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SERVICE INSTRUCTION

DATE: May 26, 2005

Service Instruction No. 1511A
(Supersedes Service Instruction No. 1511)

SUBJECT: Inspection of "PID" Stamped Crankshafts

MODELS AFFECTED: The following Textron Lycoming four cylinder engines which utilize fixed pitch propellers except those installed in rotary wing aircraft.

All 320 series engines; and
All 180 horsepower, 360 series engines except the O-360-A4A, -A4D, -A4G, -A4J, -A4K, -A4M, -A4N, -A4P, -C4F, -C4P, and AEIO-360-B4A engine models.

TIME OF COMPLIANCE: At overhaul.

The inspection of "PID" crankshafts is made only after the removal of crankshaft from the engine and the URETHABOND 104 has been machined off. The removal of the Urethabond 104 coating is as follows.

1. Verify that the STD-1211 front expansion plug and rear plugs have been removed prior to machining.
2. Locate crankshaft in lathe, gear end in chuck jaws (lined with brass).
3. Clamp chuck jaws on #4 main journal diameter. See figure 1.
4. Secure steady rest on #1 main journal diameter. See figure 2.
5. Set lathe at approximately 170 RPM and the feed rate at approximately 30 I.P.M. for proper stock removal.
6. Bore I.D. to remove Urethabond 104. Do not exceed required dimensions. See figure 3.
7. Gage dimensions before removing crankshaft from lathe.
8. Remove crankshaft from lathe and clear I.D. of all machining chips.
9. At this point refer to the latest revision of Service Bulletin No. 505 for instructions to complete the crankshaft inspection.
10. Upon completion of inspection and all compliance is met refer to the latest revision of Service Bulletin No. 530 for recoating the surface I.D. of the crankshaft.

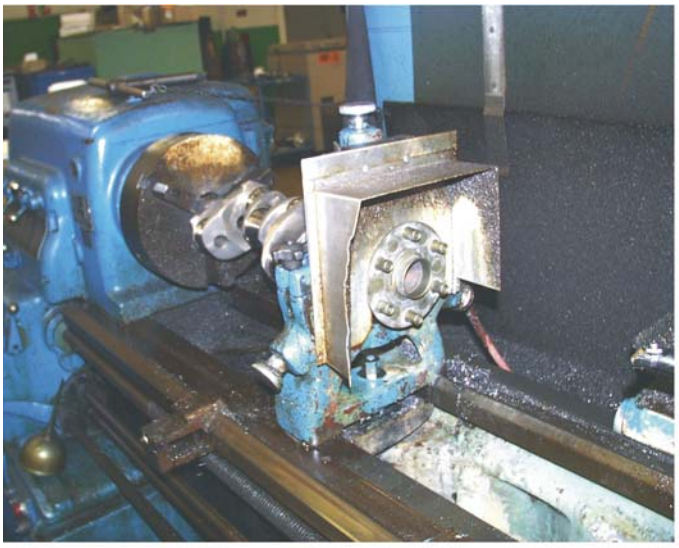

Figure 1

Figure 2

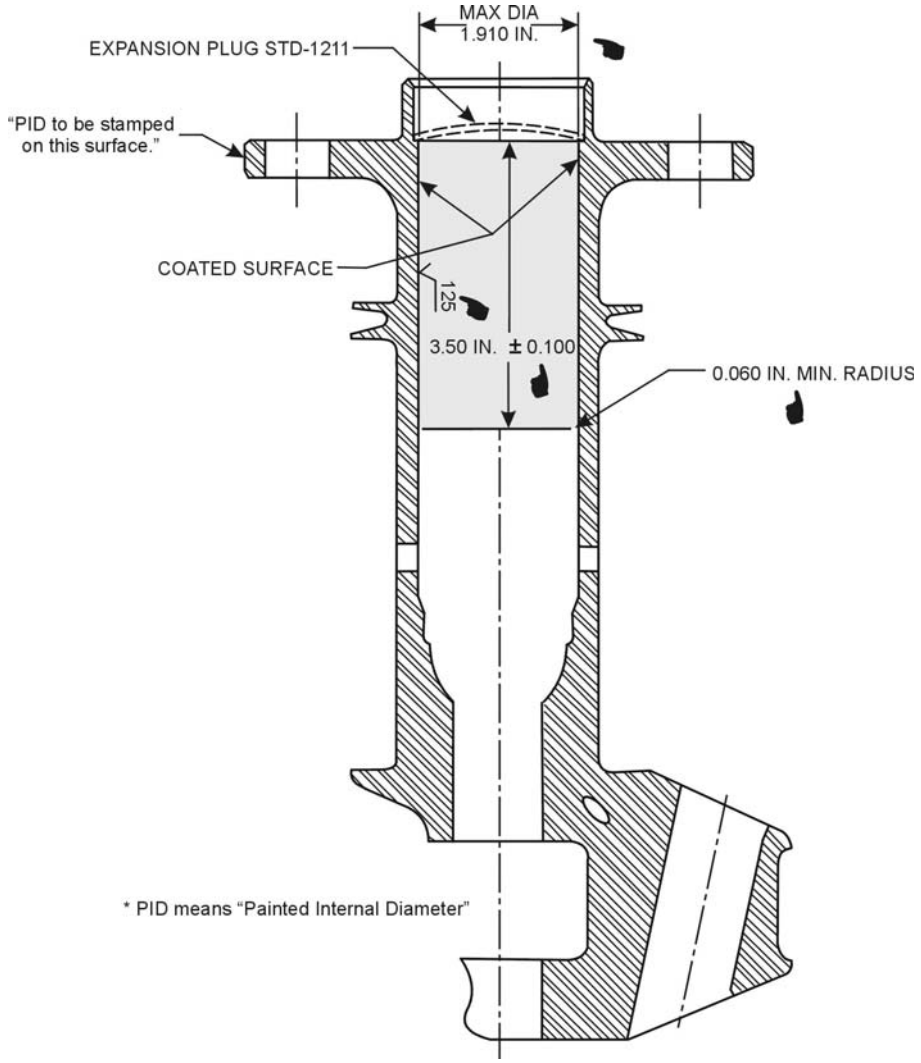

Figure 3