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# MANDATORY

# SERVICE BULLETIN

February 27, 2018

Supplement No. 7  
 (Supplement 7 to Service Bulletin No. 342G supersedes  
 Supplement No. 4 to Service Bulletin No. 342G)

To

Service Bulletin No. 342G

The FAA has approved this supplement as an Approved Alternate Method of Compliance (AMOC) to AD 2015-19-07.

This supplement retains all revisions applied in Supplement 4 (described below) and adds the IO-360-B1G6 to the list of engine models for Diagram No. 4 as an optional configuration.

Supplement 4 to Service Bulletin No. 342G revised the Optional configuration for engine model IO-360-B4A included in Diagram No. 4 (Item 2 of Supplement 3, dated November 2, 2015). The called-out circled P-clamp (Item 35 in the parts legend of SB-342G) in the attached revised Diagram 4 is to be turned 180 degrees and the fuel line is to be routed to the back side of the bracket.

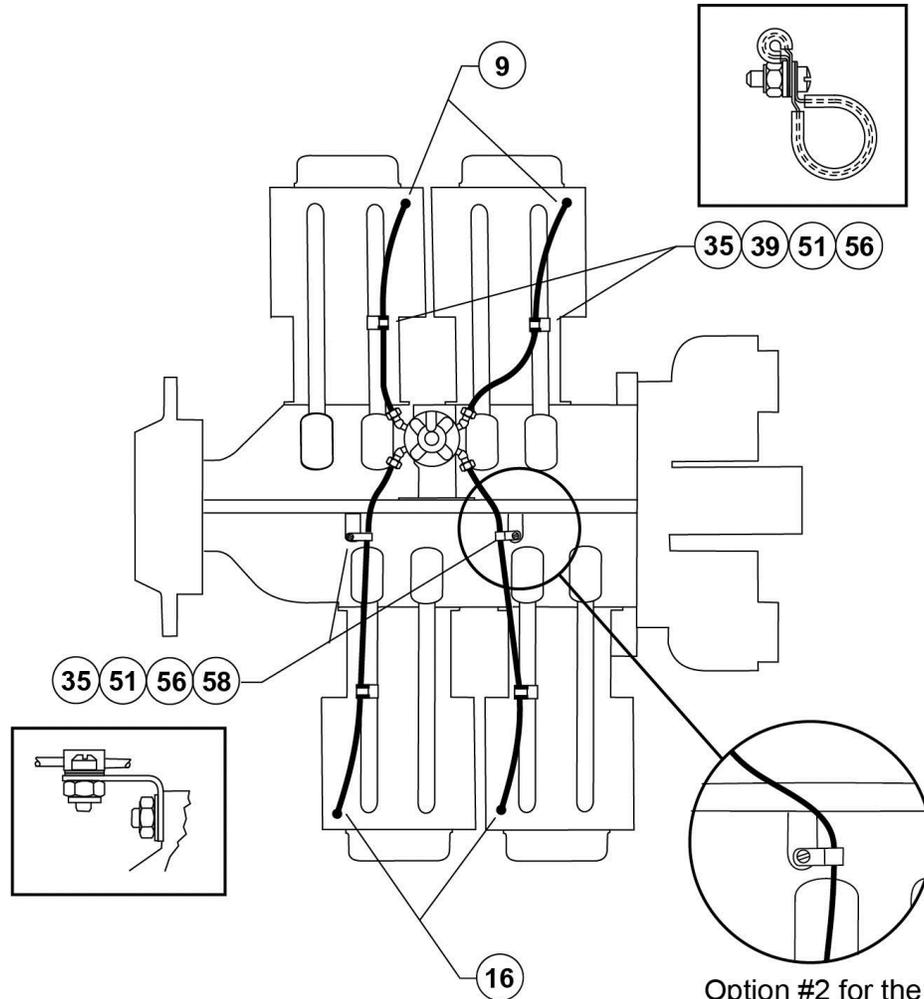
**NOTICE:** Supplement 7 to Service Bulletin No. 342G supersedes Supplement 4 to Service Bulletin No. 342G. Upon receipt of Supplement 7 to Service Bulletin No. 342G remove Supplement 4 to Service Bulletin No. 342G from your files and discard.



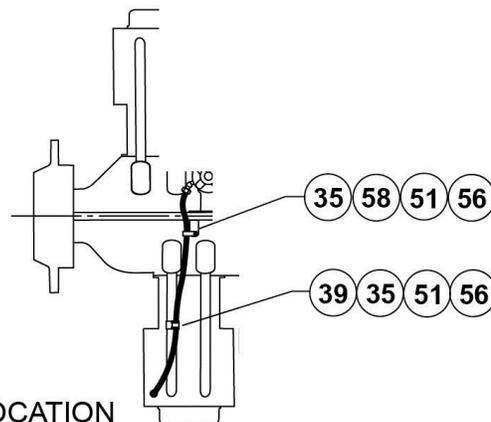
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Optional configuration for engine model IO-360-B4A included in the list of engine models in Diagram No. 4.

