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MANDATORY

SERVICE BULLETIN

DATE: July 29, 2025

Service Bulletin No. 342H
(Supersedes Service Bulletin No. 342G and Supplements 1, 2, 3, 6, and 7 to Service Bulletin No. 342G)
Engineering design data in this service document is FAA approved.

SUBJECT: Fuel Line (Stainless Steel Tube Assy.) and Support Clamp Inspection and Installation

MODELS AFFECTED: All fuel injected Lycoming engines indicated in fuel line and clamping diagrams.

TIME OF COMPLIANCE: Examine fuel lines every 100 hours, annual inspection, overhaul and any time fuel lines or clamps are serviced, removed, or replaced.

REASON FOR REVISION: Revised bend requirements in Table 1. Revised Inspection Items in the Fuel Line Inspection and Installation Checklist. Added a new CAUTION and figures after Step 2 in the Fuel Line Installation section. Revised Step 5 in Fuel Line Installation. Revised Figures 4, 27, 30, and 38. Added new paragraphs after Figure 4. Incorporated information from Supplements 1, 2, 3, 6, and 7 into this Service Bulletin. Updated Diagram No. 30 to show an additional clamp location.

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

This Service Bulletin provides Instructions for Continued Airworthiness (ICA).

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

This Service Bulletin contains procedures for installation, inspection, and corrective action of fuel lines on fuel injected engines. Each fuel line must be installed with support clamps to keep the fuel lines securely located in place to prevent tube damage due to vibration and rubbing against other parts of the engine. Vibration, rubbing, and/or kinks in the fuel lines can cause cracks in the fuel lines, loss of fuel, and a fire.

NOTICE: Some Lycoming Engines Parts Catalogs could identify the fuel manifold as a fuel flow divider or other term.

NOTICE: The routing of fuel lines and the types of fittings in the fuel manifold assembly (straight or angle) for various Lycoming engine models in this Service Bulletin are an approximation. An example of a fuel manifold assembly is shown in Diagram 3. Your configuration could be slightly different from the diagrams in this Service Bulletin. The correct clamps must be installed on fuel lines to make sure the fuel lines are securely located.

If by omission during field overhaul or repair, support clamps are not installed on the fuel lines, the fuel lines will be subjected to vibrational forces and/or rubbing against other engine parts, become damaged, eventually break and leak fuel on the engine.

NOTICE: Fuel line diagrams in this Service Bulletin apply to those Lycoming engines that were certified by the FAA as per the Civil Air Regulations (CAR), that do not require a separate Maintenance Manual for each engine model. This Service Bulletin does not include those engines certified by the Federal Aviation Regulations (FARs) that do require a separate Maintenance Manual for each engine model. When Lycoming releases a Maintenance Manual for a FAR certified engine model in compliance with FAR 21.50, the information for this inspection will be included in the mandatory Airworthiness Limitations Section of the Maintenance Manual for the FAR certified engine.

To determine if your engine was certified by the CARs or FARs, copy the Type Certificate Data Sheet (TCDS) number from your engine's identification plate (the data plate). Using one of the internet search engines, ie. Google, enter FAA TCDS. One of the first results will be a direct link to the FAA's TCDS Library. Enter the TCDS number in the box provided and open the TCDS. On the TCDS next to the "Certification Basis" for your engine you will find CAR 13" or "FAR 33". Engines certified by CAR 13 will be in this Service Bulletin. Engines certified by FAR 33 will be in the Airworthiness Limitations Section of the Maintenance Manual for the FAR certified engine.

Fuel Line Inspection and Corrective Action

1. Identify the fuel line by number. Four-cylinder engines usually have four fuel lines. Six-cylinder engines have six fuel lines. Eight-cylinder engines have eight fuel lines.
2. Examine each fuel line and record findings per the Fuel Line Inspection and Installation Checklist.
3. After the inspection, refer to Table 1 for corrective action.
4. Record compliance with this Service Bulletin and any corrective action in the engine logbook.

Table 1
Corrective Action for Fuel Lines

Condition	Corrective Action
Leaky, cracked, brittle, worn, or chafed fuel line. Bent (non-kinked) stainless steel fuel lines that has a bend radius less than 0.56 in. (14.22 mm), measured to the inside bend radius of the tube. A bend in the fuel line that begins closer than 0.20 in. (5.08 mm) from the longest point of the end fitting, this applies to the manifold end as well as the injection nozzle end of the fuel line. Refer to Figure 4.	Replace any leaky, cracked, brittle, worn, or chafed fuel line with a new fuel line.❖ Replace any fuel line that has a bend radius less than 0.56 in. (14.22 mm), measured to the inside bend radius of the tube, with a new fuel line.❖ Replace any fuel line with a bend in the fuel line that begins closer than 0.20 in. (5.08 mm) from the longest point of the end fitting Do NOT repair any fuel line that leaks or is cracked.
Damaged, pitted, nicked, dented, crimped or kinked fuel line	Replace fuel line with a new fuel line. ❖ Do NOT re-use any fuel line that has a dent. Dents can cause cracks to form.
No clamps installed on fuel line that had been in service	Replace the fuel line with a new fuel line and install clamps – refer to the section "Fuel Line Installation" in this Service Bulletin.
Loose clamps	Replace fuel line with a new fuel line. ❖ Tighten or replace clamps and make sure they securely attach the fuel line to the engine.
Deteriorated cushion on clamp, missing cushion, or cushion does not completely cover the fuel line diameter. (On engines that used metal clamps with no cushion, use the P/N LW-12598 fuel line sleeve at each of those clamping locations. The fuel line sleeve is not used with the cushioned clamps.)	Examine fuel lines in areas adjacent to the clamp. Replace any fuel line that has any condition identified above. Replace the clamp with a new clamp
Trouble with fuel injector clamp installation caused by obstructive baffling	Install the clamps to enable clearance.
❖ Refer to the latest revision of Service Instruction No. 1301 for superseded fuel line identification and replacement information.	

Fuel Line Installation

1. Examine each fuel line for unacceptable conditions as per the "Fuel Line Inspection and Corrective Action" section in this Service Bulletin.
2. The diagrams in this Service Bulletin show a suggested routing and configuration arrangement for fuel lines on Lycoming engine models. These fuel line configuration diagrams are conceptual and are approximated. Fuel system routing could have slightly different configurations.

⚠ CAUTION DURING INSTALLATION, FORMED FUEL INJECTOR LINES MUST ALIGN WITH THE NOZZLE (AT A SIMILAR ANGLE AND POSITION) AND NEVER BE FORCED TO ALIGN BY TIGHTENING THE UNION NUT. REFER TO FIGURES 1, 2, AND 3 FOR NOT ACCEPTABLE, ACCEPTABLE, AND OPTIMAL EXAMPLES OF FUEL INJECTOR LINE ALIGNMENT.

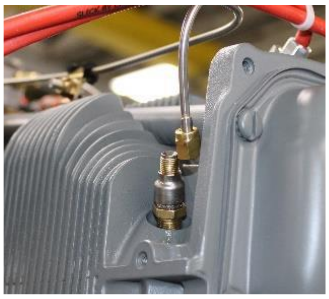


Figure 1
Not Acceptable

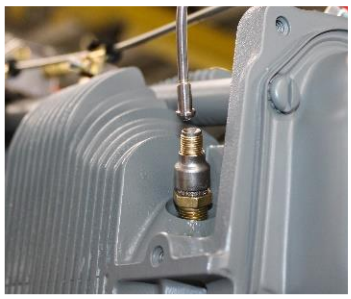


Figure 2
Acceptable

Figure 3
Optimal

3. Clamps (preferably with cushions) must be installed on all fuel lines. If a fuel line had been in service and clamps were not installed, these fuel lines must be replaced with new fuel lines.
   a. Do NOT use plastic tie straps in place of cushioned clamps.
   b. On engines that used metal clamps with no cushion, use the P/N LW-12598 fuel line sleeve at each of those clamping locations. The fuel line sleeve is not used with the cushioned clamps.
   c. If the clamps are to have a cushion, make sure the cushion is not missing and is intact, and completely covers the fuel line diameter.
   d. Make sure the clamps are tightly attached to support the fuel line and to prevent movement from vibration or motion frequencies.
4. Make sure that the fuel lines are securely connected (to prevent line movement during flight) with the necessary clamps and hardware.
5. Fuel lines must be held in place securely using clamps with cushions.

⚠ WARNING **DO NOT ROUTE FUEL LINES CLOSE TO HEAT SOURCES. HEAT CAN DAMAGE THE FUEL LINE AND CAUSE A FUEL LEAK WHICH COULD LEAD TO CATASTROPHIC ENGINE FAILURE.**

6. Do not let fuel lines touch the engine or airframe baffle hardware. There must be a minimum clearance of 3/16 in. (4.76 mm) between a fuel line and any engine or airframe surface.

⚠ WARNING **DO NOT RETURN THE ENGINE TO SERVICE UNLESS THE ENGINE IS OPERATING CORRECTLY AND DOES NOT HAVE ANY LEAKS.**

7. Look for any fuel leaks. Identify and correct the cause of any fuel leak.
8. Record compliance with this Service Bulletin and any corrective action in the engine logbook.

Fuel Line Inspection and Installation Checklist			
Engine Model:	**Date of Inspection:**		**Inspector:**
Inspection Item	**Fuel Line No.**	**Findings**	**Corrective Action Taken**
Examine fuel line for damage, leaks, dents, pits, nicks, kinks, stains caused by fuel leaks, cracks, brittleness, or chafing. Measure all bends the entire length of the fuel line to ensure the inside bend radius of each bend is 0.56 in. (14.22 mm) or greater. The inside bend radius is measured as indicated in Figure 4. Ensure that bends in the injector line assembly do not begin closer than 0.20 in. (5.08 mm) from the longest point of the end fitting, this applies to the manifold end as well as the injection nozzle end of the fuel line.	1		
	2		
	3		
	4		
	5		
	6		
	7		
	8		
Clamps (with cushions) attached to fuel lines. Fuel lines must be held in place securely with clamps. If no clamps are attached the fuel line that was in service, the fuel line must be replaced. Examine the cushion on clamps for deterioration. If cushions are deteriorated or missing, replace the clamp. Make sure the clamps are tightly secured and attached. If the clamps are loose, the fuel line must be replaced. **NOTICE:** Plastic tie straps are not acceptable substitutes for clamps.	1		
	2		
	3		
	4		
	5		
	6		
	7		
	8		

LEGEND FOR PARTS ON DIAGRAMS 1 TO 40		
(Fuel Lines, Clamps, Brackets, Attaching Hardware as shown in the following Engine Diagrams)		
CALL OUT	PART NUMBER	PART NAME
1	76356	TUBE ASSY., Manifold to nozzle fuel line
2	76357	TUBE ASSY., Manifold to nozzle fuel line
3	76358	TUBE ASSY., Manifold to nozzle fuel line
4	76359	TUBE ASSY., Manifold to nozzle fuel line
5	76360	TUBE ASSY., Manifold to nozzle fuel line
6	76361	TUBE ASSY., Manifold to nozzle fuel line
7	76362	TUBE ASSY., Manifold to nozzle fuel line
8	LW-12098-0-100	TUBE ASSY., Manifold to nozzle fuel line
9	LW-12098-0-140	TUBE ASSY., Manifold to nozzle fuel line
10	LW-12098-0-150	TUBE ASSY., Manifold to nozzle fuel line
11	LW-12098-0-160	TUBE ASSY., Manifold to nozzle fuel line
12	LW-12098-0-170	TUBE ASSY., Manifold to nozzle fuel line
13	LW-12098-0-180	TUBE ASSY., Manifold to nozzle fuel line
14	LW-12098-0-190	TUBE ASSY., Manifold to nozzle fuel line
15	LW-12098-0-210**	TUBE ASSY., Manifold to nozzle fuel line
16	LW-12098-0-210	TUBE ASSY., Manifold to nozzle fuel line
17	LW-12098-0-220	TUBE ASSY., Manifold to nozzle fuel line
18	LW-12098-0-240**	TUBE ASSY., Manifold to nozzle fuel line
19	LW-12098-0-240	TUBE ASSY., Manifold to nozzle fuel line
20	LW-12098-0-260	TUBE ASSY., Manifold to nozzle fuel line
21	LW-12098-0-270	TUBE ASSY., Manifold to nozzle fuel line
22	LW-12098-0-280	TUBE ASSY., Manifold to nozzle fuel line
23	LW-12098-0-300	TUBE ASSY., Manifold to nozzle fuel line
24	LW-12098-0-310	TUBE ASSY., Manifold to nozzle fuel line
25	LW-12098-0-320	TUBE ASSY., Manifold to nozzle fuel line
26	LW-12098-0-340	TUBE ASSY., Manifold to nozzle fuel line
27	LW-12098-0-350	TUBE ASSY., Manifold to nozzle fuel line
28	LW-12098-0-390	TUBE ASSY., Manifold to nozzle fuel line
29	LW-12098-0-412	TUBE ASSY., Manifold to nozzle fuel line
30	LW-13995-0-202	TUBE ASSY., Manifold to nozzle fuel line
31	LW-13995-0-224	TUBE ASSY., Manifold to nozzle fuel line
32	LW-13995-0-271	TUBE ASSY., Manifold to nozzle fuel line
33	LW-13995-0-284	TUBE ASSY., Manifold to nozzle fuel line
34	AN735-26	CLAMP
35	LW-16266-10-13*	CLAMP

LEGEND FOR PARTS ON DIAGRAMS 1 TO 40		
(Fuel Lines, Clamps, Brackets, Attaching Hardware as shown in the following Engine Diagrams)		
CALL OUT	PART NUMBER	PART NAME
36	LW-16266-10-25*	CLAMP
37	LW-16266-10-38*	CLAMP
38	LW-16266-10-44*	CLAMP
39	LW-16266-10-75*	CLAMP
40	LW-16266-25-13*	CLAMP
41	LW-16266-25-25*	CLAMP
42	LW-16266-25-38*	CLAMP
43	LW-16266-25-44*	CLAMP
44	LW-16266-25-50*	CLAMP
45	LW-16266-25-63*	CLAMP
46	LW-16266-25-75*	CLAMP
47	71824	CLAMP
48	LW-16266-25-13**	CLAMP
49	74733	CLIP
50	STD-692	SCREW, No. 10-32 x 1/2 long
51	STD-860	SCREW, No. 10-32 x 5/8 long
52	STD-921	SCREW, No. 10-32 x 7/8 long
53	STD-1925	SCREW, 1/4-20 x 5/8 long
54	STD-425	WASHER, No. 10 plain
55	STD-28	WASHER, No. 10 plain
56	STD-670	NUT, No. 10-32 self-locking
57	72815	BRACKET, 90°, Twist
58	73136	BRACKET, 90°
59	73152	BRACKET, Support clamp
60	75837	BRACKET, Fuel line support
61	76735	BRACKET, 90°
62	LW-14875	BRACKET, 90°
63	75414	BRACKET, Fuel manifold
64	76868	BRACKET, Support clamp
65	07A28507	BRACKET ASSY., Fuel line support
66	73626 (NLA)	BRACKET, Extension
67	73318	BRACKET, Extension
68	LW-25-0.81	BOLT, 1/4-20 x 13/16 long
69	STD-8	WASHER, 1/4 plain

LEGEND FOR PARTS ON DIAGRAMS 1 TO 40		
(Fuel Lines, Clamps, Brackets, Attaching Hardware as shown in the following Engine Diagrams)		
CALL OUT	PART NUMBER	PART NAME
70	STD-160	WASHER, 1/4 lock
71	STD-1411	NUT, 1/4-20 plain
72	AN735-32 NLA	CLAMP
73	AN735-36 NLA	CLAMP
74	STD-969	SCREW, No. 10-32 x 1/2 long
75	STD-251	WASHER, No. 10 lock
76	73966	SPACER
77	STD-1916	SCREW, 1/4-20 x 1-1/8 long
78	LW-25-1.13	BOLT, 1/4-20 x 1-1/8 long
79	STD-1874	SCREW, 1/4-20 x 13/16 long
80	AN4-13A NLA	BOLT
81	LW-12598	SLEEVE
82	LW-25-0.50	BOLT, 1/4-20 x 1/2 long
83	LW-16266-10-63	CLAMP, 5/8 I.D.

* See page 8 for part number designation.

** P/N 73843 is superseded by P/N LW-16266-25-13, P/N LW-12098-0-200 superseded by P/N LW-12098-0-210, P/N LW-12098-0-230 superseded by P/N LW-12098-0-240.

NOTICE: Aircraft quality Phillips head screws of proper length can be used in place of specified Lycoming screws.

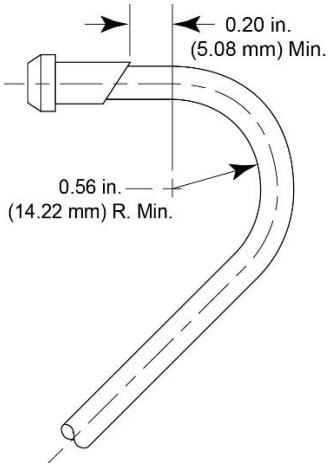
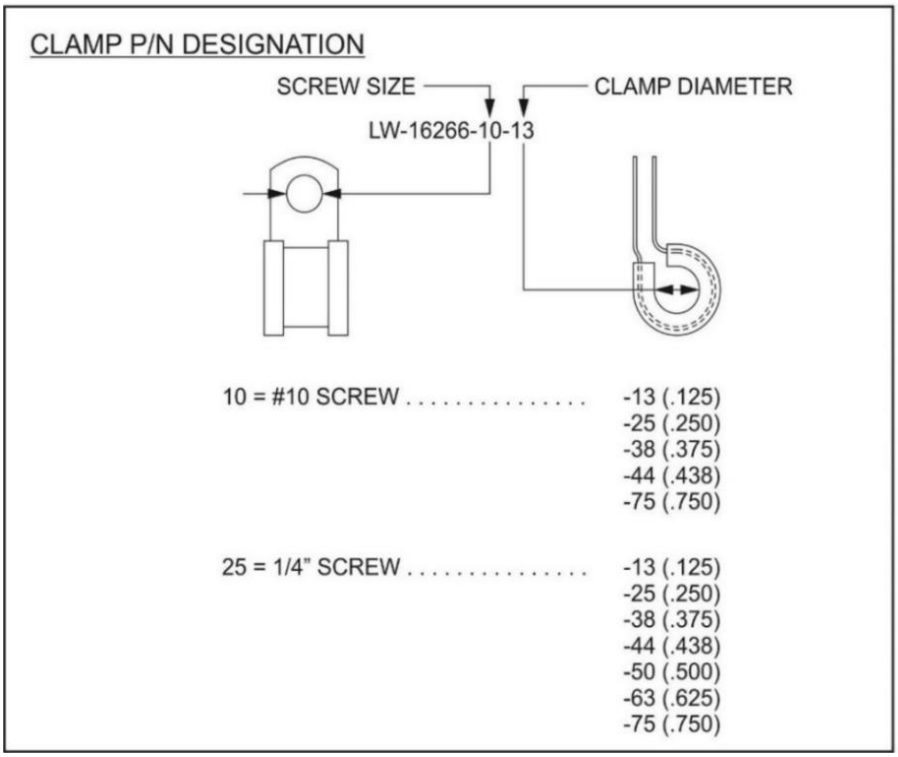


Figure 4
Fuel Line Showing Minimum Dimension for Bending

Minimum bend radius (Figure 4) is 0.56 in. (14.22 mm) for **all bends** along the overall length of each fuel injector line. **This radius is measured to the inside radius of the bend in the tube.** Bend radii larger than the minimum are allowable. Bends in the injector line assembly cannot begin closer than 0.20 in. (5.08 mm) from the longest point of the end fitting, this applies to the manifold end as well as the injection nozzle end of the fuel line.

