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SERVICE LETTER

Service Letter No. L242
January 6, 2005

TO: All Owners and Operators of Lycoming IO-360-L2A, IO-540-AB1A5, IO-540-AC1A5, TIO-540-AJ1A and TIO-540-AK1A Engines Installed in Cessna Aircraft.

SUBJECT: Improved Lower Idle Valve in Fuel Injectors

As a product improvement an improved lower idle valve has been introduced into the fuel injectors used on IO-360-L2A, IO-540-AB1A5, IO-540-AC1A5, TIO-540-AJ1A and TIO-540-AK1A engines installed in Cessna Aircraft. This new valve is more tolerant of contaminants that may be in the fuel. (See the attached Precision Letter.)

Engine Model	Lycoming P/N	Precision P/N	IC # Incorporating New Valve	Cessna Aircraft Model
IO-360-L2A	61J22088	2576536-2	45	172
IO-540-AB1A5	61J23428	2576544-3	42	182
IO-540-AC1A5	61M23429	2576546-3	6	206
TIO-540-AJ1A	61M23430	2576562-3	6	T206
TIO-540-AK1A	61J23431	2576592-2	2	T182

If the injector installed on your engine has an IC # and/or Precision P/N dash number lower than that listed in the table above it will have the older lower idle valve. At the owner's discretion and expense the injector may be upgraded at any Precision Airmotive Product Support Center.

Attachment



Lower Idle Valve Product Improvement for Servos Used on Cessna Aircraft

AIRCRAFT	INSTALLATION P/N	SIL	IC #
Cessna 172	2576536-2	RS-48 Revision 1	45
Cessna 172	2576536-2	RS-71 Revision 1	SIL Cancelled
Cessna 182	2576544-3	RS-50 Revision 1	42
Cessna 206	2576546-3	RS-47 Revision 2	6
Cessna T206	2576562-3	RS-63 Revision 1	6
Cessna T182	2576592-2	RS-65 Revision 1	2

The servos listed above are used by Cessna in various aircraft. Each SIL defines the latest parts and flow sheets for the maintenance of each servo. The latest change on the units listed was a product improvement involving the material of the lower idle valve. The material is more tolerant of contaminants in the fuel system and operation of the throttle lever without fuel in the servo. See the appropriate SIL to determine the new part number of the valve and the date at which it was incorporated into production.

Upgrade to this new configuration can be made at the discretion of the owner and at the owner's expense. The upgrade can be accomplished at any Precision Airmotive Product Support Center (see SIL PAC-1)

Servos sent in for warranty consideration shall be repaired and returned to the customer with the original dash number and IC number with no upgrade. At the customer's request the servo could be upgraded to the latest configuration *at the customer's expense*.

The service information letters listed herein can be found at www.precisionairmotive.com, Precision Airmotive's Web site.

For further questions contact Precision Airmotive product support at (360)651-8282.

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