

If you began to throw belts at about 800 hours, hear what sounds like a dry hydraulic lifter in a motor until oil pressure is full up, or at start up, and your alternator needs tightening from time to time I would suspect bad counter balance bushings especially in a Continental engine. Some mechanics will tell you the engine needs to come down. NOT SO, your call. A good shop can remove the two cylinders on the co-pilot side starting with the one nearest the fire wall, remove the pistons and rods, fill the holes with catch cloths, remove and replace the bad bushings. If a part falls into the engine the pan must be removed to retrieve the part. **NOTE:** The bushing look the same but they are not. Check specifications to see what number goes where. Re-assemble. Torque to specifications.