Fuel line part numbers can be determined by measuring the outside diameter of the fuel line. O.D. measurements are supplied in the previous paragraph.

Replacement fuel injector lines are shipped and delivered straight and must be formed and installed in accordance with the information in this Service Bulletin.



PLEASE NOTE…When installing clamps, it does not matter whethter the clamp is installed to the right or left of the shroud tube, only that it is clamped at that location and there is 3/16 in. (4.76 mm) clearance between the line and any engine surface.

Diagram No. 1 -- IO-320-B1A
IO-360-B1B, B1F, B2F, B2F6, B4A, F1A, L2A, M1A
AEIO-360-B1G6, B1H, B4A, H1A, H1B

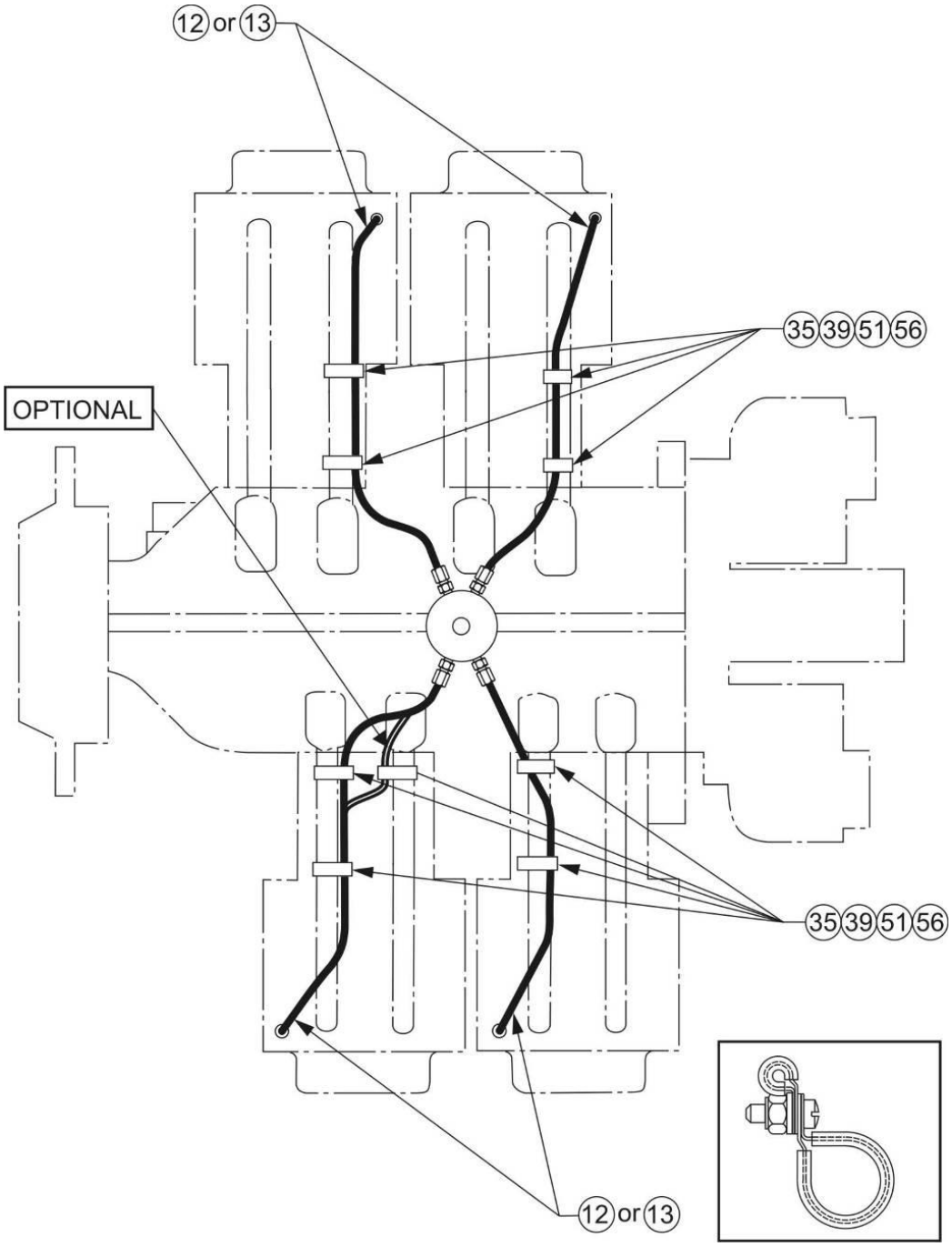


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Diagram No. 2 -- IO-360-M1A (Optional)

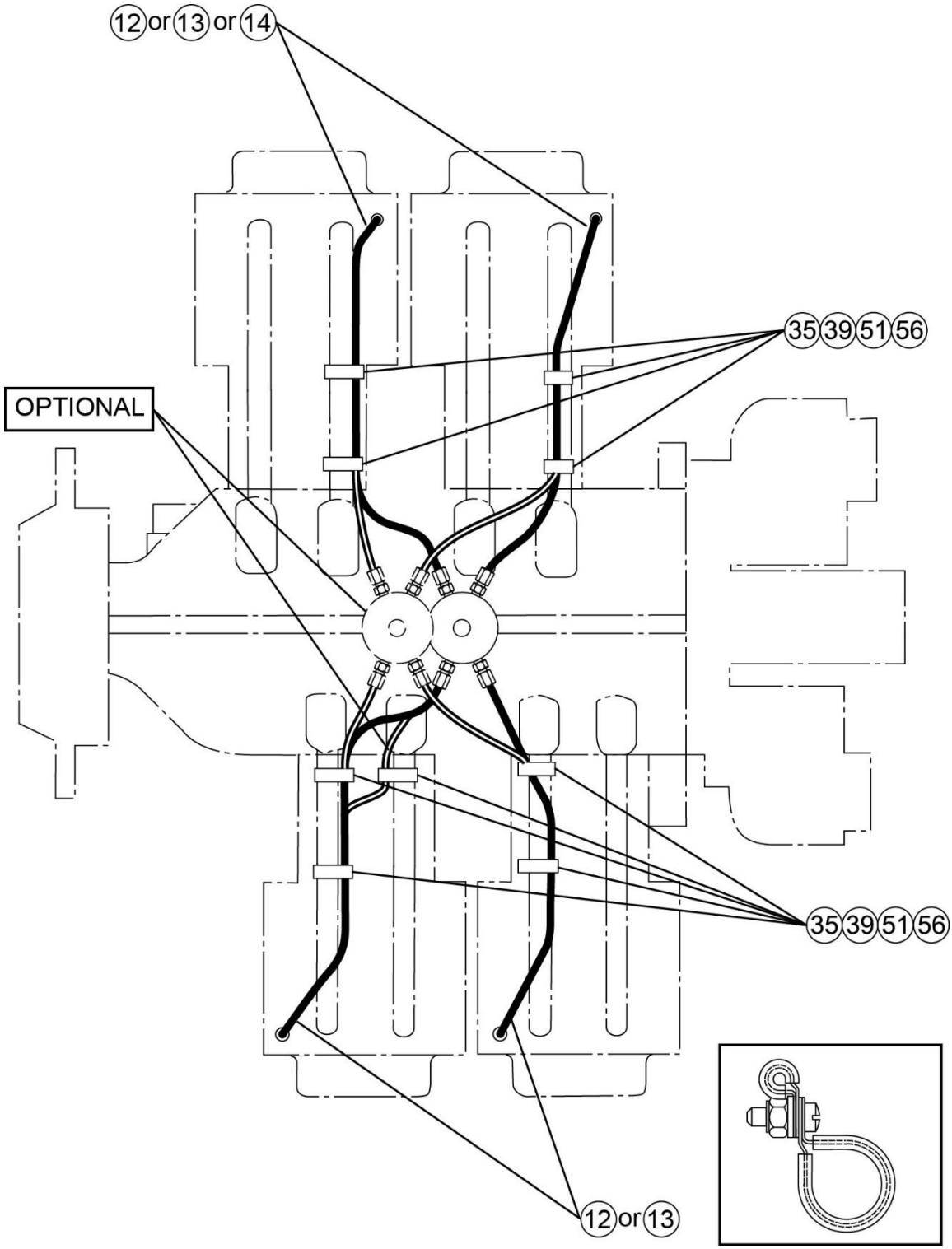

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Diagram No. 3 -- IO-320-B1A, B1C, C1A, D1A, D1B, E1A, E1B, E2A, E2B
LIO-320-B1A, C1A
AEIO-320-D1B, D2B, E1B, E2B
IO-360-B1G6, C1D6, C1F, C1G6 (see Diagram No. 3A for an optional configuration for the IO-360-B1G6)
HIO-360-C1A, C1B, E1AD, E1BD, F1AD
TIO-360-A1B

