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SERVICE INSTRUCTION

DATE: February 10, 2011

Service Instruction No. 1508C
(Supersedes Service Instruction No. 1508B)
Engineering Aspects are
FAA (DER) Approved

SUBJECT: Dual Magneto Attachment

MODELS AFFECTED: All Lycoming engines with dual magnetos

TIME OF COMPLIANCE: At the next oil change, not to exceed 50 hours of engine operation or at each magneto timing check or service

NOTE

Incomplete review of all the information in this document can cause errors. Read the entire Service Instruction to make sure you have a complete understanding of the requirements.

This Service Instruction identifies the necessary steps to install new clamps on dual magnetos to securely attach a Teledyne/Bendix or other dual magneto to a Lycoming engine. The clamp installation procedure in this Service Instruction is mandatory. Compliance and record thereof in the engine logbook are necessary unless the new clamps P/N 66M19385 have already been installed and recorded as such in the engine logbook. Failure to comply with this Service Instruction can cause loss of engine power.

There have been reports of the dual magneto and/or attaching hardware on the engine accessory housing becoming loose or unfastened after maintenance in the field. This condition can be caused by any, or a combination, of the following:

- Incorrect fastening hardware installation
- Incorrect torquing of the fastening hardware
- Incorrect gasket used for the magneto installation
- Incorrect magneto clamps installed
- Incorrect gap between the magneto clamp and the accessory housing

INSTRUCTIONS FOR COMPLIANCE:

1. Remove the clamps on the magneto. Keep serviceable clamp P/N 66M19385 and discard all other clamps.
2. Remove the dual magneto.
3. Remove the old gaskets.



CAUTION

Do not allow foreign objects to fall into the accessory housing during this procedure.
Engine failure could occur.



General Aviation
Manufacturers Association

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4. Clean the magneto flange; remove all gasket material for a smooth, clean flange surface.
5. Install the dual magneto with the correct new magneto gasket P/N LW-12681. No other gaskets are acceptable. See Figure 1.
6. Install the correct magneto clamp P/N 66M19385 with a gap as shown in Figure 2. Use a 2-inch (5.08 cm) piece of 0.020 to 0.032 in. (0.05 to 0.08 cm) diameter safety wire as feeler stock to do a check that the gap between the rear accessory case and clamp is sufficient. For correct installation, no other clamps are acceptable. Refer to Figure 3.
7. Every time an attaching nut P/N STD-1410 is removed, install a new internal tooth lock washer P/N STD-475 as shown in Figure 2.
8. Time the magneto to the engine in accordance with the magneto manufacturer's instructions.
9. Make sure the attaching nuts P/N STD-1410 are torqued to 17 ft.-lbs. (204 in.-lbs.) (23 Nm). In airframe installations where it could be difficult to access the attaching nuts, use a torque wrench with a crowfoot attachment. See Figure 4 for an example of a crowfoot attachment.

NOTE

If a crowfoot attachment or other special adapters are used which will change the effective length of the torque wrench, the final torque indication or wrench setting must be adjusted accordingly. Refer to FAA Advisory Circular No. 43-13-1B for further instructions.

10. Examine the fixed position of the clamp after it is tightened. Make sure that the clamp does not touch the accessory housing as shown in Figure 2.
11. Record compliance with this Service Instruction in the engine logbook each time a dual magneto is installed.

