DATE: March 26, 2013

Service Bulletin No. 201F
(Supersedes Service Bulletin No. 201E)

Engineering Aspects are
FAA Approved

SUBJECT: Inspection of Crankshaft Flange

MODELS AFFECTED: All Lycoming direct drive aircraft engines

TIME OF COMPLIANCE: Before continued operation of an engine that had sudden stoppage

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

This Service Bulletin applies to instructions for a bent crankshaft flange. **Lycoming Engines no longer allows bent crankshaft flanges to be ground or repaired to restore maximum run-out.** As per Service Bulletin 533B, if the crankshaft is bent, it must be replaced.

Refer to Service Bulletin 533B for inspection requirements of the crankshaft flange after a propeller strike.

Refer to Table 1 and Figure 1 for manufacturer’s acceptable crankshaft flange thickness dimensions.

NOTE
Measure the front face of the crankshaft flange between the flange bushings and the edge of the chamfer.

Table 1
Crankshaft Flange Thickness

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Minimum Permissible</th>
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<tbody>
<tr>
<td>Inches</td>
<td>Millimeters</td>
</tr>
<tr>
<td>0.205/0.195</td>
<td>5.207/4.953</td>
</tr>
<tr>
<td>0.270 ± 0.010</td>
<td>6.858 ± 0.254</td>
</tr>
<tr>
<td>0.380 ± 0.010</td>
<td>9.652 ± 0.254</td>
</tr>
<tr>
<td>0.440 ± 0.010</td>
<td>11.176 ± 0.254</td>
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</tbody>
</table>

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Figure 1
Crankshaft Flange Run-out and Pilot Diameter

Do a check of the flange run-out here. 0.005 in. (0.127 mm) T.I.R. Max. Service Limit.

Do a check of the flange run-out point to point 0.005 in. (0.127 mm) T.I.R. Max. Service Limit.

Pilot diameter must be true with front and rear main bearings within 0.003 in. (0.076 mm). If the pilot diameter is out of tolerance, replace the crankshaft.

Measure the front face of the crankshaft flange between the flange bushings and the edge of the chamfer.