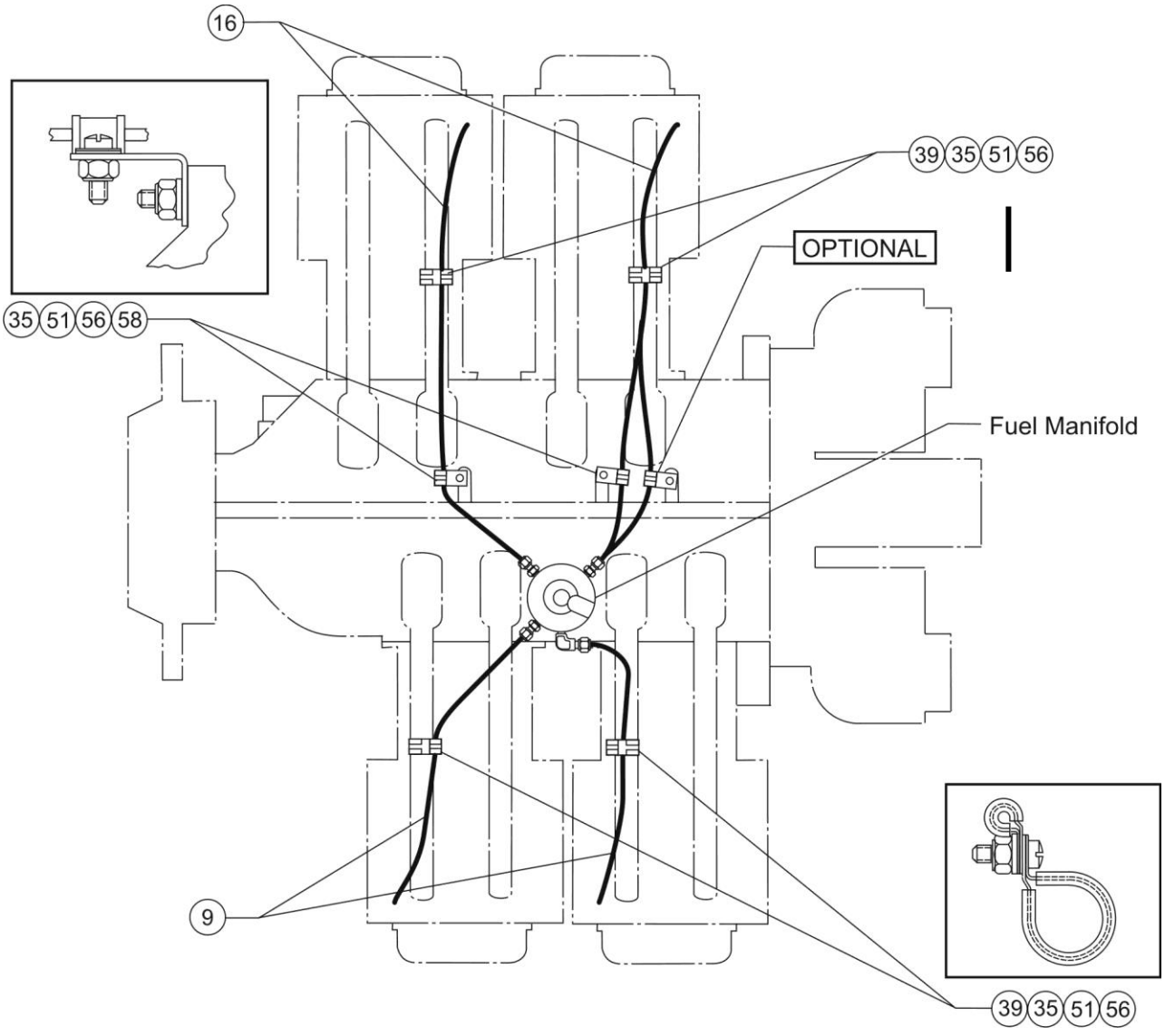

Diagram No. 3A -- IO-360-B1G6

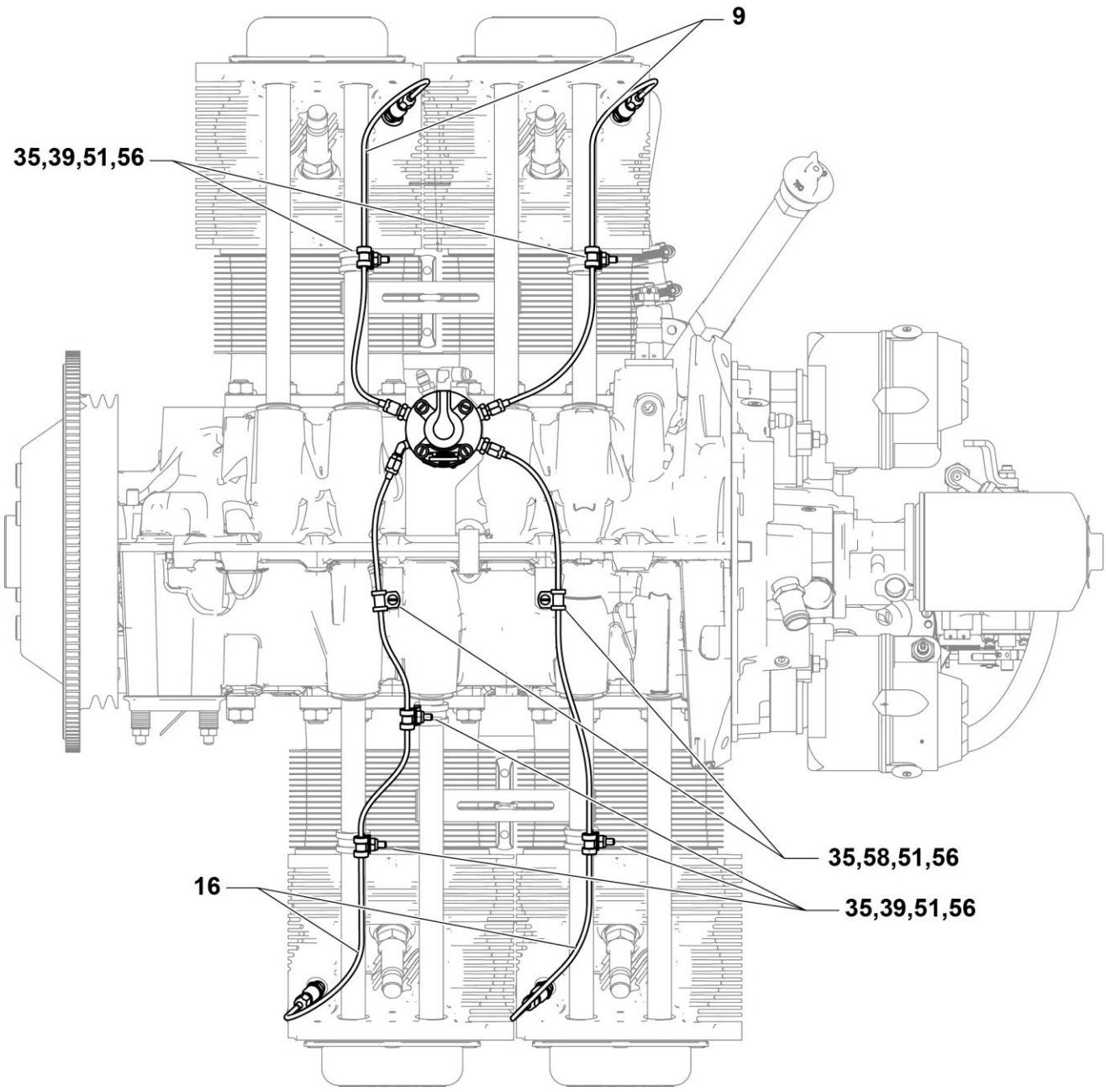

Diagram No. 4 -- IO-360-C1C, C1C6, C1E6
LIO-360-C1E6

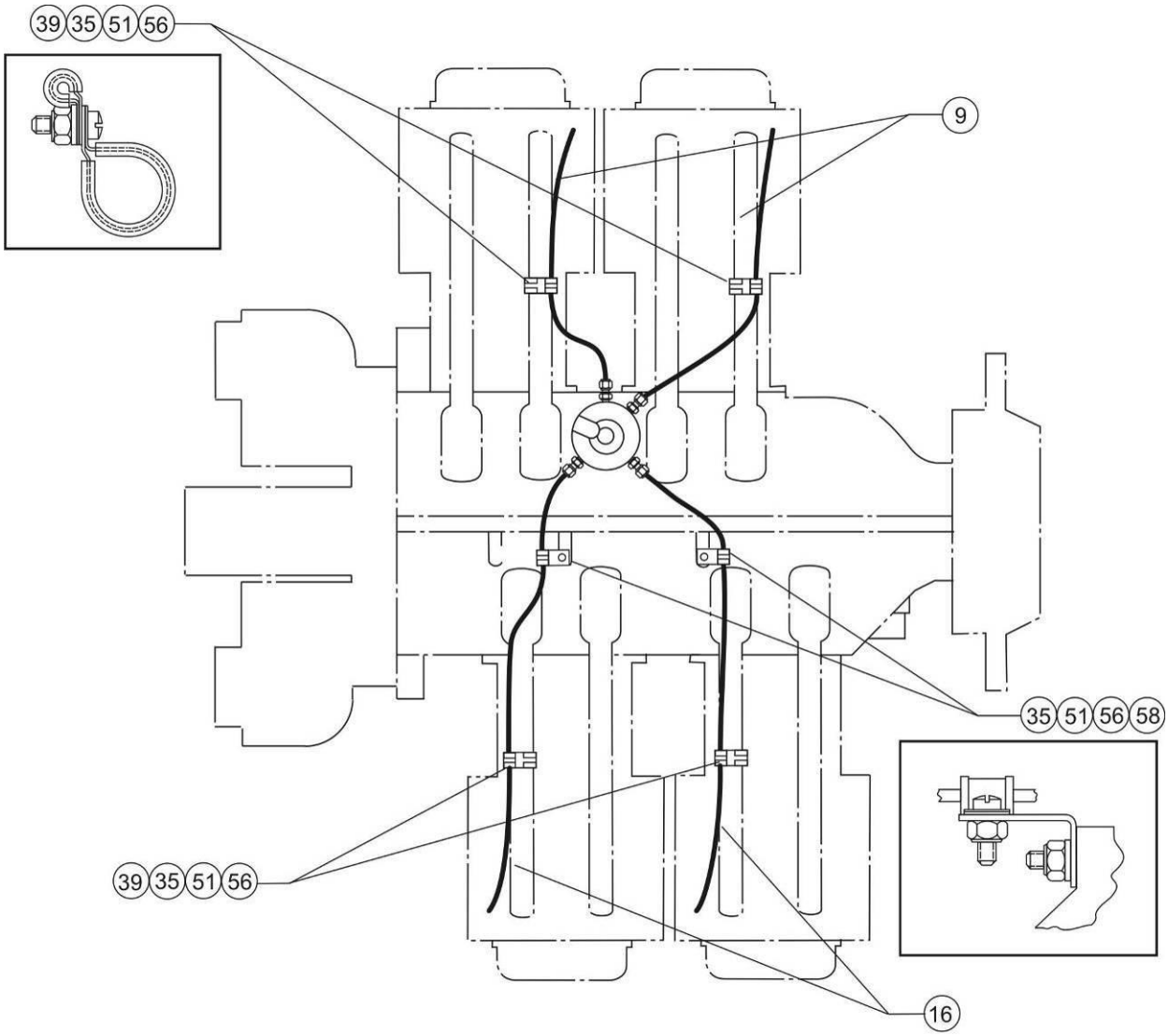

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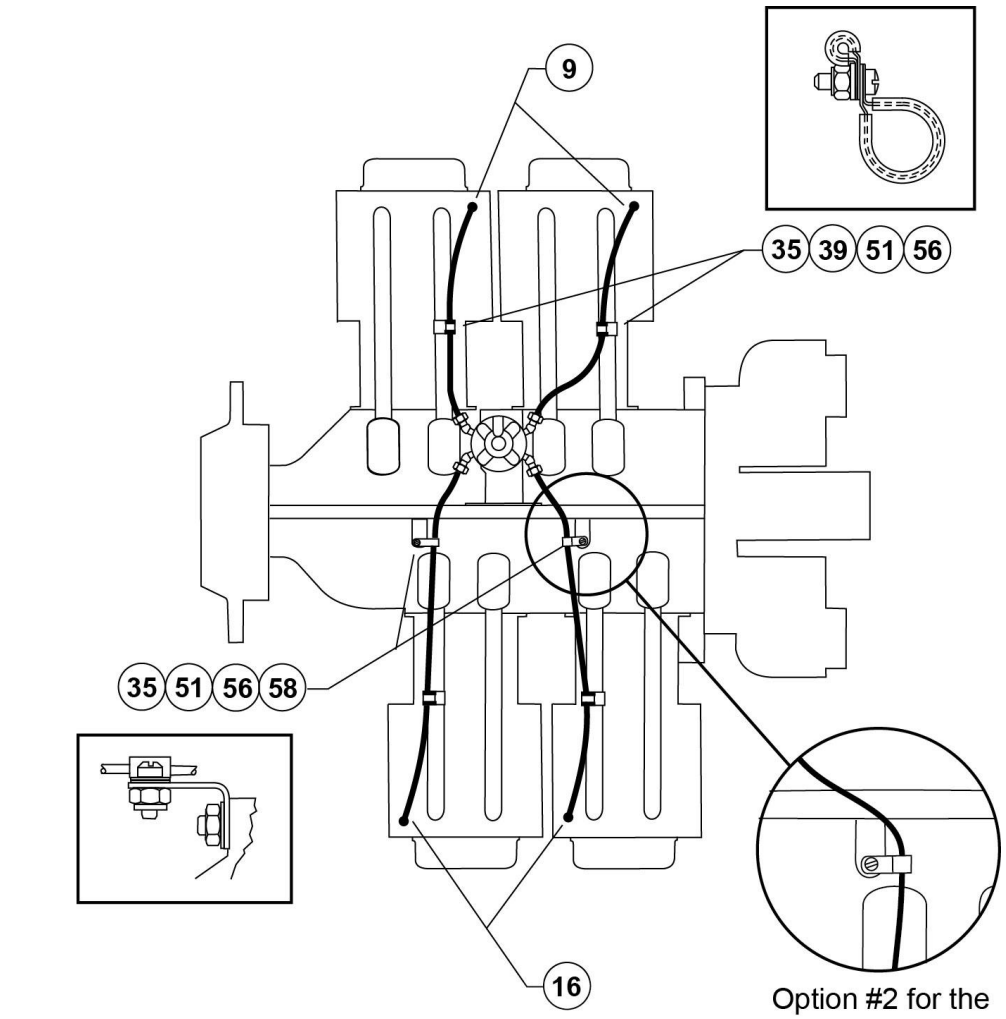
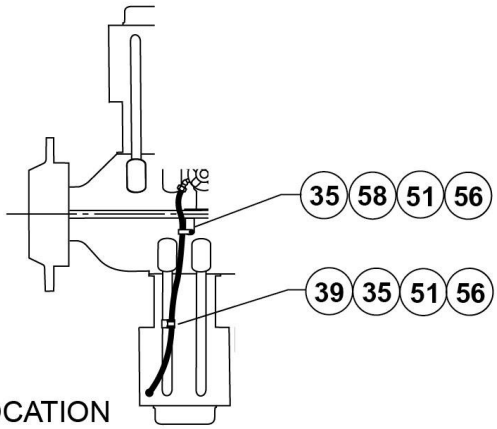
Diagram No. 5 -- IO-360-A1A, A1B, A1B6, A1B6D, A1C, A1D, A1D6, A2A, A2B, A3B6, A3B6D, B1D, B1F, -B1G6 (Optional), B2F, B4A (Optional), C1A, C1B, C1D6, J1A6D, M1A (Optional), M1B

HIO-360-C1A, C1B

AEIO-360-A1A, A1B, A1B6, A1D, A1E, A1E6, B1F, B2F





CYLINDER #2
CLAMPING RELOCATION

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Diagram No. 6 -- IO-360-B1E

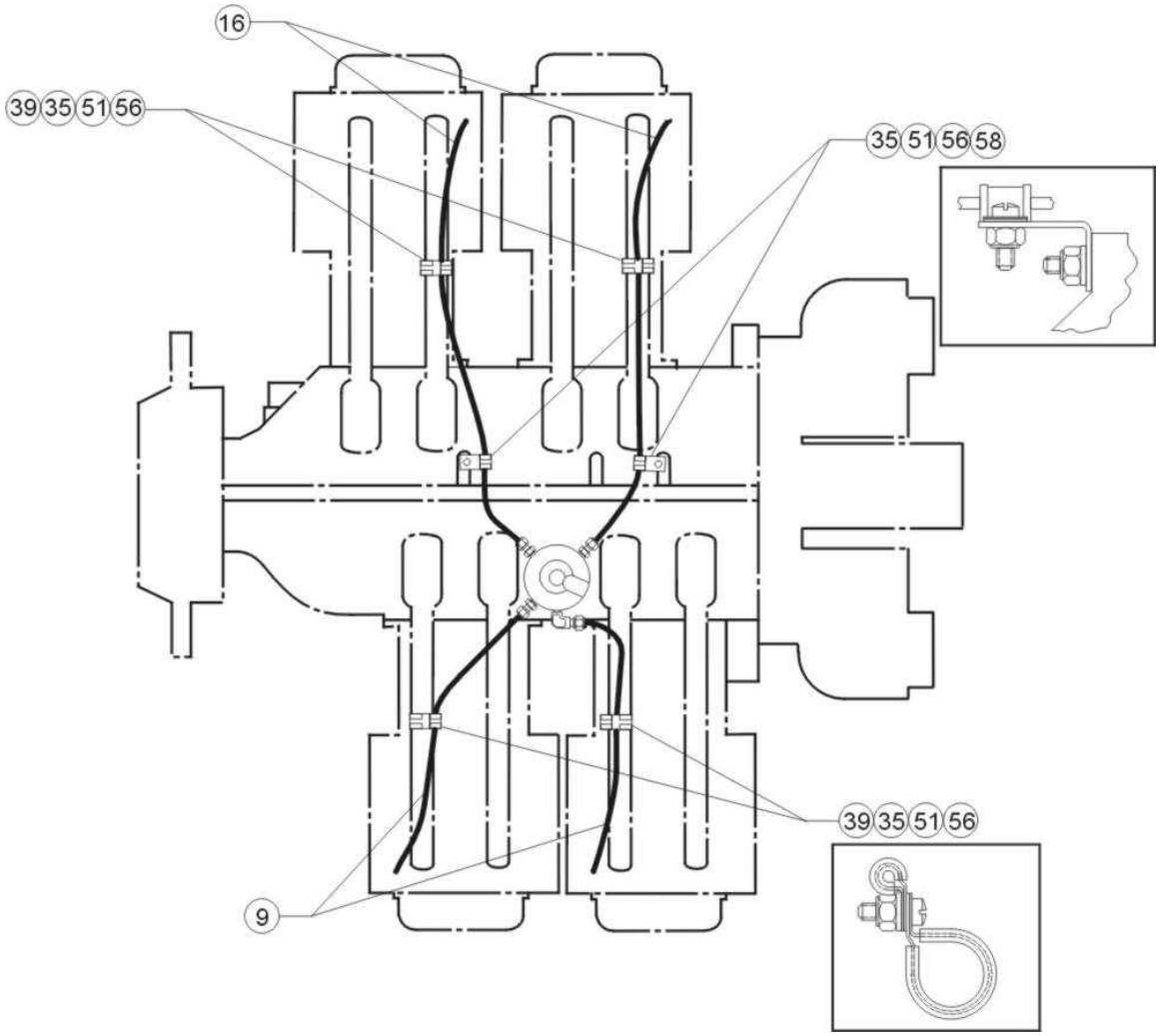

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Diagram No. 7 -- HIO-360-A1A

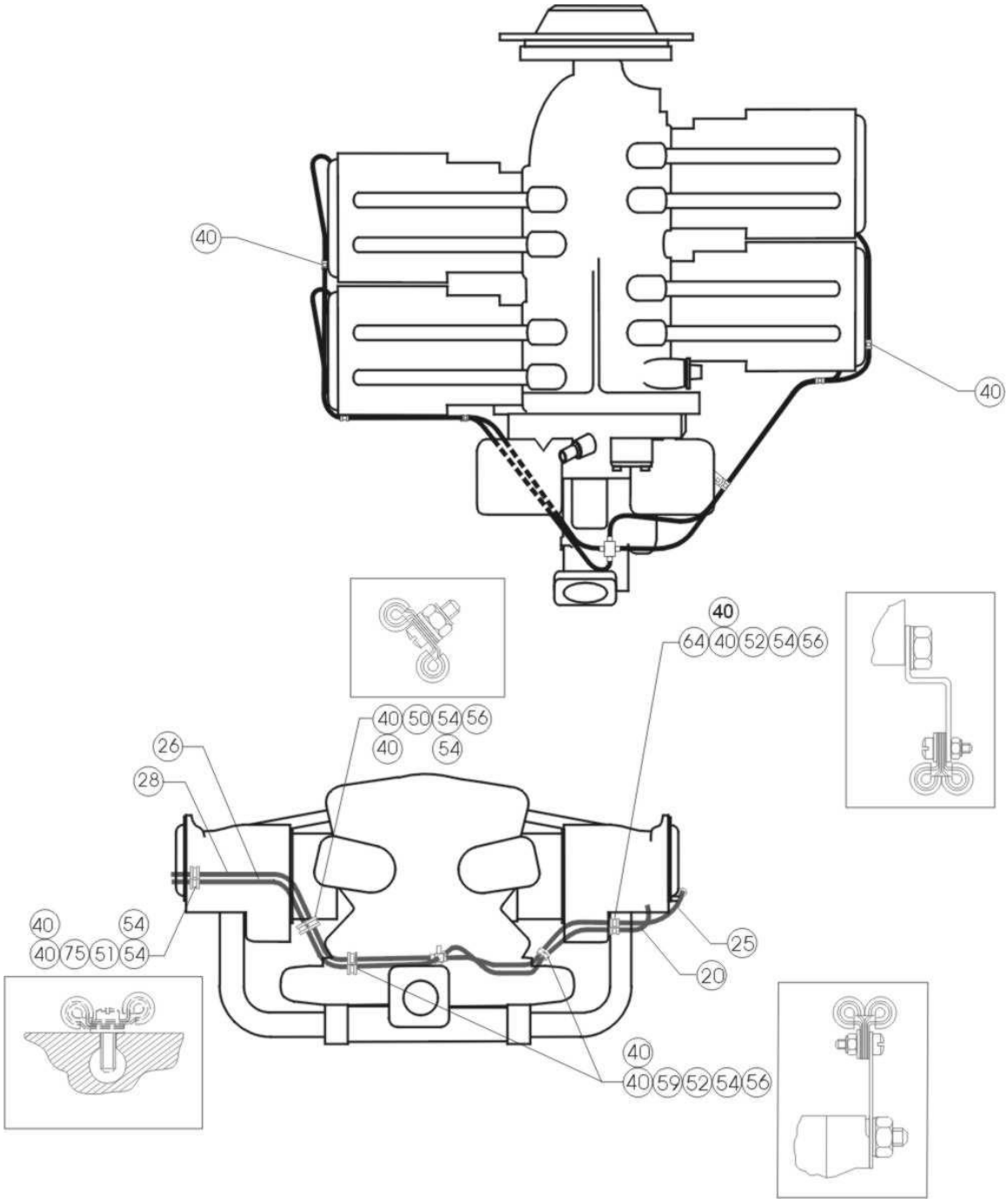

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Diagram No. 8 -- HIO-360-A1B

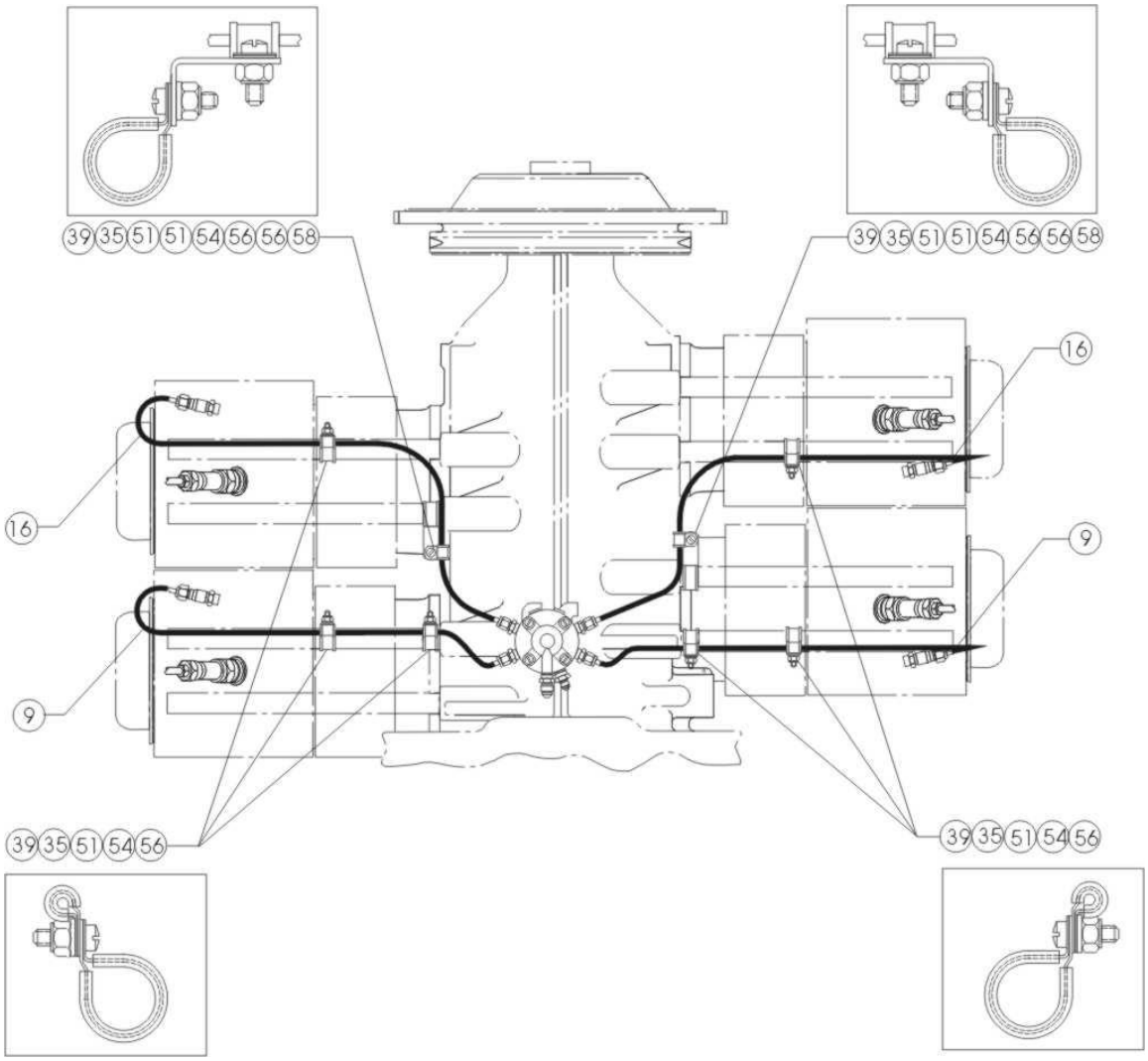

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Diagram No. 9 -- HIO-360-B1A (View 1 of 3) Rosette Installation

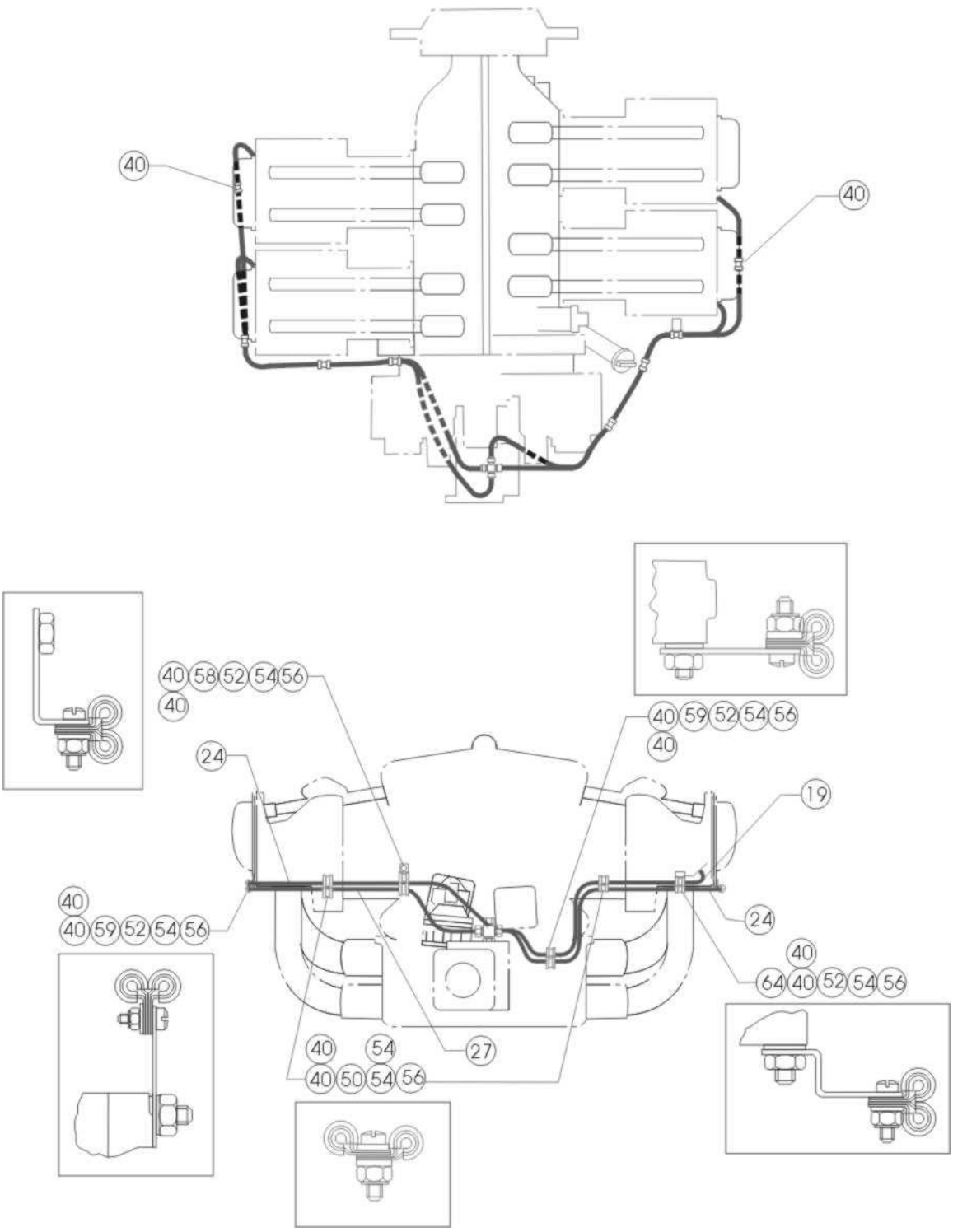

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Diagram No. 10 -- HIO-360-B1A (View 2 of 3) LW-12155 Manifold Assy., Fuel