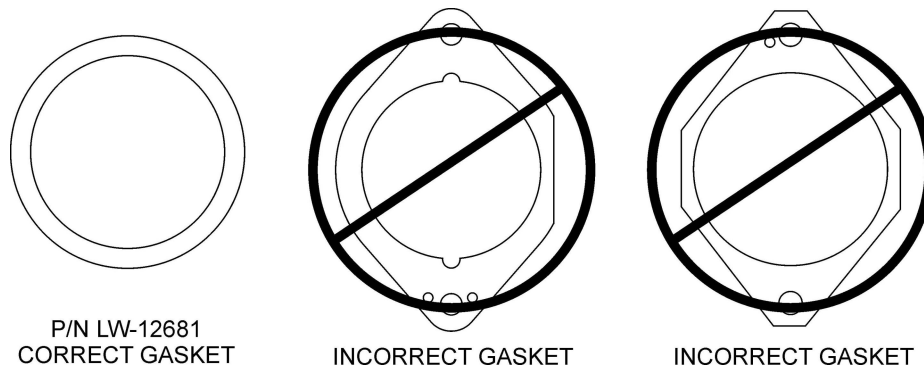


Figure 1
Correct and Incorrect Gaskets

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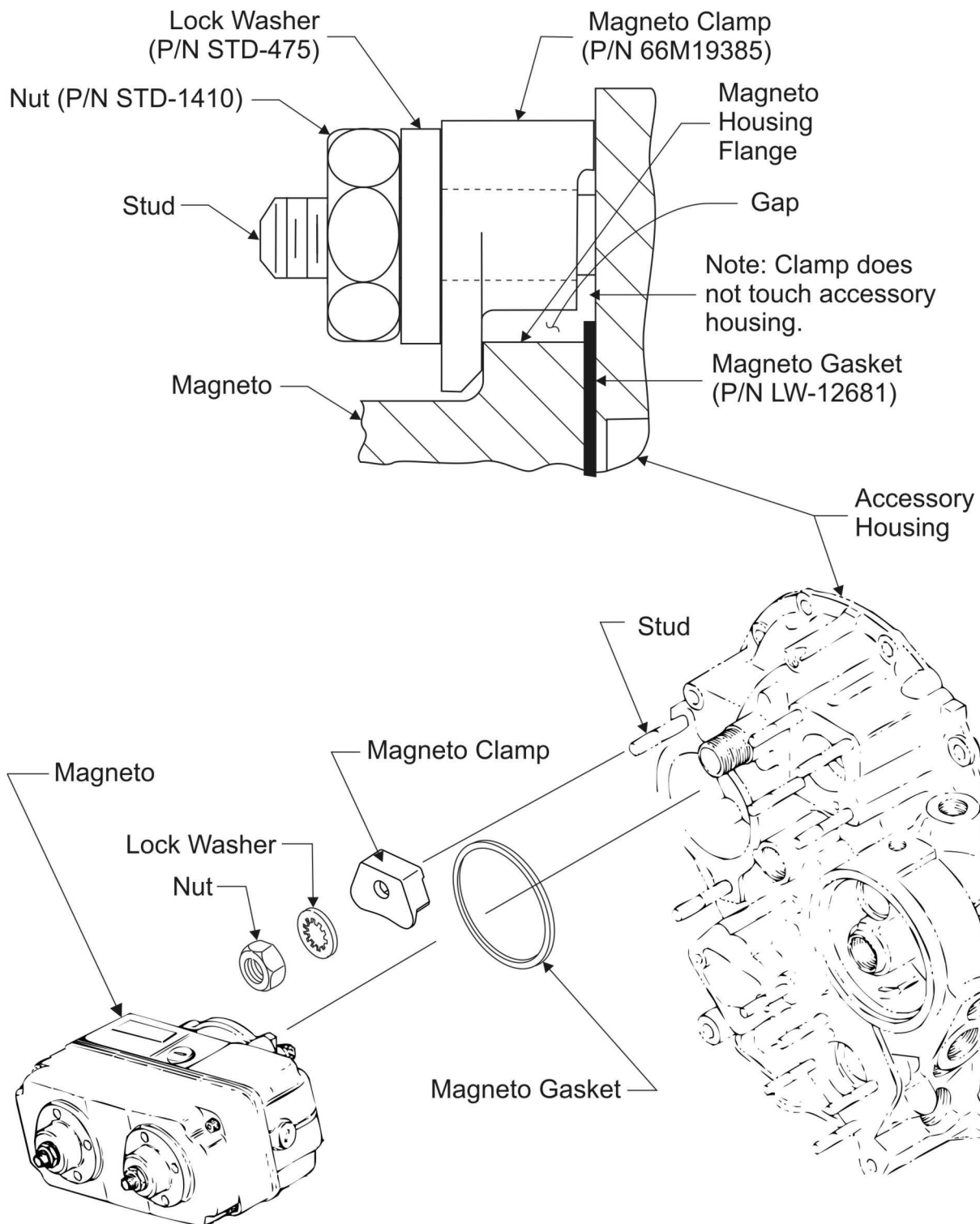


Figure 2
Clamp Installed

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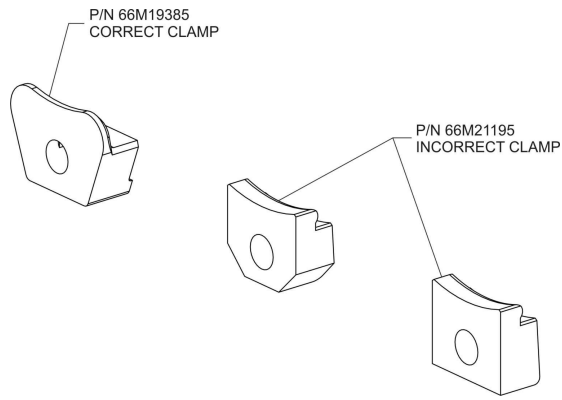


Figure 3
Correct and Incorrect Clamps

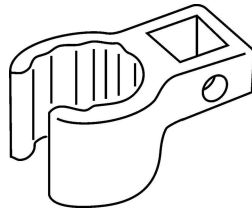


Figure 4
Example of Crowfoot Attachment.

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