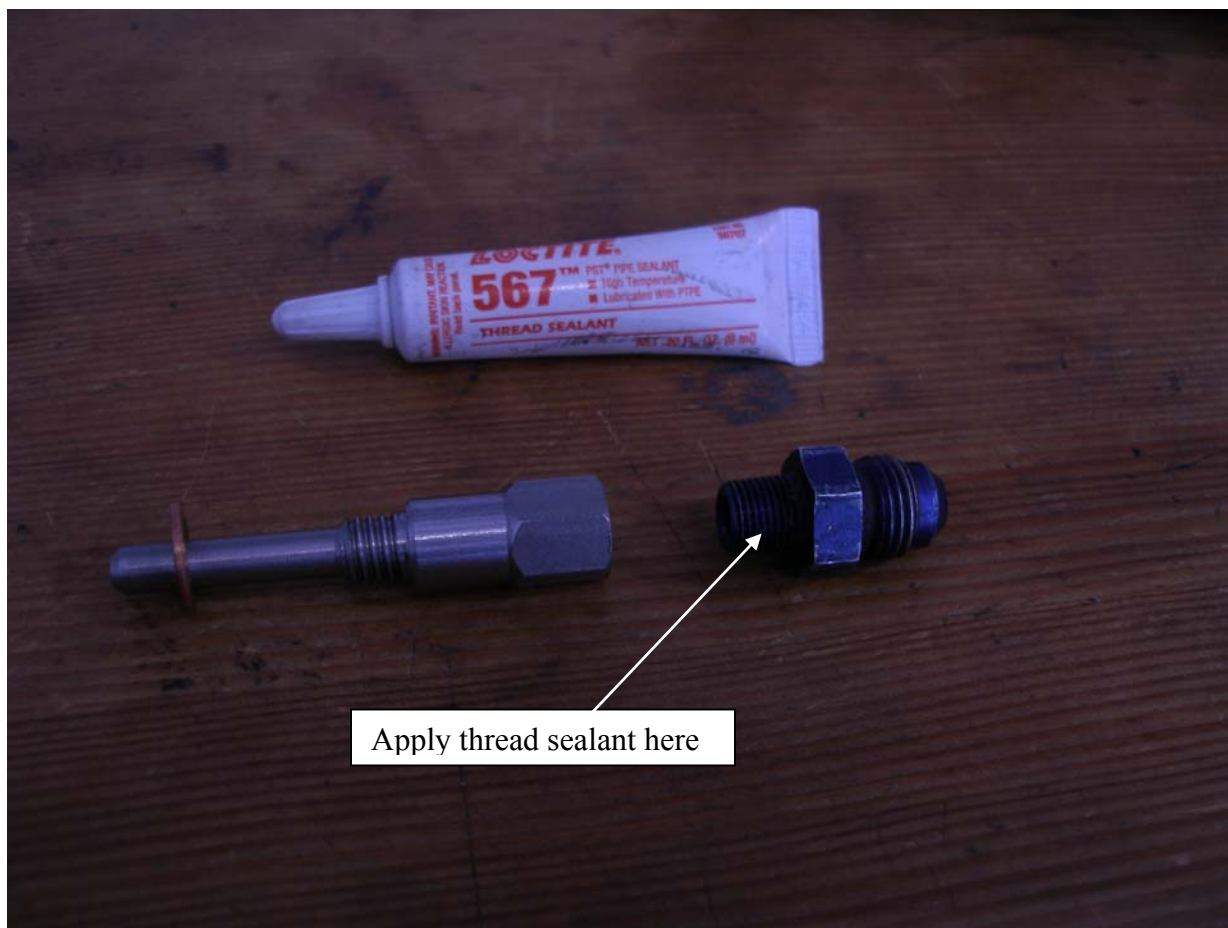


Figure 1

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Figure 2



# Forced Aeromotive Technologies

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## 9.3 SUPERCHARGER DRIVE NUT TORQUE

The torque check required can be done anytime but at the very minimum it **MUST** be done after 30 minutes of engine run time, plus or minus 10 minutes, and again after one hour from the time of installation, again 5 hours from the initial installation, and again at 10 hours from the initial installation, and again at 50 hours from the initial installation, and there after every 50 hours.

1. Remove the upper cowl.
2. Place something like a step ladder under the propeller so it will not turn.
3. Place a 5/8" wrench on the nut in the center of the large pulley of the supercharger drive. It is not necessary to remove the belt.
4. With the wrench extended vertically from the nut, when standing on the left side of the plane, pull the wrench toward you to tighten the nut. The nut is left hand thread.
5. Torque to 38-42 ft lbs. Warning: do not over torque, the drive has an internal torque limit. **Recalculate the torque wrench if extensions are used.**
6. **DO NOT TORQUE THE 9/16 BOLT ON THE SUPERCHARGER PULLEY.**
7. Replace the upper cowling.
8. Make an entry in the aircraft's permanent maintenance records.

## 10. APPLICATION OF SPECIAL TREATMENTS

None

## 11. DATA

None

## 12. SPECIAL TOOLS

None Required

## 13. ADDITIONAL INFORMATION FOR COMMUTER CATEGORY AIRCRAFT

Not Applicable

## 14. RECOMMENDED OVERHAUL PERIOD

Supercharger: 2000 Hours after STC installation

Tensioning Idler: replace at 2000 hours or 6 years, whichever comes first.

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## **15. AIRWORTHINESS LIMITATIONS**

### **NOTICE:**

This section is FAA approved and specifies maintenance required under 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved. To remain in compliance with the STC, the aircraft shall be maintained in accordance with these limitations.

There are no changes to the airworthiness limitations of the IO-550-N engine from those, which are listed in basic Teledyne Continental Engine Maintenance Manual.

## **16. REVISION**

Each time this ICA is revised or reissued, the revised ICA will be distributed to operators using a Service Letter/Bulletin by Forced Aeromotive Technologies. This revision will include a new Log of Revisions page along with the revised pages. The lower right hand corner of each revised page will reflect the revision letter. That portion of text or an illustration, which has been revised by the addition of, or change in, information is denoted by a solid revision bar located adjacent to the area of change, and placed along the outside margin of a page. Revision bars show only information changed within latest revision.

## **17. ASSISTANCE**

For assistance with ICA issues not addressed herein, contact Forced Aeromotive Technologies at the following address or phone number.

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