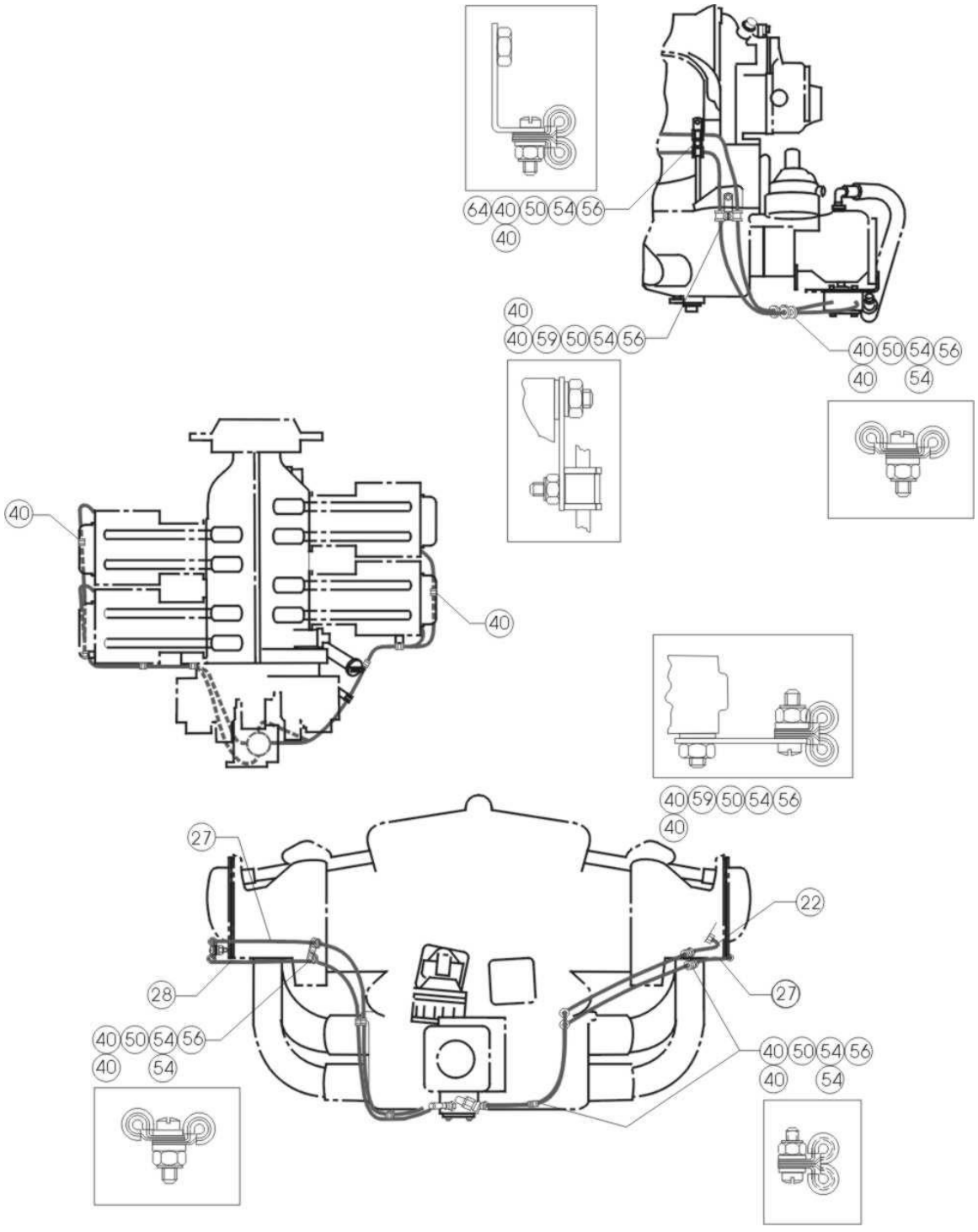

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Diagram No. 11 -- HIO-360-B1A (View 3 of 3) 75282 Manifold Assy., Fuel

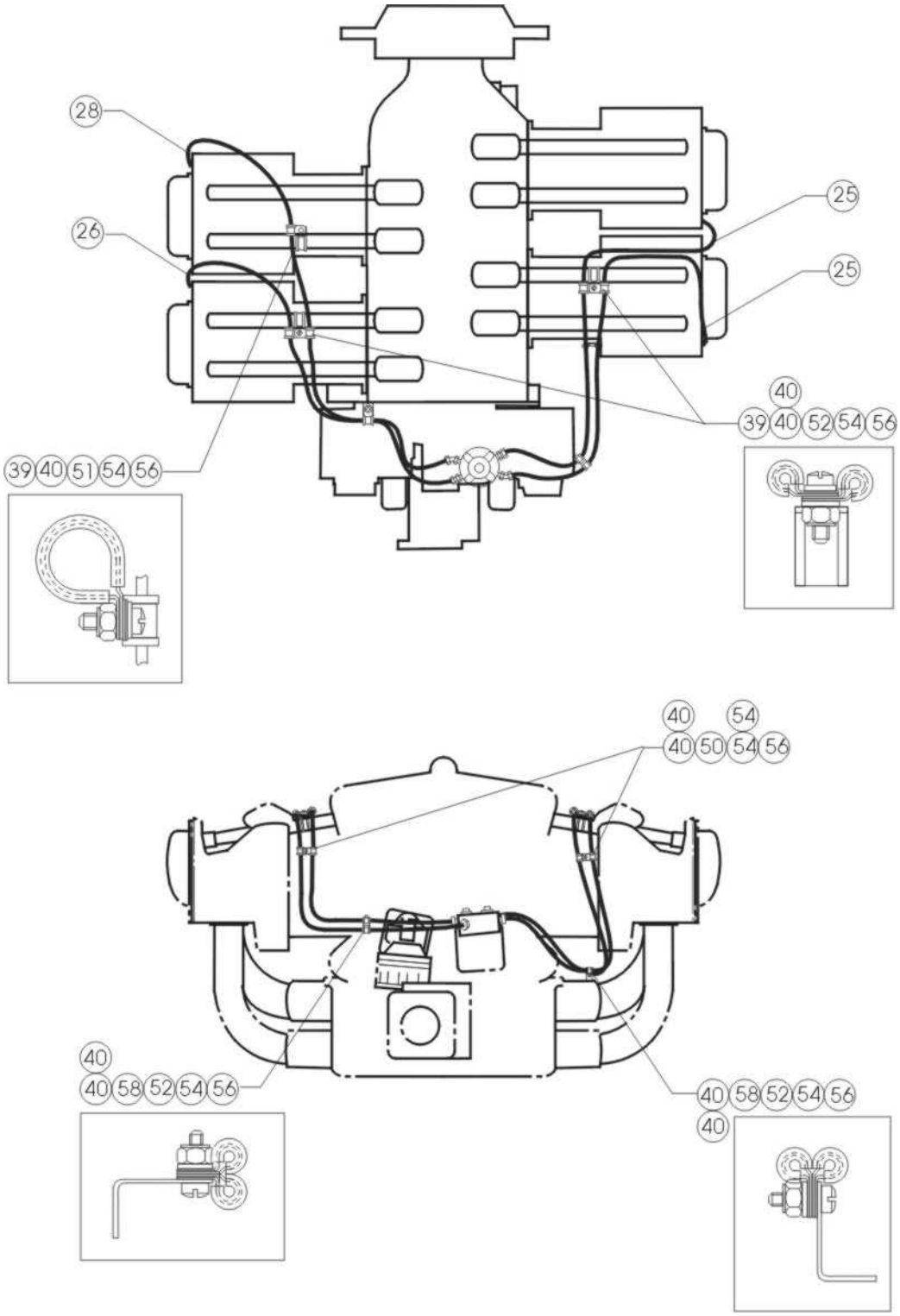

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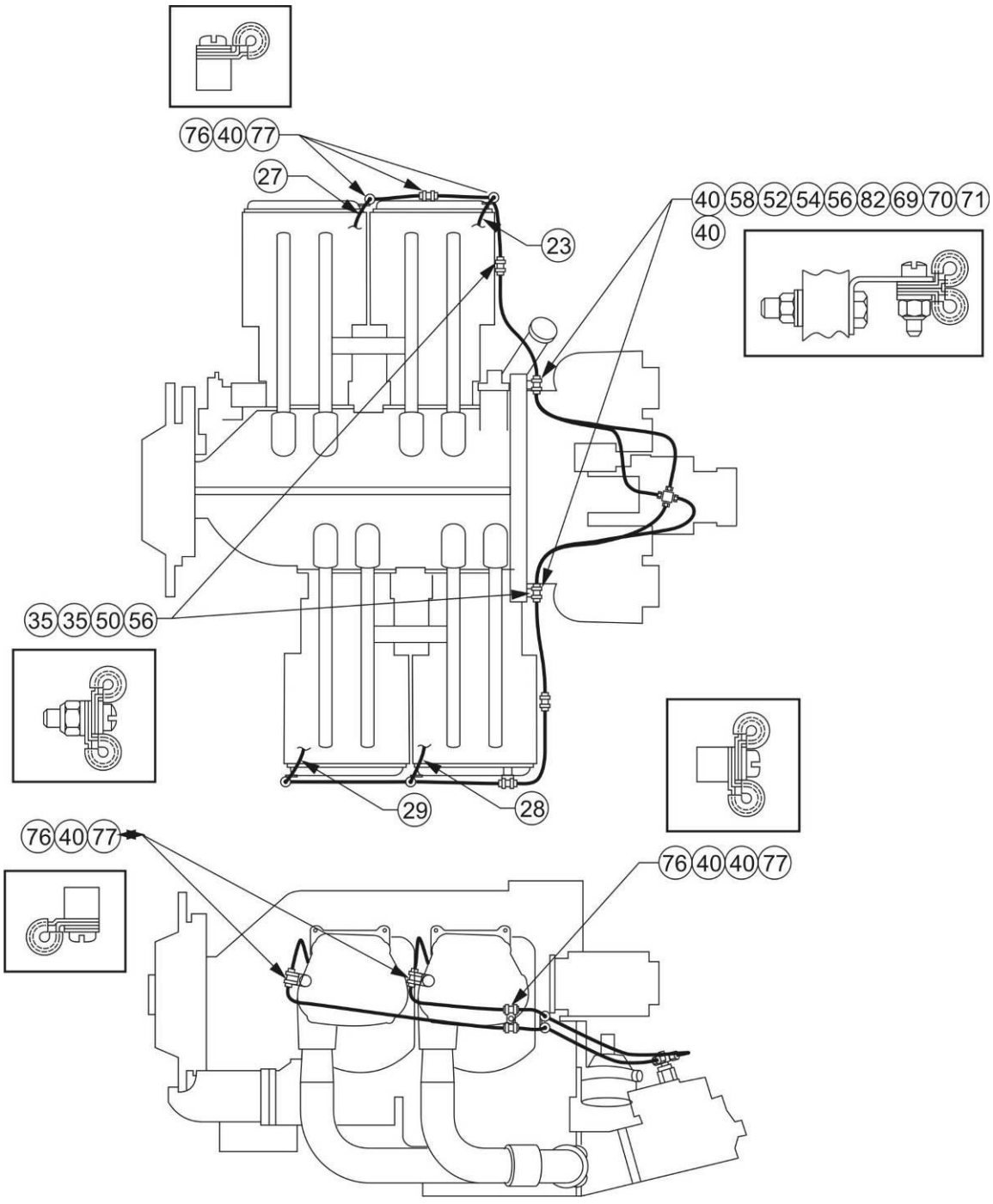
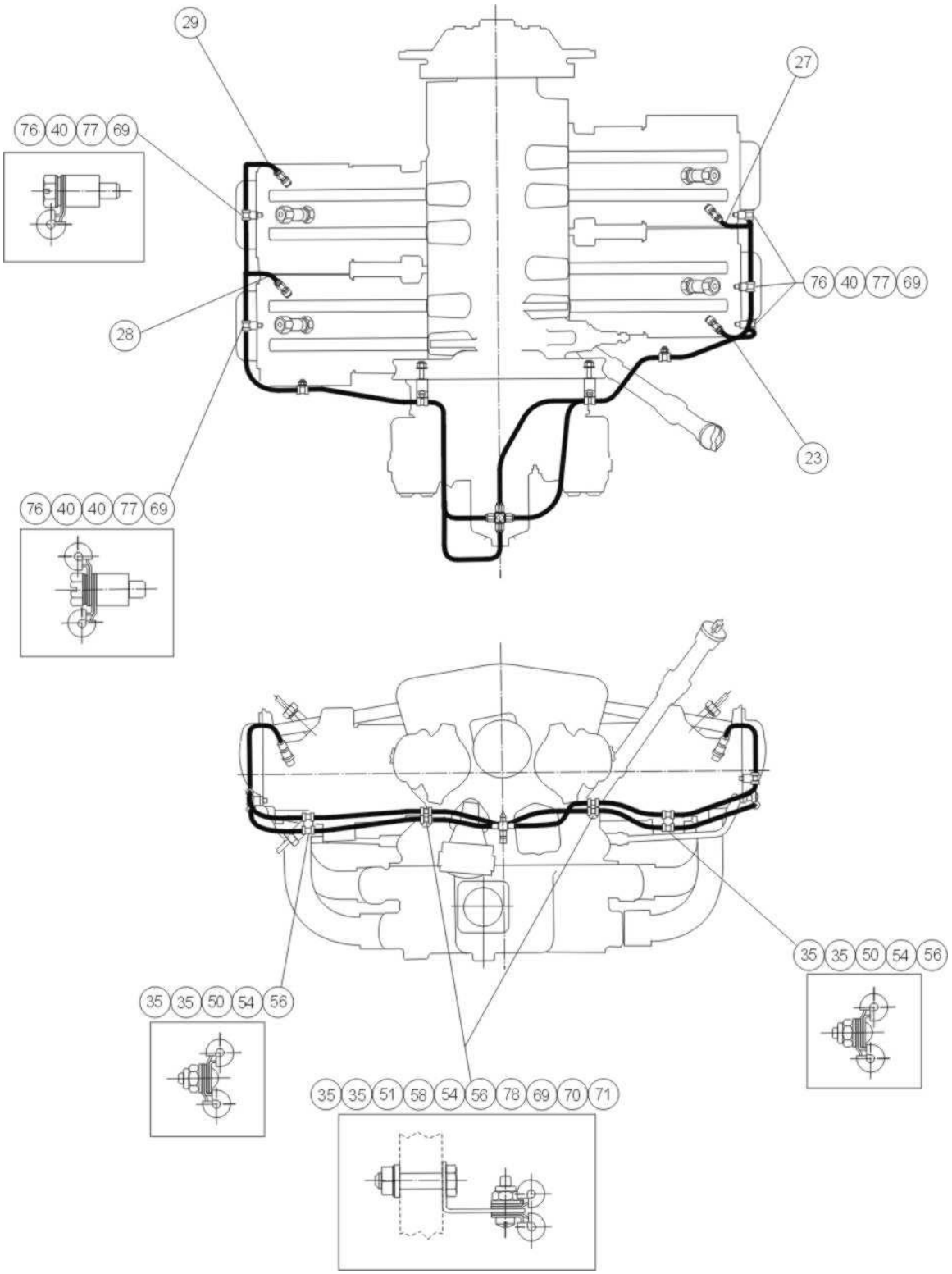
Diagram No. 12 -HIO-360-D1A



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	21 of 50	H	S.B. 342
03	24	72	07	29	25			

Diagram No. 13 -- HIO-360-G1A



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	22 of 50	H	S.B. 342
03	24	72	07	29	25			

Diagram No. 14 -- AIO-320-A1B, B1B, C1B
AIO-360-A1A, A1B, B1B

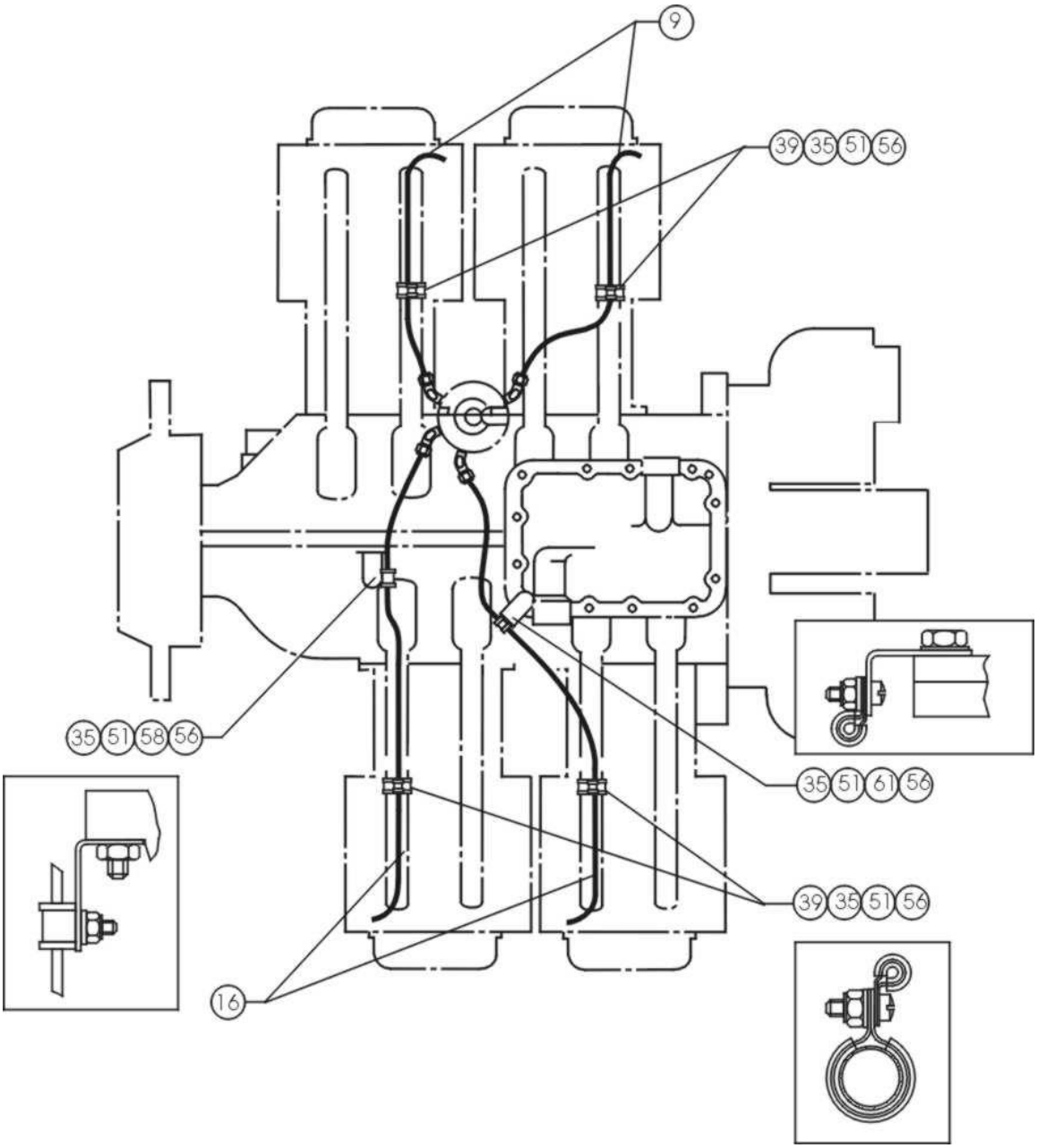


Diagram No. 15 -- TIO-360-C1A6D (View 1 of 3) Also see Diagram No. 16 and 17 for additional routing configurations.

