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# MANDATORY

# SERVICE BULLETIN

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

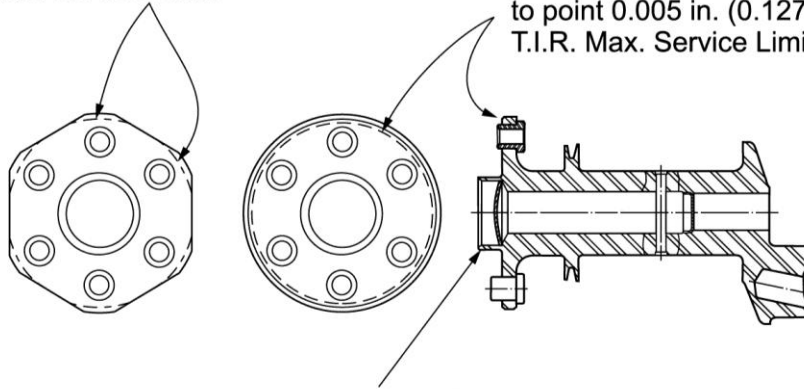
Manufacturer		Minimum Permissible	
Inches	Millimeters	Inches	Millimeters
0.205/0.195	5.207/4.953	0.190	4.826
0.270 ± 0.010	6.858 ± 0.254	0.255	6.477
0.380 ± 0.010	9.652 ± 0.254	0.360	9.144
0.440 ± 0.010	11.176 ± 0.254	0.420	10.668



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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.**

Figure 1  
 Crankshaft Flange Run-out and Pilot Diameter

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