

# SERVICE INSTRUCTION

DATE: April 25, 2003

Service Instruction No. 1509  
Engineering Aspects are  
FAA Approved

SUBJECT: Replacement of All P/N STD-1409 Nuts with P/N STD-2249 Nuts

MODELS AFFECTED: All Lycoming aircraft engines.

TIME OF COMPLIANCE: Whenever a P/N STD-1409 nut is removed from the crankcase parting line in the sump or from any other application on the engine.

Any time a P/N STD-1409 nut is removed from the crankcase parting line in the sump or from any other location (such as the oil pump body on TIO and TIGO-541 models, the magnetos and oil pump support on VO-360 and IVO-360 models, the oil suction tube on O-235 and O-320 models, and other applications), it should be replaced with P/N STD-2249 slotted nut.

The new P/N STD-2249 nut is to be torqued to 55 in.-lbs. and safety-wired (see Figure 1, below, for typical view of use in crankcase parting line in the sump).

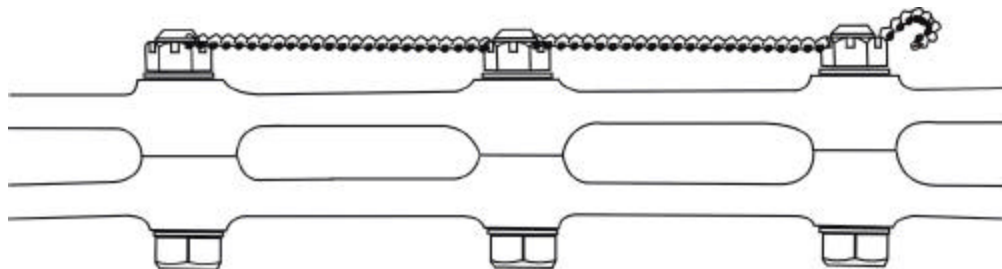


Figure 1.

## NOTE

The number of nuts required in the crankcase parting line varies with the number of cylinders.