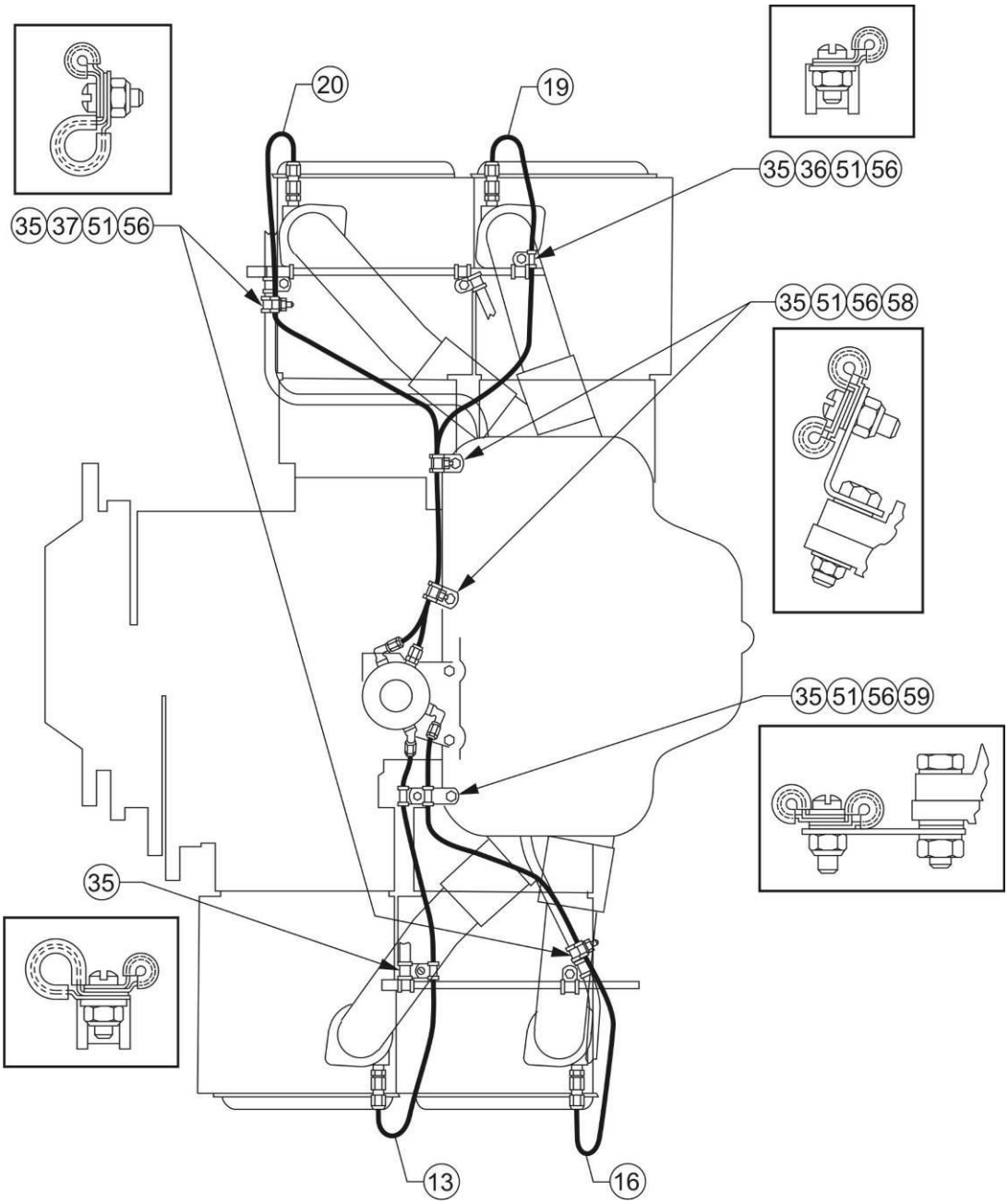
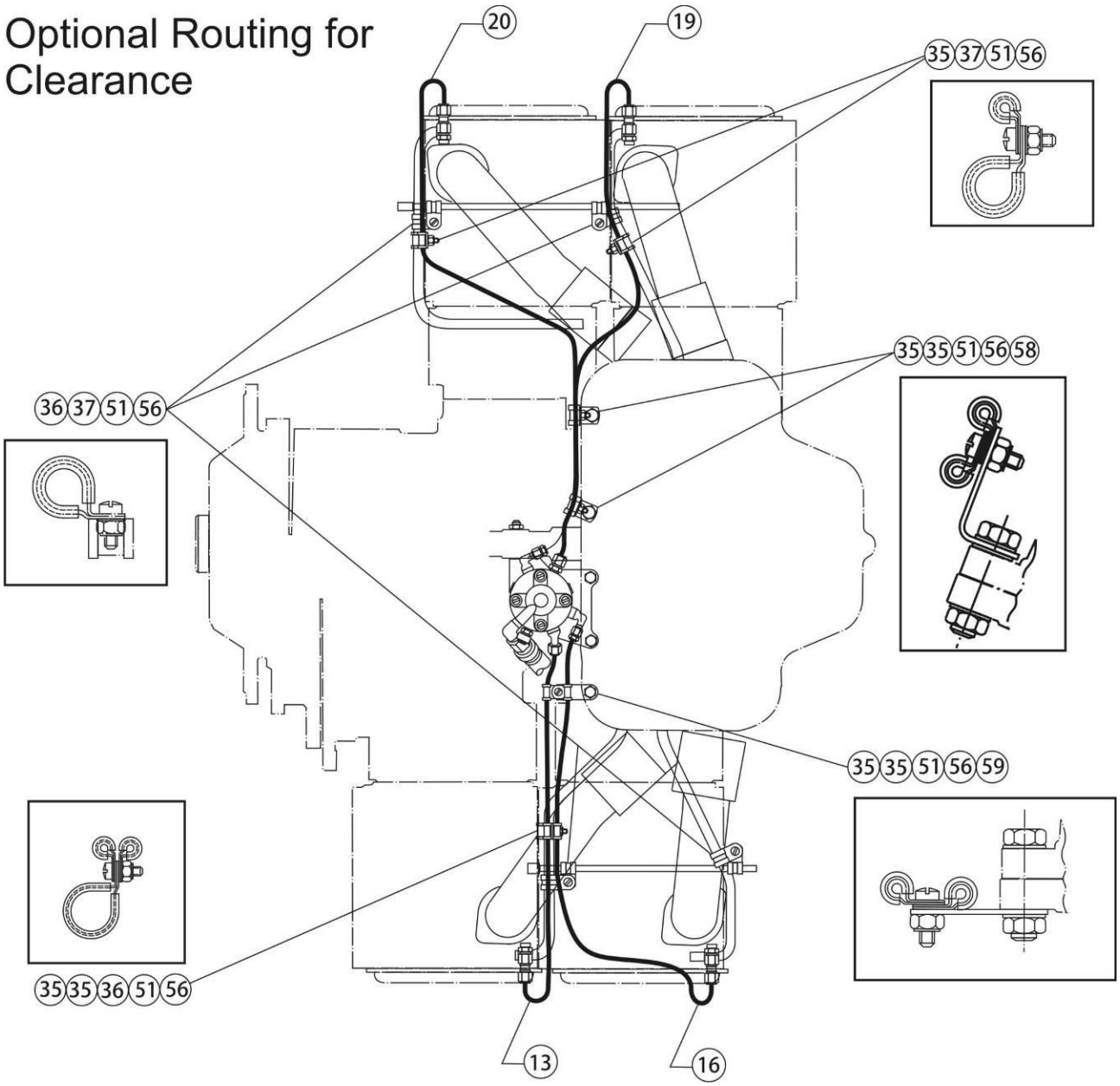


Diagram No. 16 -- TIO-360-C1A6D (View 2 of 3)



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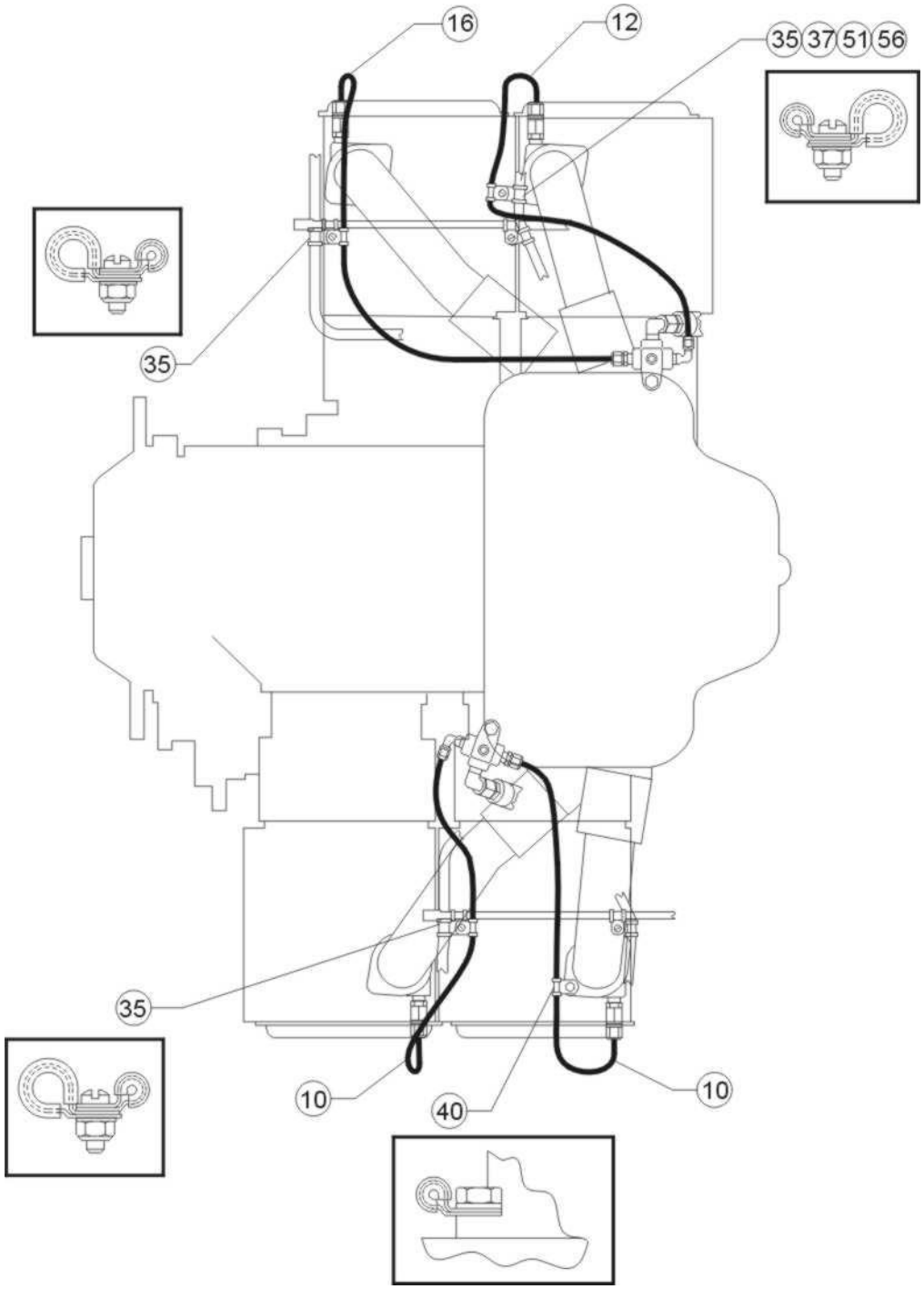
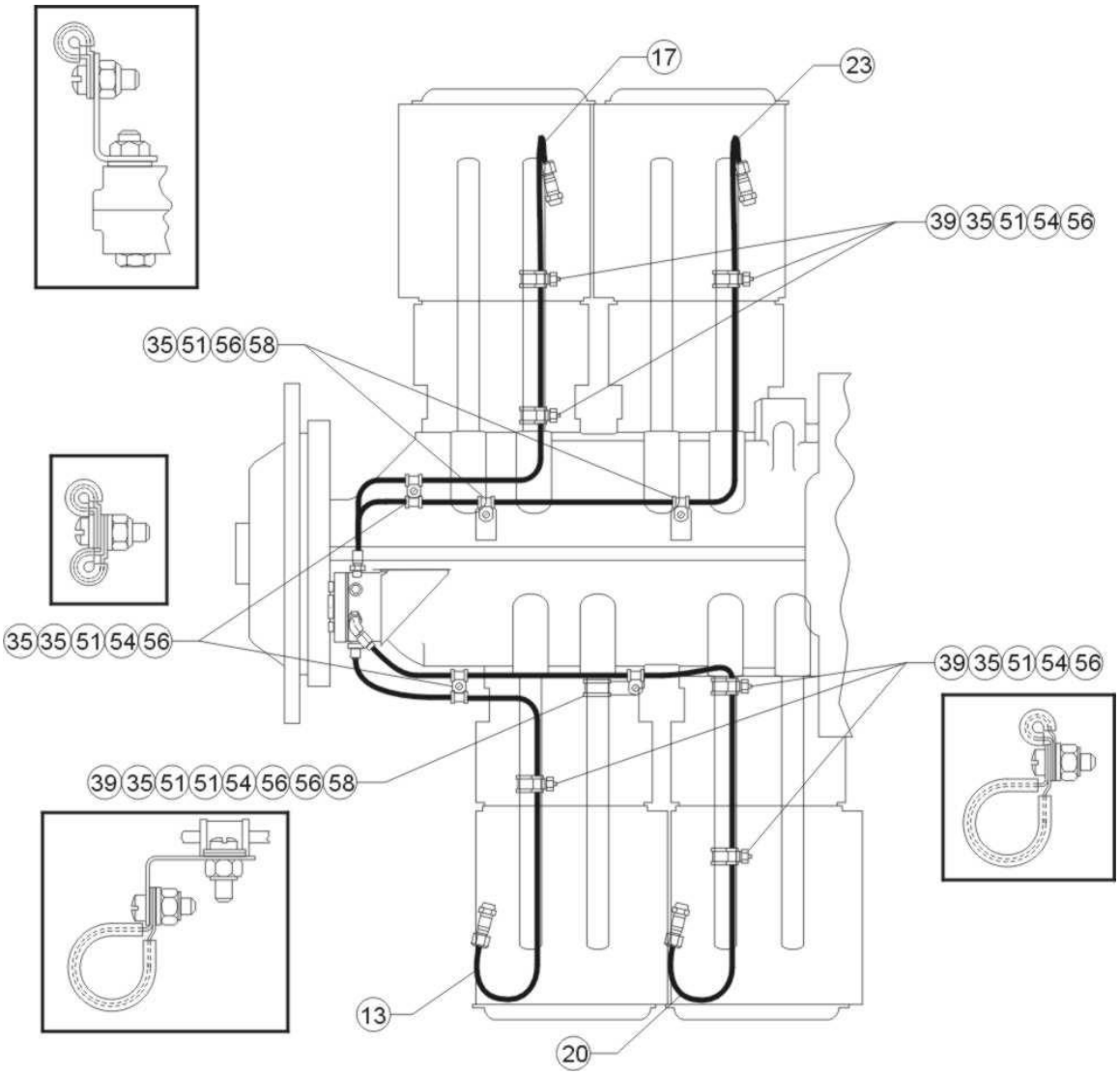
MO	DAY	YEAR	MO	DAY	YEAR	25 of 50	H	S.B. 342
03	24	72	07	29	25			

Diagram No. 17 -- TIO-360-C1A6D (View 3 of 3)



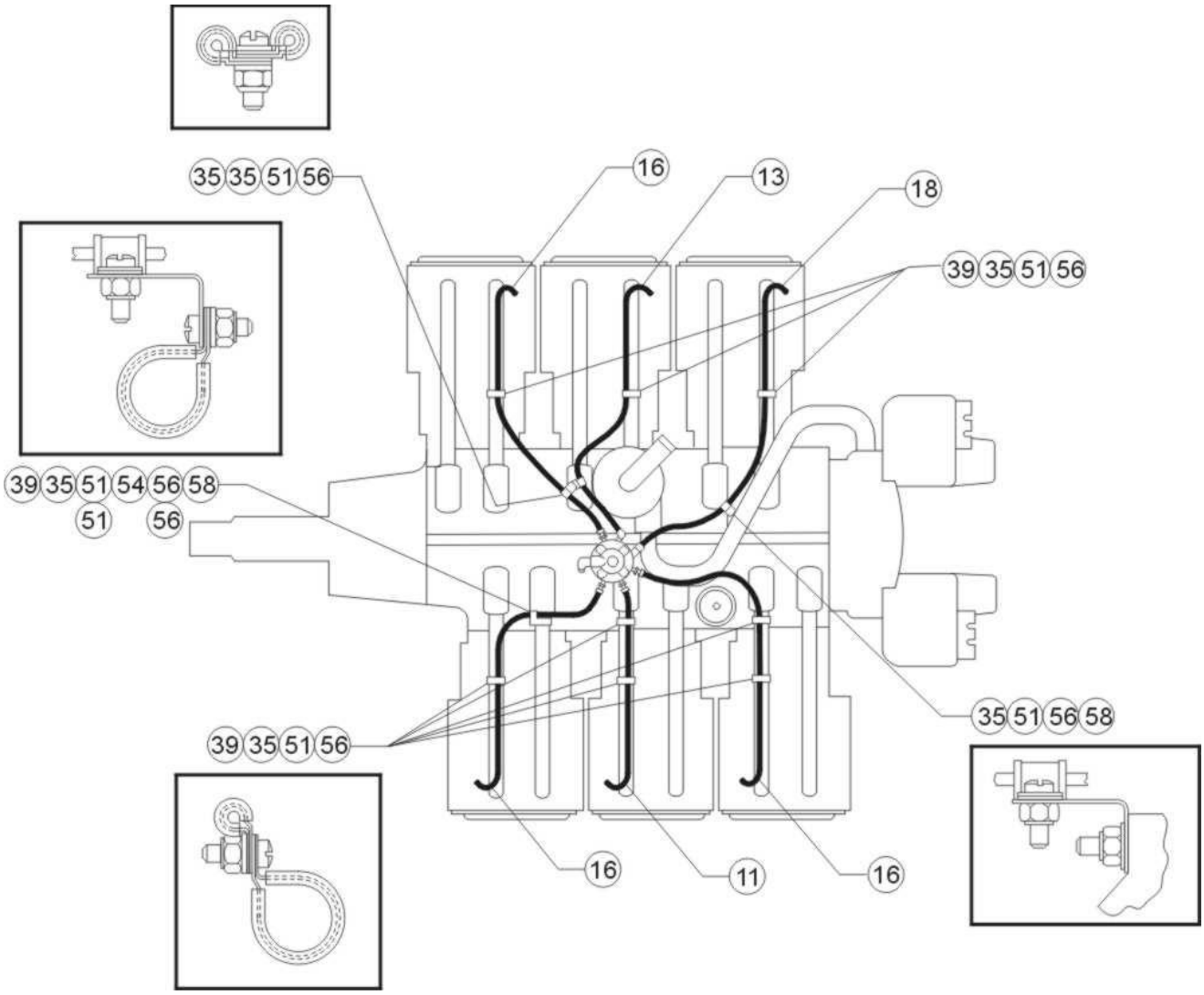
ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	26 of 50	H	S.B. 342
03	24	72	07	29	25			

