



652 Oliver Street  
 Williamsport, PA. 17701 U.S.A.  
 Telephone +1 (800) 258-3279 U.S. and Canada (Toll Free)  
 Telephone +1 (800) 323-6181 International  
 Facsimile +1 (570) 327-7101  
 www.lycoming.com

# SERVICE LETTER

Service Letter No. L262  
 December 31, 2014

**TO:** All Owners and Operators of Lycoming Aircraft Engines  
**SUBJECT:** New Piston Ring Part Numbers

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

Table 1 of this Service Letter identifies new piston ring part numbers (P/N) that replace existing piston ring part numbers. All of the new piston rings are equivalent to the existing piston rings. Existing and new piston rings can be mixed in the same engine, but be sure to use either all new piston rings in a cylinder or all existing piston rings in a cylinder. Do not mix old and new piston rings on the same cylinder.

All of the part numbers in Table 1 contain a code suffix (c, p, and/or a) defined below. The suffix is not a component of the actual piston part number. It is merely an identifier for piston ring characteristics.

**Code Suffixes:**

- c = Chrome plated piston ring
- p = Plain steel ring
- a = 3/16 inch “wide” oil regulating ring

Refer to the latest revision of Service Instruction No. SI-1037 for a complete listing of piston ring part numbers and applications.

Table 1  
Piston Ring

Existing Piston Ring P/N and Code Suffix*	New Piston Ring P/N and Code Suffix	Description
62916c	14G28729c	Ring-Piston, Compression
68338p	14H28216p	Ring-Piston, Oil
69401ca	14H28730ca	Ring-Piston, Oil
LW-13883p	14G28725p	Ring-Piston, Compression
* Use old piston ring P/Ns until stock is depleted.		



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