

# SERVICE INSTRUCTION

DATE: May 7, 2014

Service Instruction No. 1554  
Engineering Aspects are  
FAA Approved

SUBJECT: Zip Strap Replacement

MODELS AFFECTED: TIO-540-J2B, -J2BD; LTIO-540-J2B, -J2BD

TIME OF COMPLIANCE: Next oil change or engine inspection, whichever occurs first, no later than August 31, 2014.

### NOTE

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

Evidence in the field has shown instances of chafing (Figure 1) on the turbocharger support rod (of affected Lycoming engine models). Figure 2 shows the proximity of the identification tag on an oil hose to one of the turbocharger support rods. Rub marks also were found in the turbocharger support rod where the paint/plating was worn away.

The chafing was caused by:

- Friction from the identification tag (Figure 3) on the oil supply hose for the bypass valve and on the turbocharger oil inlet hose
- Zip straps which attach the oil hoses to the turbocharger support rod positioning the identification tags on each of the oil hoses too closely to the turbocharger support rod

This Service Instruction is notification of corrective action to improve protection against chafing of the turbocharger support rod. The zip straps are to be replaced with four clamps and hardware identified in Table 1 as per corrective action instructions herein. **The zip straps are no longer to be used.**

Turbocharger Support Rod



Figure 1  
Chafing on Support Rod

Turbocharger Support Rod



Figure 2  
Extreme Chafing on Support Rod



Figure 3  
Identification Tag

### **Corrective Action**

1. Remove and discard the zip strap from the oil supply hose for the bypass valve (Figure 4) and the oil inlet hose for the turbocharger (Figure 5).
2. Examine the turbocharger support rod for chafing or wear from any of the metal identification tags. If chafing or wear is found on any of the support rods, replace the entire turbocharger mount assembly.

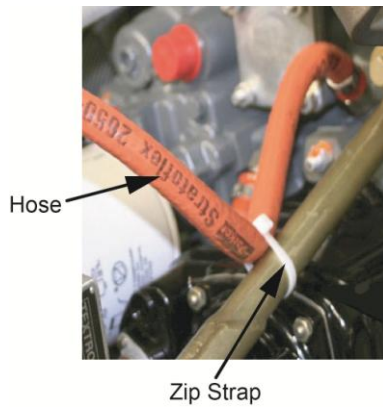


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3. Examine the oil supply hose for the bypass valve (Figure 4) for chafing. Examine the turbocharger oil inlet hose (Figure 5) for chafing. Replace any worn or chafed oil hose.
4. Install the two new clamps (P/N LW-16266-10-63 and P/N LW-16266-10-75) with fasteners on the oil supply hose for the bypass valve in the specified location shown in Figure 6.
5. Install the two new clamps (P/N LW-16266-10-75) with fasteners on the oil inlet hose for the turbocharger as shown in Figure 7.
6. Make sure the oil hoses can move freely, are not bent, kinked, or stressed, and not touching any part of the engine or engine accessory.
7. Record zip strap removal, clamp installation, (and any oil hose or turbocharger support rod replacement) in accordance with this Service Instruction in the engine logbook.

Table 1  
Clamps and Fasteners

Part Number	Description	Quantity
LW-16266-10-63	Clamp	1
LW-16266-10-75	Clamp	3
STD-860	Screw - No. 10-32 x 5/8 fill. hd	2
STD-670	Locknut - No. 10-32	2



Zip Strap  
Figure 4

Zip Strap Attached to the Oil Supply Hose for the Bypass Valve and Lower Turbocharger Support Rod

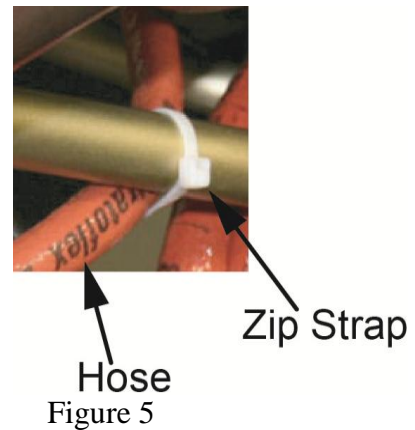


Figure 5

Zip Strap Attached to Turbocharger Oil Inlet Hose and Upper Turbocharger Support Rod

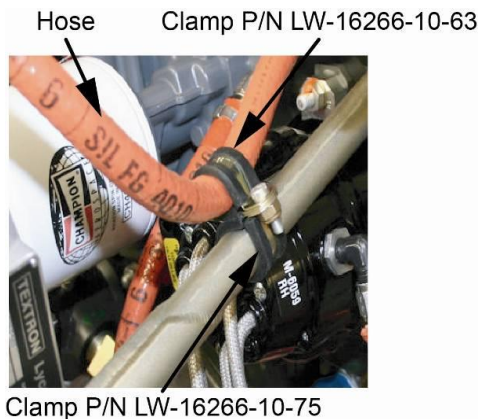


Figure 6

Installed Clamps on Oil Supply Hose for the Bypass Valve and Lower Turbocharger Support Rod

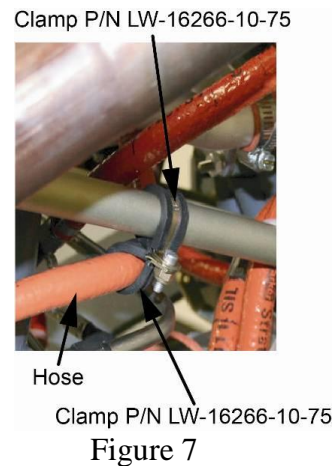


Figure 7

Installed Clamps on Turbocharger Oil Inlet Hose and Upper Turbocharger Support Rod

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**Applicable Warranty Information:**

For engines within warranty, Lycoming Engines will allow 0.5 hours of labor, the replacement parts listed in this Service Instruction and reasonable freight. Please contact an Authorized Lycoming Distributor to file a warranty claim for the completion of this maintenance. Warranty consideration is available through August 31, 2014.

If you have any questions, contact Lycoming Field Service by phone at 570-327-7222 or 877-839-7878.

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