



A Textron Company

652 Oliver Street
Williamsport, PA. 17701 U.S.A.

Tel. 570-323-6181
Fax. 570-327-7101
www.lycoming.textron.com

SERVICE INSTRUCTION

DATE: March 14, 2008 Service Instruction No. 1518
Engineering Aspects are
FAA Approved

SUBJECT: Reprint of Precision Service Information Letter No. SIL RS-84

MODELS AFFECTED: All Lycoming aircraft engines employing any model of Precision Airmotive RSA flow dividers.

TIME OF COMPLIANCE: Whenever the engine has starting difficulties in cold weather.

Precision Service Information Letter No. SIL RS-84 is reprinted in its entirety as follows.

This reprint is current at the time Lycoming Service Instruction No. 1518 is issued. However, when complying with this Service Instruction, insure that compliance is in accordance with the latest revision of Precision Service Information Letter No. SIL RS-84.

NOTE 1

For Lycoming engines still under warranty, contact Precision Airmotive (see Note 2) to arrange for the repair for the flow divider at Precision’s expense. Contact your authorized Lycoming distributor to file a warranty claim for the removal and installation labor.

For Lycoming engines no longer under warranty, or for spares contact Precision Airmotive. See Note 2.

NOTE 2

Contact Precision at:

Precision Airmotive Corporation
14800 40th Ave. N.E.
Marysville, WA 98271

Phone: (360) 651-8282
Fax: (360) 651-8080

<http://www.precisionairmotive.com>



General Aviation
Manufacturers Association

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Service Information Letter - Fuel Systems

SMALL RECIPROCATING ENGINES

All RSA Flow Dividers

Issued 11/29/07

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SUBJECT: Flow Divider Cold Weather Operation

PURPOSE: To provide information regarding recent reports of issues related to Flow Divider operation in cold weather.

- A) **EFFECTIVITY:** This Service Information Letter is applicable to all RSA Flow Dividers.
- B) **DESCRIPTION:** Precision Airmotive LLC has had several reports of starting difficulties in cold weather, primarily on Cessna 172 aircraft. The typical report is that the engine will not start in freezing temperatures without preheat. Troubleshooting reveals that the flow divider will not pass fuel, indicating that it is stuck in the closed position. When the flow divider is warmed up, fuel will pass as normal and the engine will start. Once the engine has been started, no further problems are noted.
- C) **PROCEDURE:**
- 1) **TRUBLESHOOTING:** If cold weather starting issues are present, determine if in fact the flow divider is stuck in the closed position. When priming according to the aircraft starting procedure there will be no flow indication. If this issue can be corrected by warming the flow divider above freezing temperature, the flow divider is stuck closed due to the cold temperatures.
 - 2) **CORRECTIVE ACTION:** Once the troubleshooting has verified that a flow divider has been stuck closed in cold temperatures, it should be removed and sent directly to Precision Airmotive for repair. Please call 360-651-8282 to obtain a Customer Service Request (CSR) number.
 - 3) **WARRANTY INFORMATION:** Flow dividers which fall within the standard warranty period will be repaired at Precision Airmotive's expense. Flow dividers which are no longer covered under warranty will be handled on a case by case basis.

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