**Diagram No. 4 --** IO-360-A1A, A1B, A1B6, A1B6D, A1C, A1D, A1D6, A2A, A2B, A3B6, A3B6D,  
 | -B1D, B1F, -B1G6 (Optional), B2F, B4A (Optional), C1A, C1B, C1D6, J1A6D,  
 -M1B  
 HIO-360-C1A, C1B  
 AEIO-360-A1A, A1B, A1B6, A1D, A1E, A1E6, B1F, B2F



Option #2 for the IO-360-B4A Only



CYLINDER #2  
 CLAMPING RELOCATION

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U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

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Compliance and Airworthiness Division

New York Aircraft ACO Branch  
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**FEB 16 2018**

Ms. Marian Folk  
Principal Consultant Engineer  
Lycoming Engines  
652 Oliver Street  
Williamsport, PA 17701

**Subject:** Request for an Alternate Method of Compliance (AMOC) to Airworthiness Directive (AD) 2015-19-07 (AMOC Log # 17-88, WTS # DOC-08941) for the inspection of the external fuel lines and clamps installed on Lycoming fuel injected reciprocating engine models identified in the AD

**References:**

- 1 – FAA AD 2015-19-07
- 2 – Supplement No. 7 to Mandatory Service Bulletin (MSB) 342G, Stainless Steel Tube Assy. and Support Clamp Installation/Inspection.

Dear Ms. Folk:

The Federal Aviation Administration (FAA) has received your request for a global AMOC to AD 2015-19-07 dated December 21, 2017 to allow the use of the optional bracket and fuel line configurations specified in Lycoming MSB 342G Supplement No. 7 for the IO-360-B1G6 engine model.

Paragraphs (e)(1)(i) and (e)(1)(ii) of AD 2015-19-07 requires the inspection and replacement of the fuel lines and clamps in accordance with Lycoming MSB 342G, dated July 16, 2013, and the following supplements to MSB 342G;

- Supplement No. 1 to MSB No. 342G
- Supplement No. 2 to MSB No. 342G
- Supplement No. 3 to MSB No. 342G
- Supplement No. 4 to MSB No. 342G
  - o Superseded by Supplement No. 7 to MSB 342G.
- Supplement No. 5 to MSB No. 342G
  - o Superseded by Supplement No. 6 to MSB 342G.
- Supplement No. 6 to MSB No. 342G
- Supplement No. 7 to MSB No. 342G

Lycoming’s request for Supplement No. 7 to MSB 342G be a Global AMOC to AD 2015-19-07, does not affect the population of the Lycoming engine models in AD 2015-19-07, the amount of work required by AD 2015-19-07, or the level of safety of AD 2015-19-07.

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This supplement to MSB 342G contains the same information and intent as MSB 342 G while allowing optional fuel line routings and clamping on the Lycoming IO-360-B1G6 engine model as required by our customer Piper for their aircraft installation. This revision does not change the required actions to meet the intent of the AD.

Supplement No. 7 supersedes Supplement No. 4 to MSB 342G and in no way changes the compliance requirements in AD 2015-19-07, paragraph (e). It provides a revision to diagram No. 4 of MSB 342G to allow for the illustrated fuel line routing and support clamps the Piper installation of the IO-360-B1G6 model engine. There are no new part numbers required for this change.

Therefore, the New York ACO Branch approves MSB 342G Supplement No.7 as an AMOC to paragraphs (e)(1)(i) and (e)(1)(ii), of AD 2015-19-07 to allow the use of the optional fuel line/clamping configuration, and Fuel Manifold relocation in Diagram No. 4 to be used only on the Lycoming IO-360-B1G6 engine model for the Piper installation.

In accordance with FAA Order 8110.103B, the following conditions apply:

1. All provisions of AD 2015-19-07 that have not been specifically referenced above remain fully applicable and must be complied with accordingly.
2. This approval is transferable with engine(s) to other operators.
3. Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.
4. The NYACO Branch will revoke this AMOC if the NYACO Branch later determines that this AMOC does not provide an acceptable level of safety.

Should you have any questions, please contact this office or Norman Perenson at telephone number 516-228-7337, fax 516-794-5531, or email at [norman.perenson@faa.gov](mailto:norman.perenson@faa.gov).

Sincerely,



FOR: Anthony E. Gallo  
Acting Manager, New York ACO Branch  
Compliance & Airworthiness Division

cc: James Delisio, ANE-171 (PDF Copy)  
Jose W. Marrero, AEG (PDF Copy)

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