Diagram No. 18 -- IVO-360-A1A



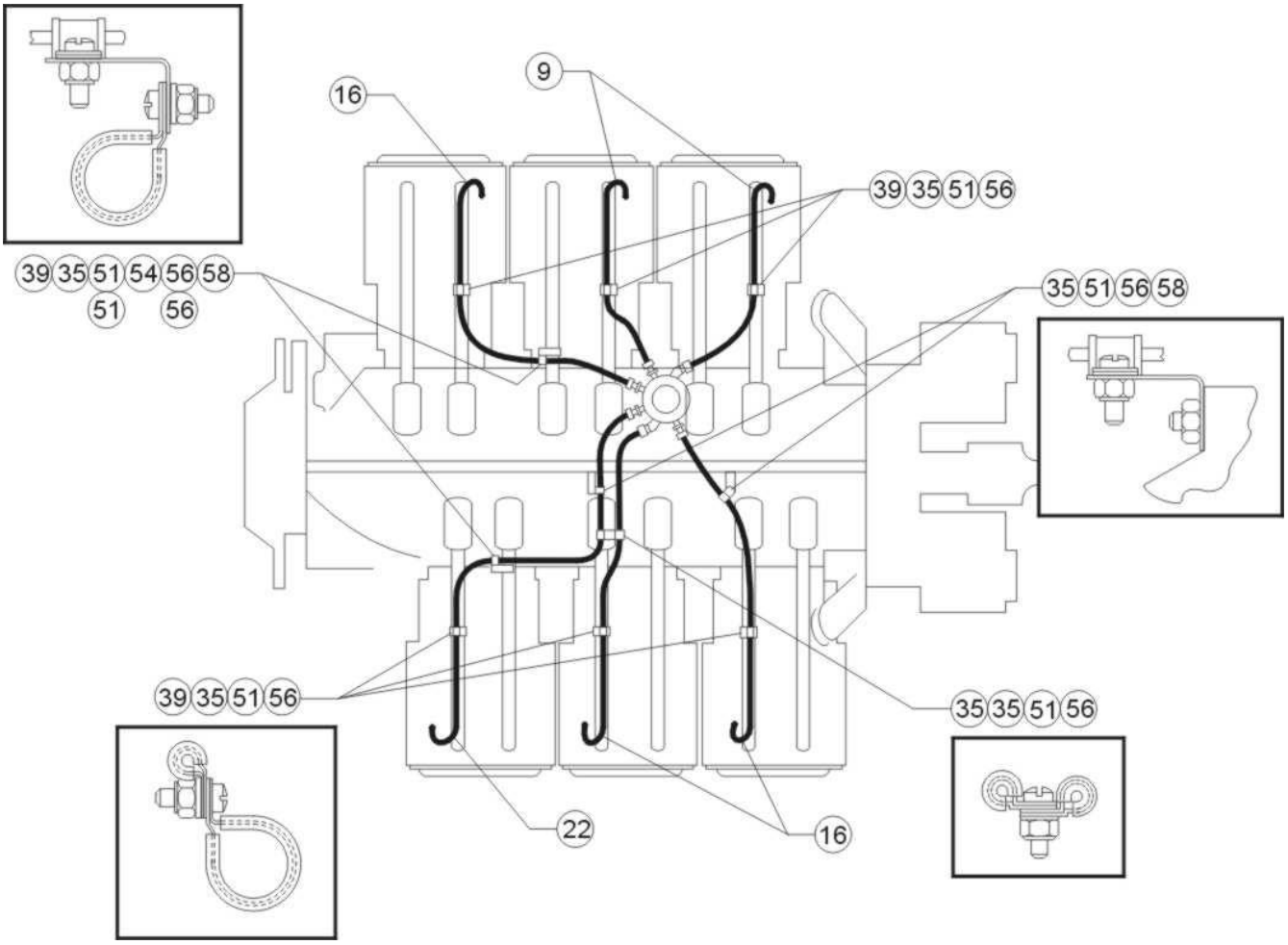
ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	27 of 50	H	S.B. 342
03	24	72	07	29	25			

Diagram No. 19 -- IGO-480-A1B6



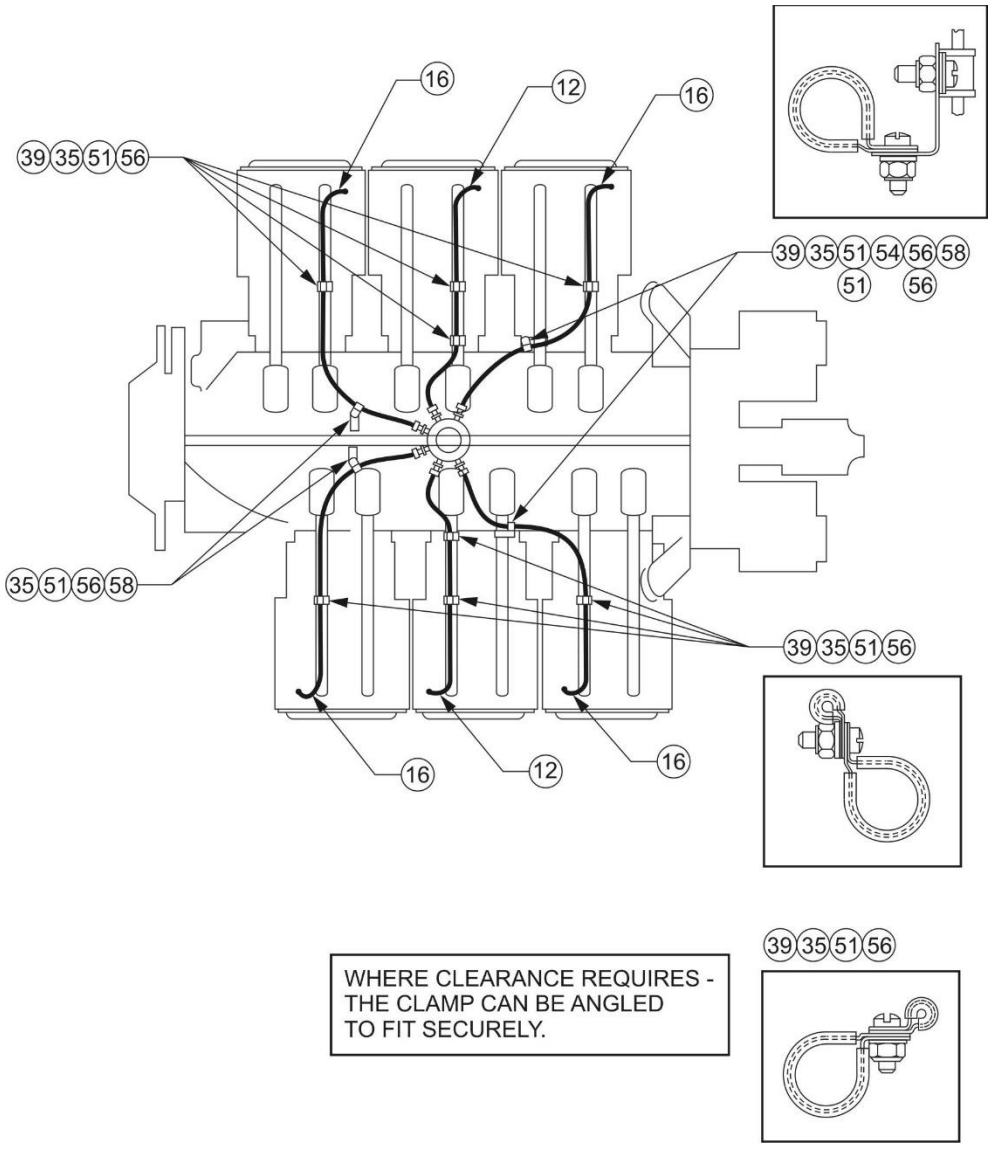
ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	28 of 50	H	S.B. 342
03	24	72	07	29	25			

Diagram No. 20 -- IO-540-C4D5D, G1C5, K1A5, K1A5D, K1B5, K1F5, K1F5D, K1G5, K1G5D, K1H5, K1J5, K1J5D, K1K5, AA1B5



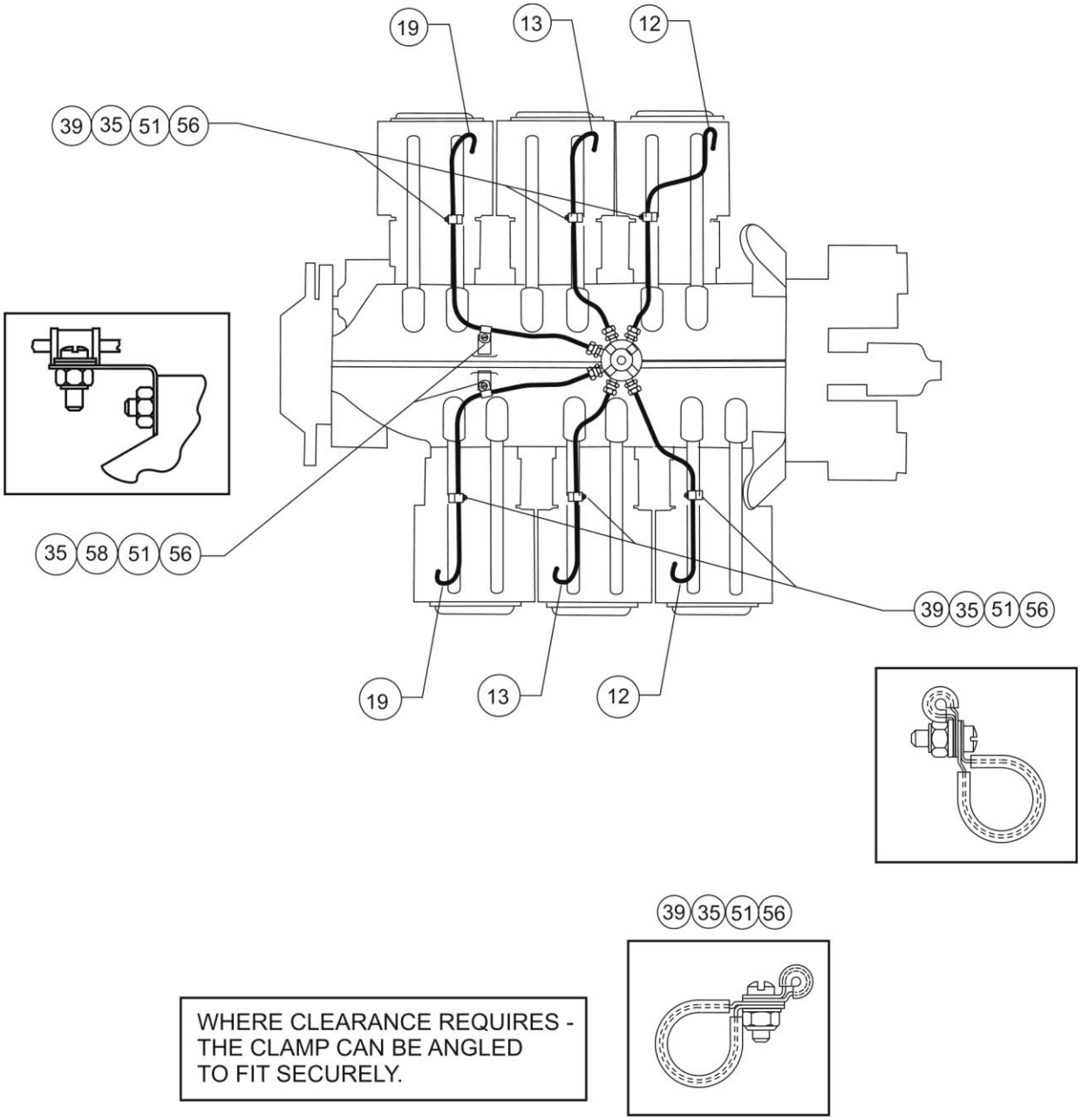
ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	29 of 50	H	S.B. 342
03	24	72	07	29	25			

Diagram No. 21 -- IO-540-A1A5, G1A5, G1B5, G1D5, G1E5, G1F5, K1A5, K1B5, K1C5, K1D5, K1E5, K1E5D, K1F5, K1H5, K1J5, P1A5, S1A5, T4A5D, T4B5, T4B5D, T4C5D, AA1A5
TIO-540-U2A, AE2A, AH1A
LTIO-540-U2A



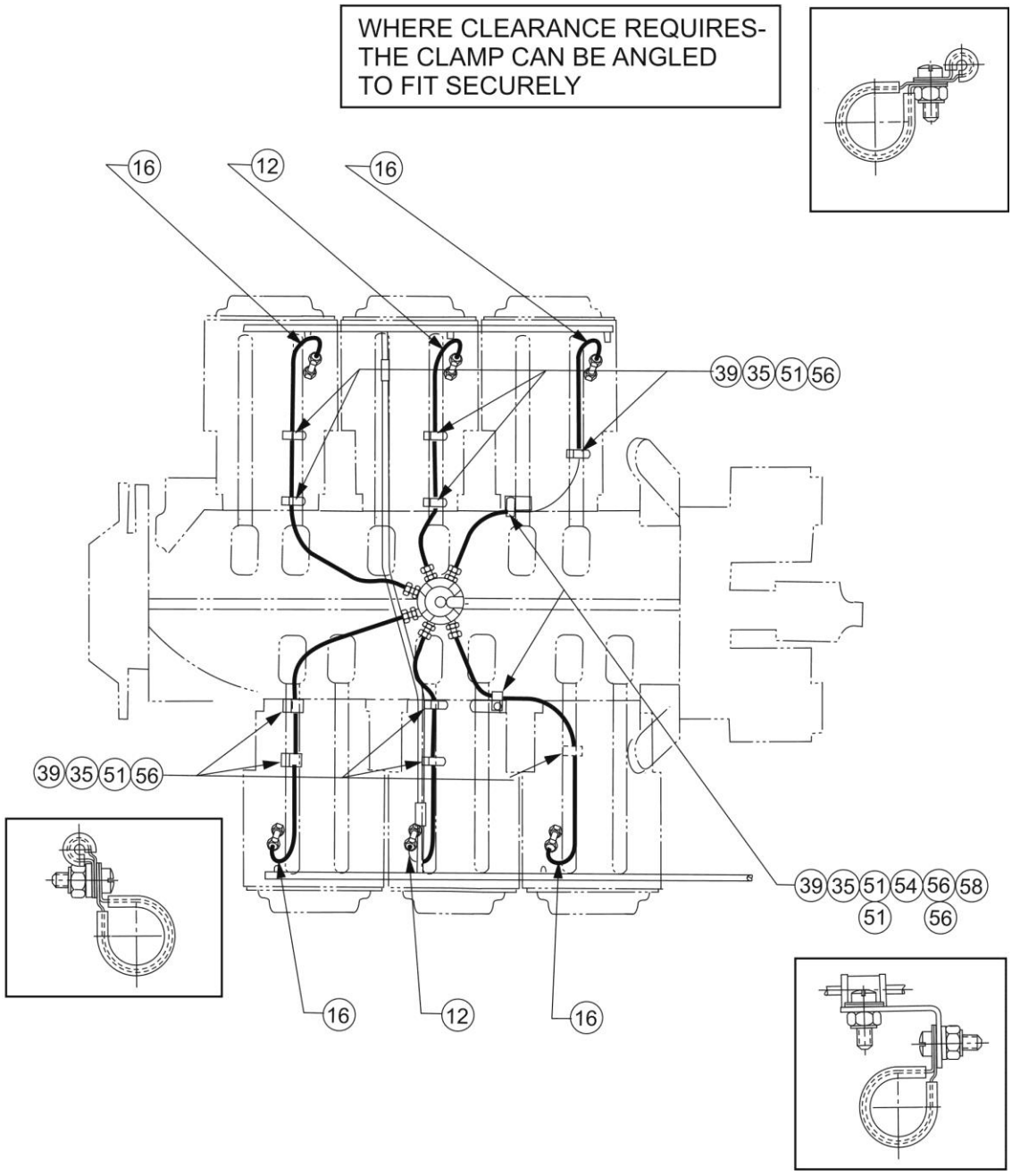
ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	30 of 50	H	S.B. 342
03	24	72	07	29	25			

Diagram No. 22 -- IO-540-AE1A5



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	31 of 50	H	S.B. 342
03	24	72	07	29	25			

Diagram No. 23 -- AEIO-540-D4D5
TIO-540-AF1A, AF1B, AG1A, AA1AD, AB1BD



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	32 of 50	H	S.B. 342
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Diagram No. 24 -- IO-540-AB1A5✶
IO-540-D4B5 ✶✶
TIO-540-AK1A

✶ Note manifold orientation.

✶✶ Diagram No. 24 illustrates IO-540-D4B5 engines with fuel flow transducer – See Diagram No. 26 for IO-540-D4B5 engines without fuel flow transducer.

