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SERVICE INSTRUCTION

DATE: July 2, 2003 Service Instruction No. 1485A
(Supersedes Service Instruction No. 1485)

SUBJECT: Exhaust Valve and Guide Identification Procedure

MODELS AFFECTED: All Lycoming reciprocating aircraft engines unless installed in a rotary-wing aircraft.

TIME OF COMPLIANCE: Half way to recommended TBO or at 1000 hours of operation, whichever occurs first or earlier at owner's discretion or anytime valve sticking is suspected.

As a product improvement, Lycoming has introduced a new exhaust valve guide material with an increased chrome content for improved wear characteristics. The incorporation of this guide material has significantly reduced the amount of valve guide wear (bell-mouthing) seen by some operators of Lycoming engines.

Improved exhaust valve guides were initially incorporated into some cylinder assemblies beginning in April 1996. Since March 1, 1998, all engines, cylinder kits and spare exhaust valve guides shipped from Lycoming contain the improved material.

Cylinder assemblies which incorporated the improved "Hi-Chrome" exhaust valve guides when the engine was shipped from Lycoming are identifiable by the letter "C" stamped inside a circle on the boss for the drain back fitting. The individual guides made with the improved material can be identified by a 5° chamfer at the top of the guide (See Figure 1).

[REDACTED], it is no longer necessary to complete the mandatory 400 hour inspections specified in the latest revision of Service Bulletin No. 388. [REDACTED]

(For recommended TBO, refer to the latest revision of Service Instruction No. 1009.)

NOTE

Prior to discontinuing the mandatory 400 hour inspections specified in the latest revision of Service Bulletin No. 388, you must confirm that all cylinders on the subject engine have the new exhaust guides installed. A logbook entry should be made for future reference.

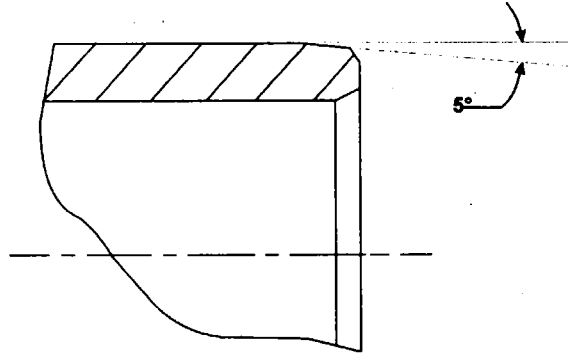


Figure 1.