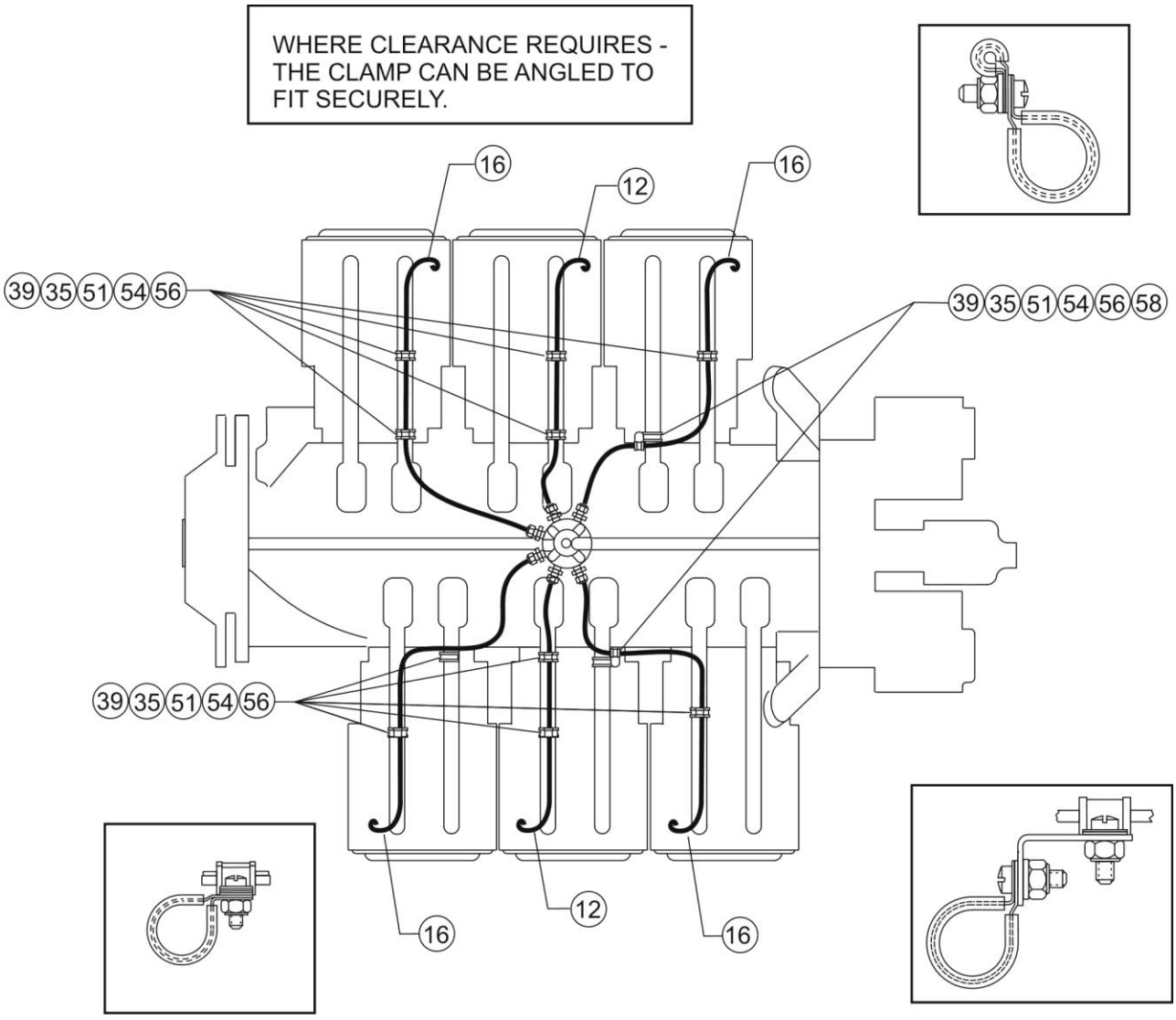
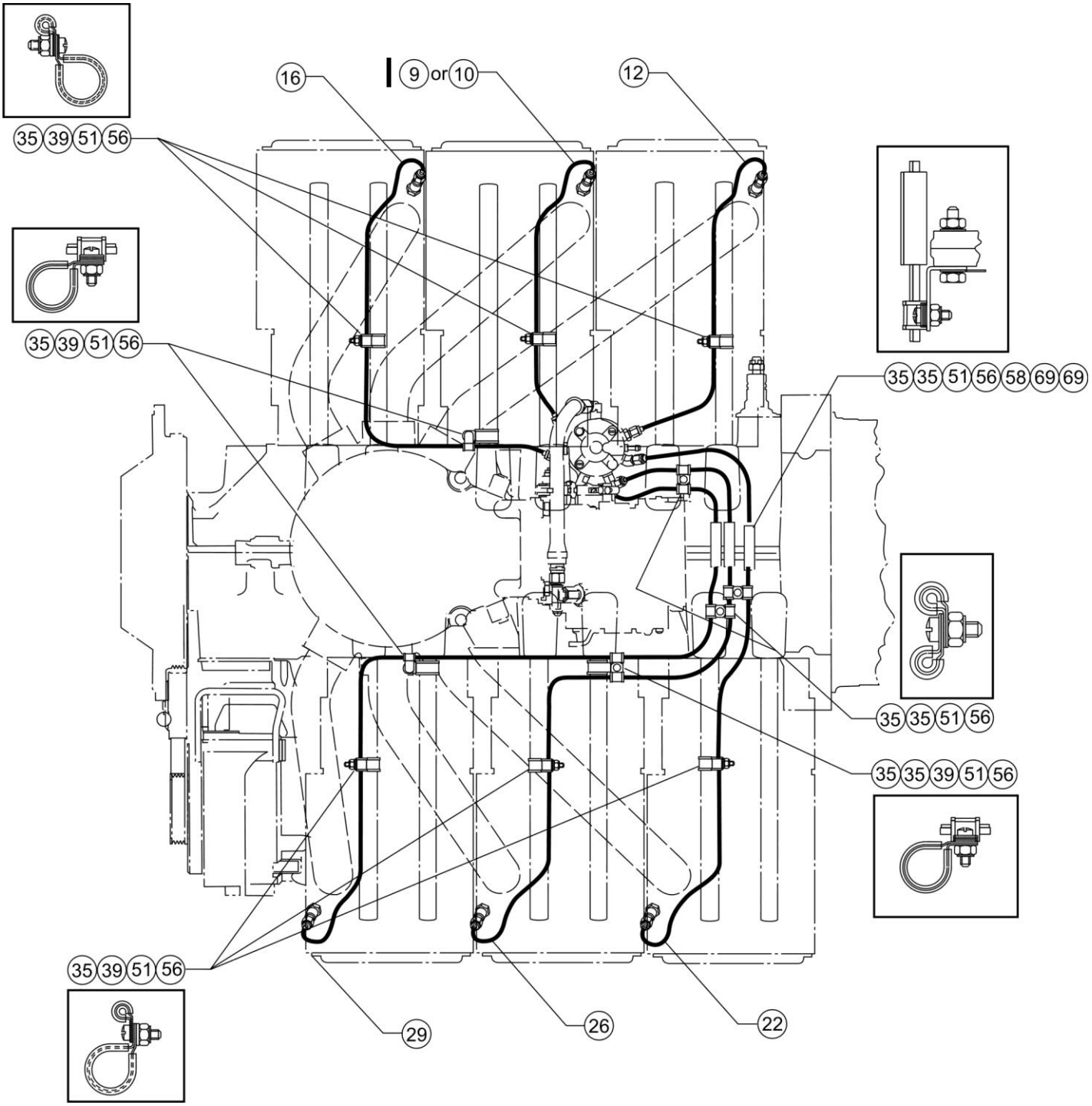


Diagram No. 25 -- IO-540-AC1A5
TIO-540-AJ1A

P/N LW-12098-0-150 can be installed as an alternate to P/N LW-12098-0-140 as the manifold to nozzle fuel line tube assembly for the number 3 cylinder.



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	34 of 50	H	S.B. 342
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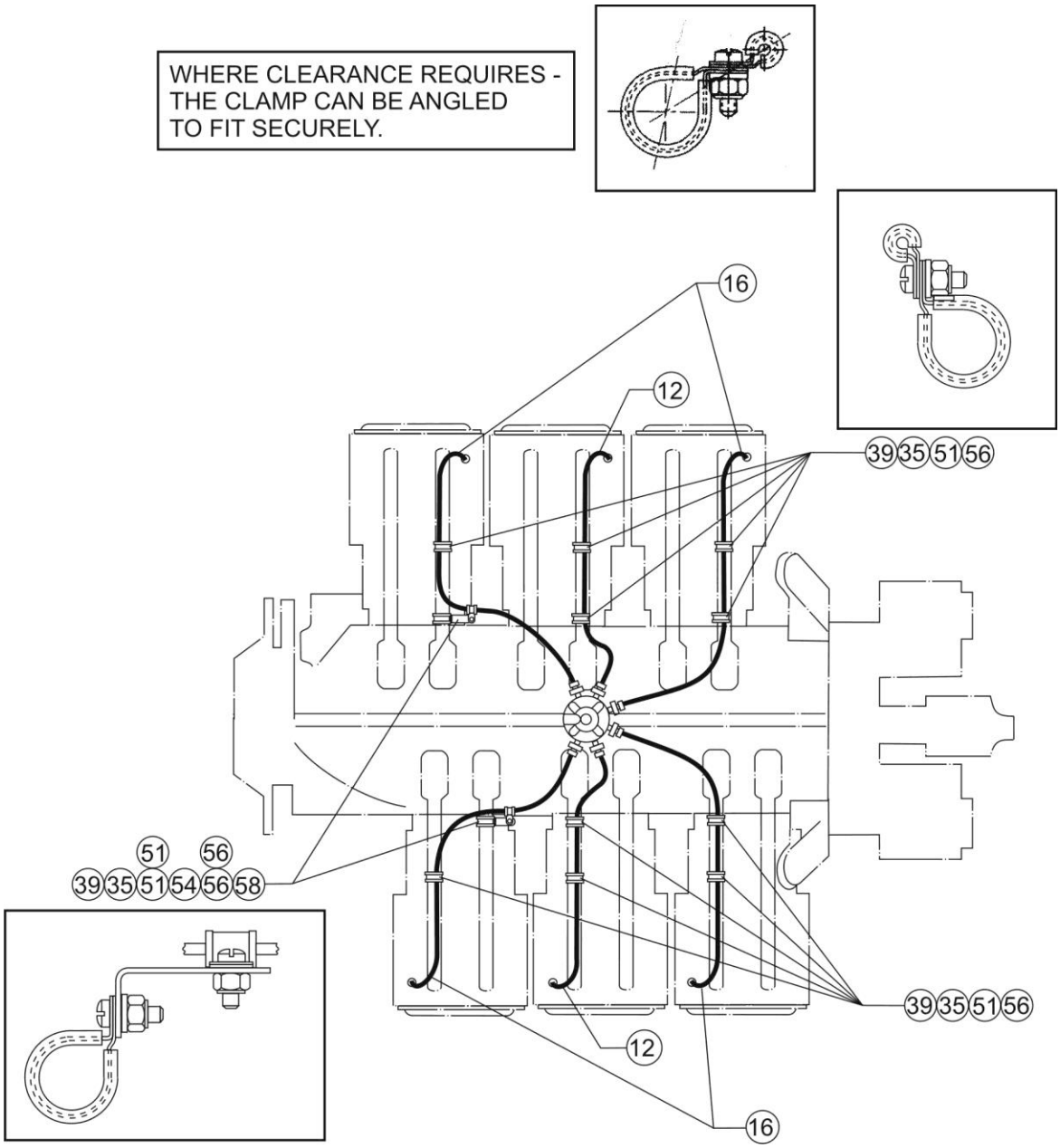
Diagram No. 26 -- IO-540-A1A5, C1B5, C1C5, C4B5, C4D5D, D4A5, J4A5, L1C5, AB1A5✶
IO-540-D4B5 ✶✶
TIO-540-C1A, E1A, G1A, AB1AD
AEIO-540-D4A5, D4B5, L1B5, L1B5D, L1D5

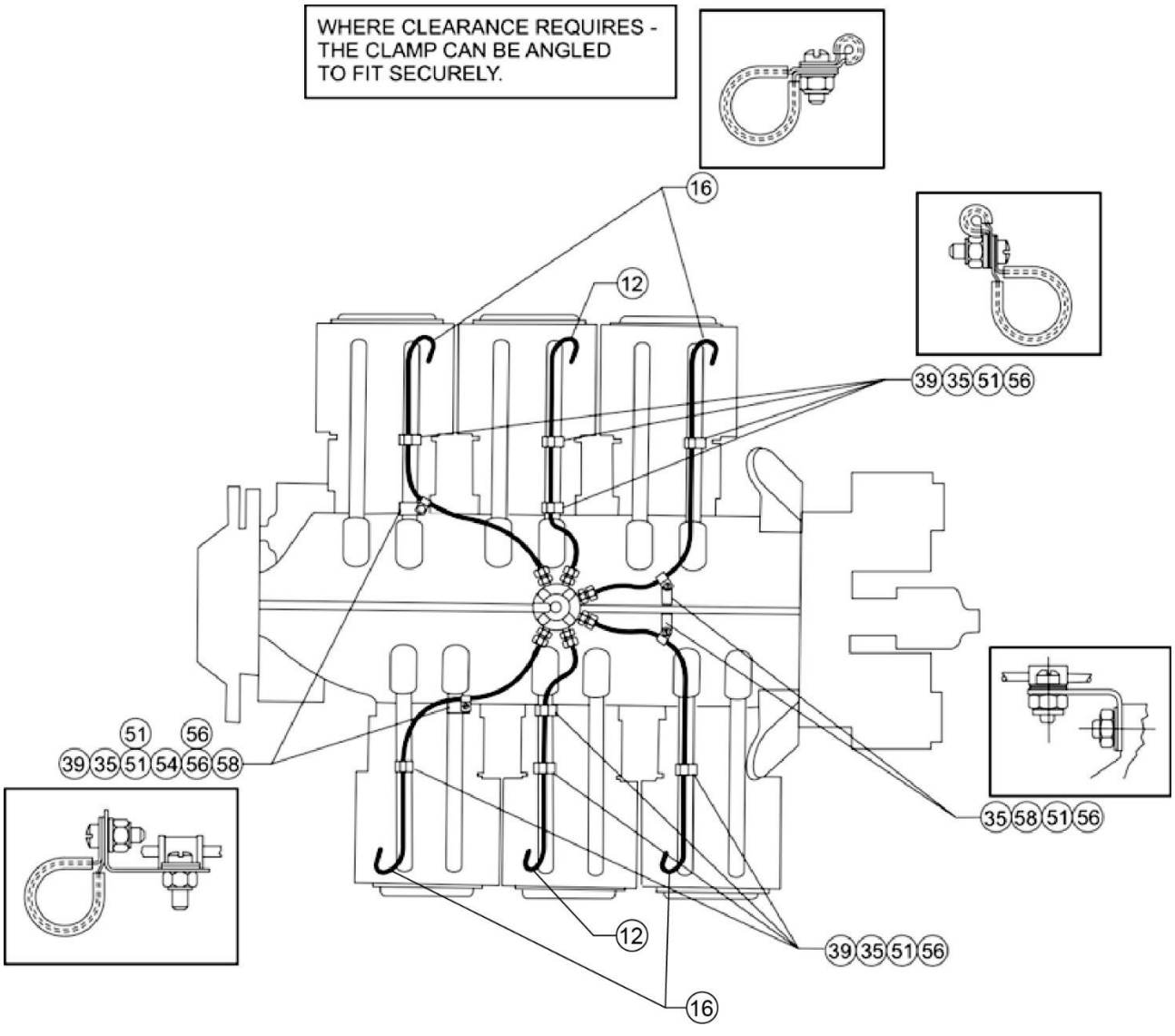
✶ Note manifold orientation.

✶✶ Diagram No. 26 illustrates IO-540-D4B5 engines without fuel flow transducer – See Diagram No. 24 for IO-540-D4B5 engines with fuel flow transducer.



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	35 of 50	H	S.B. 342
03	24	72	07	29	25			

Diagram No. 27 -- IO-540-N1A5, R1A5, V4A5, V4A5D, W1A5, W1A5D, W3A5D



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	36 of 50	H	S.B. 342
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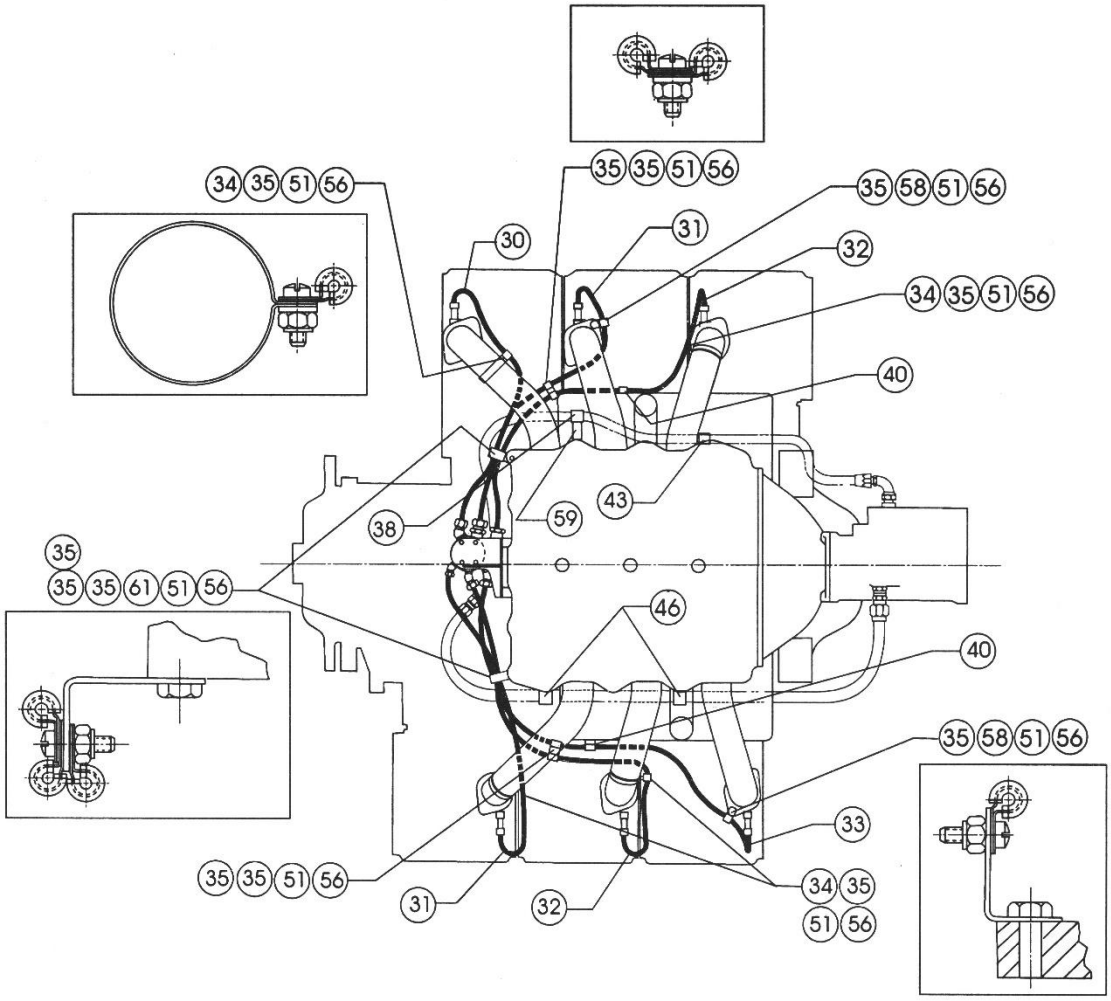
Diagram No. 28 -- IO-540-B1A5, B1C5, E1A5, E1B5



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	37 of 50	H	S.B. 342
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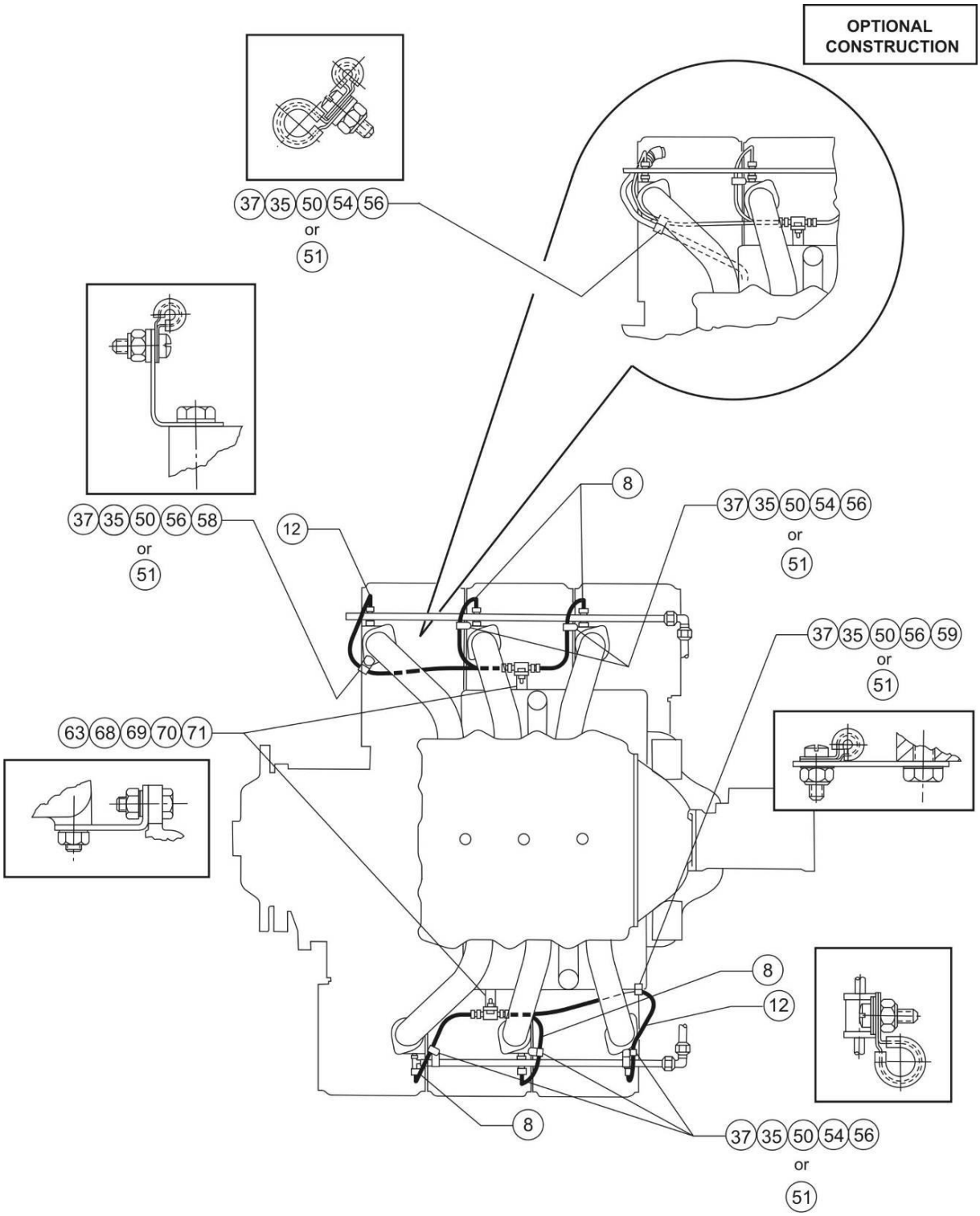
Diagram No. 29 -- TIO-540-A1A, A1B, A2A, A2B, A2C, F2BD, J2B, J2BD, N2BD, R2AD
LTIO-540-F2BD, J2B, J2BD, N2BD, R2AD



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	38 of 50	H	S.B. 342
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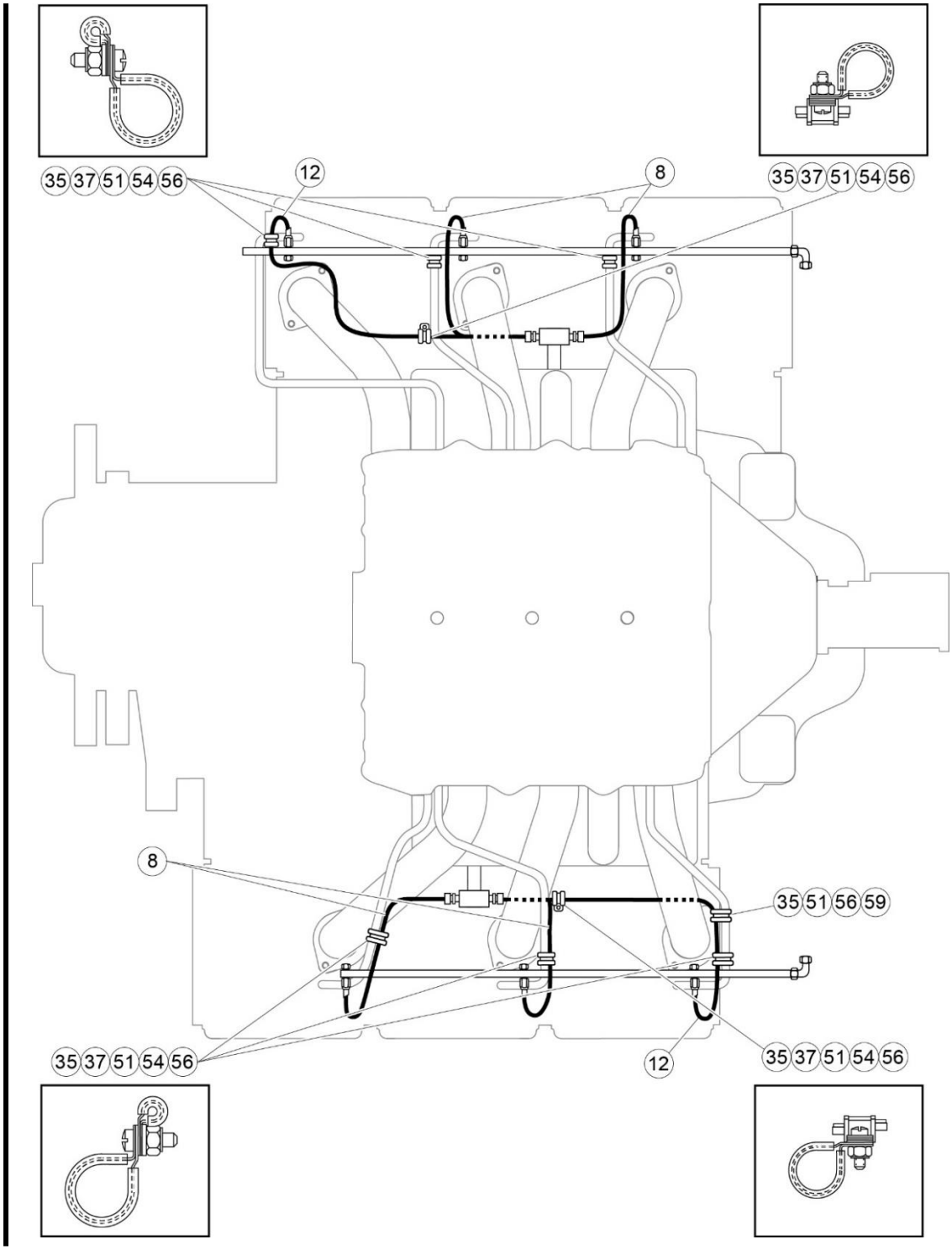
Diagram No. 30 -- IO-540-M1A5, M1B5D



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	39 of 50	H	S.B. 342
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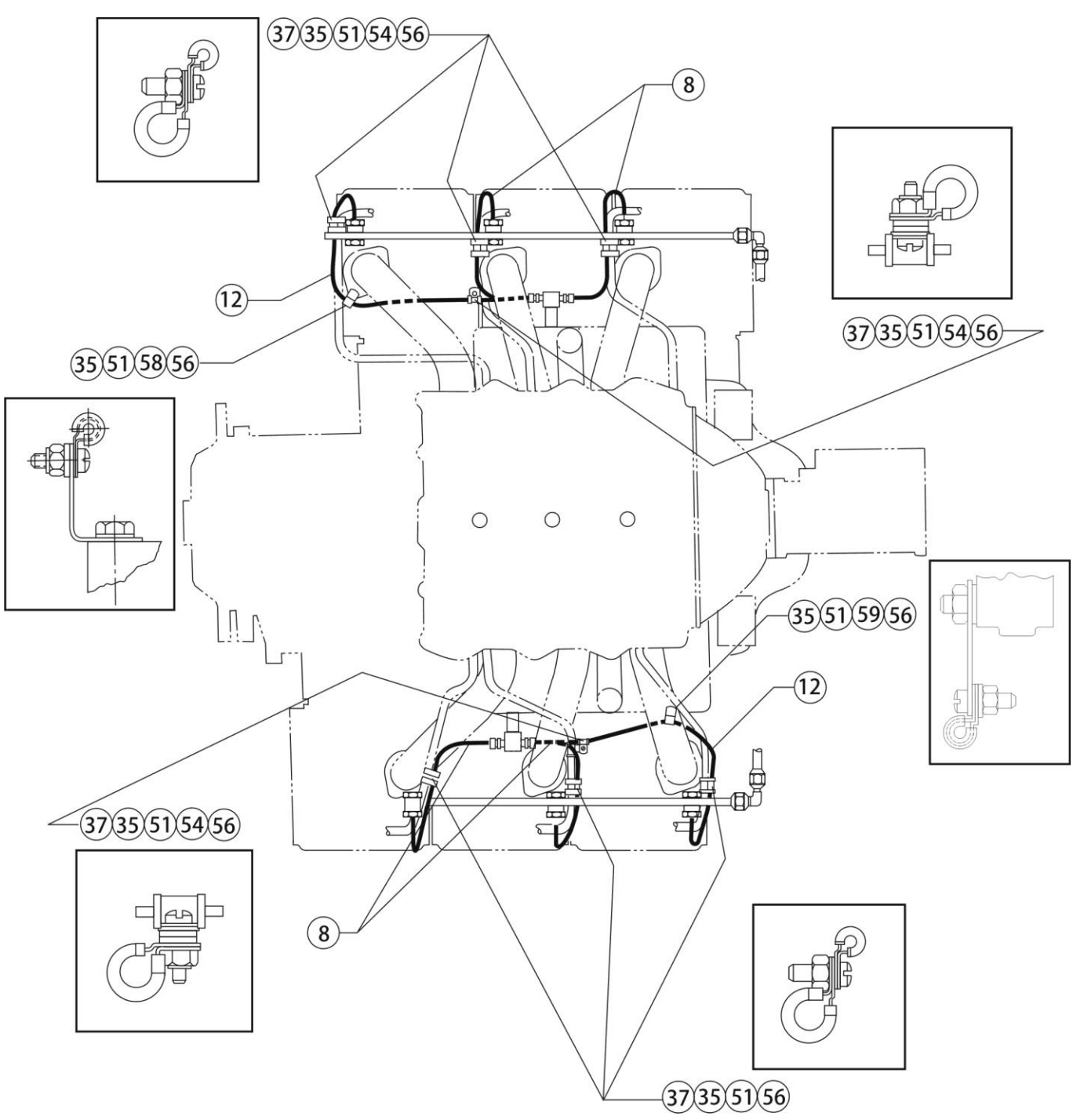
Diagram No. 31 -- IO-540-M1C5



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	40 of 50	H	S.B. 342
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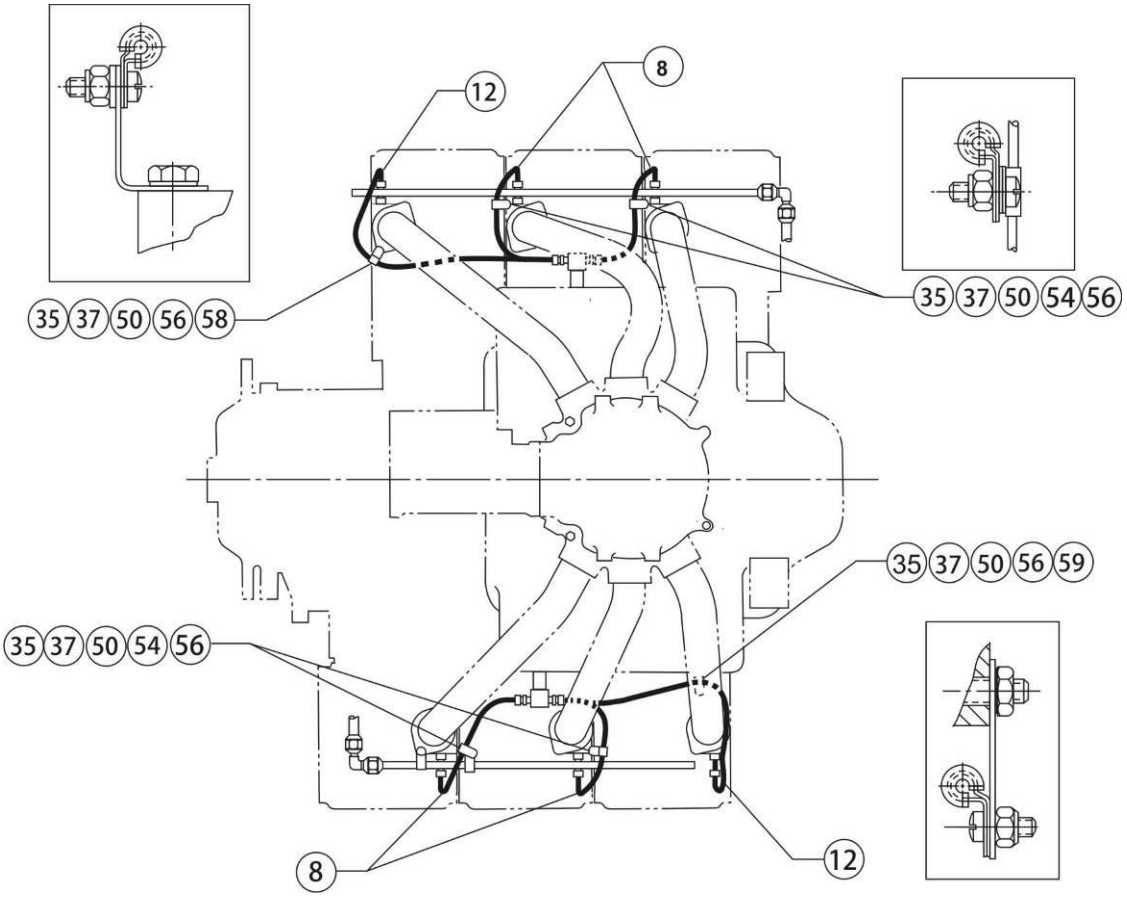
Diagram No. 32 -- TIO-540-S1AD



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	41 of 50	H	S.B. 342
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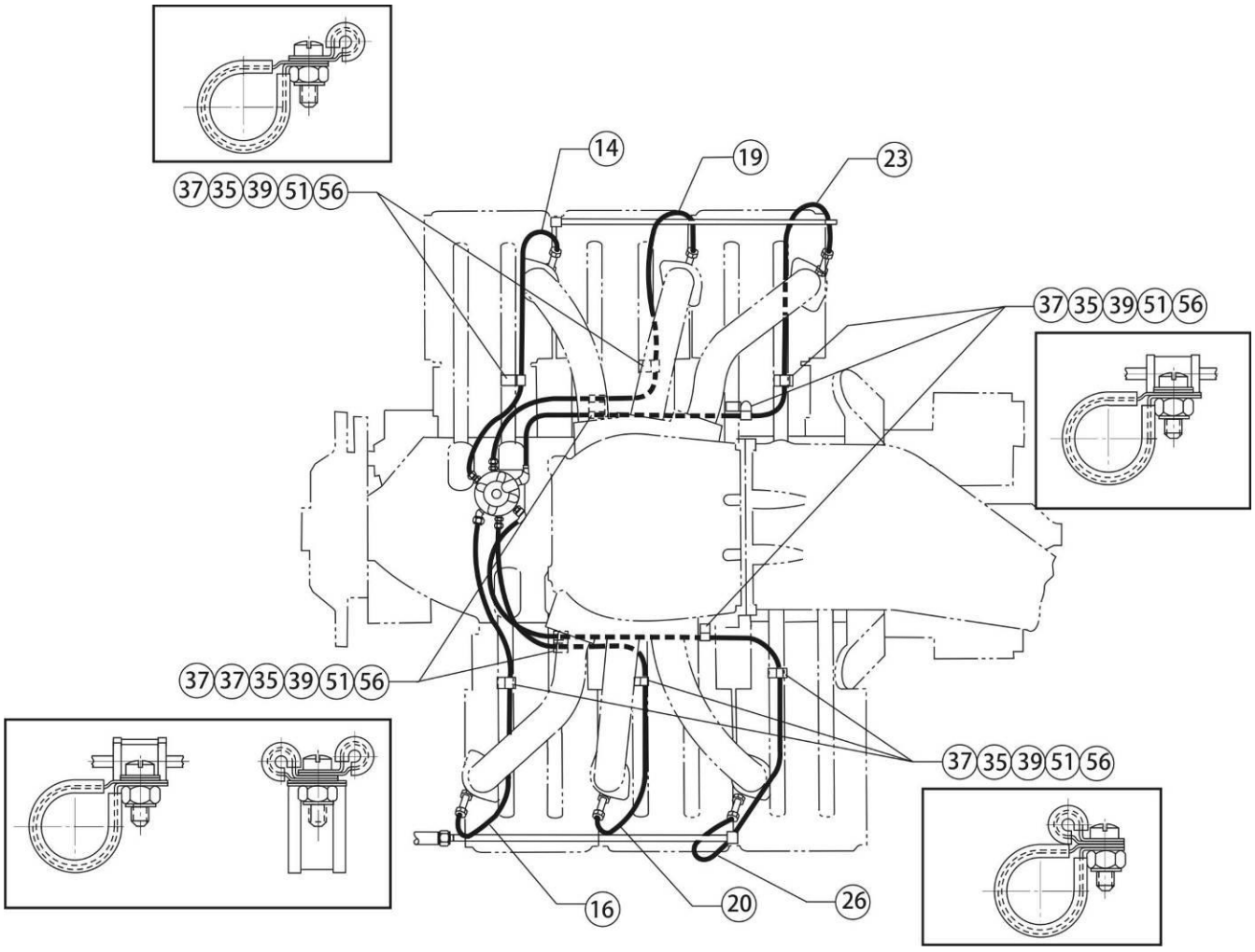
Diagram No. 33 -- TIO-540-V2AD, W2A
LTIO-540-V2AD, W2A



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	42 of 50	H	S.B. 342
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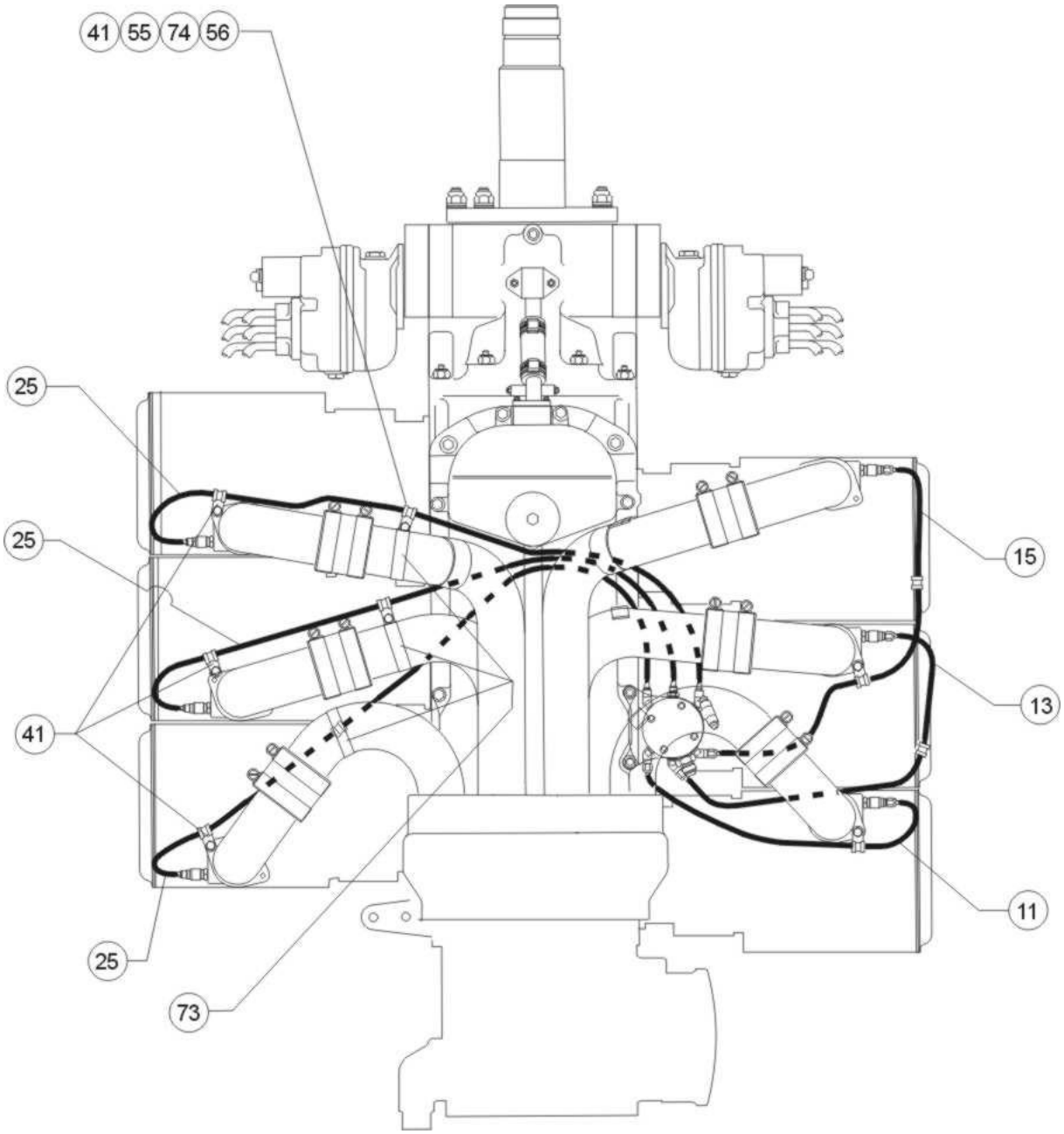
Diagram No. 34 -- IGO-540-B1A, B1C



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	43 of 50	H	S.B. 342
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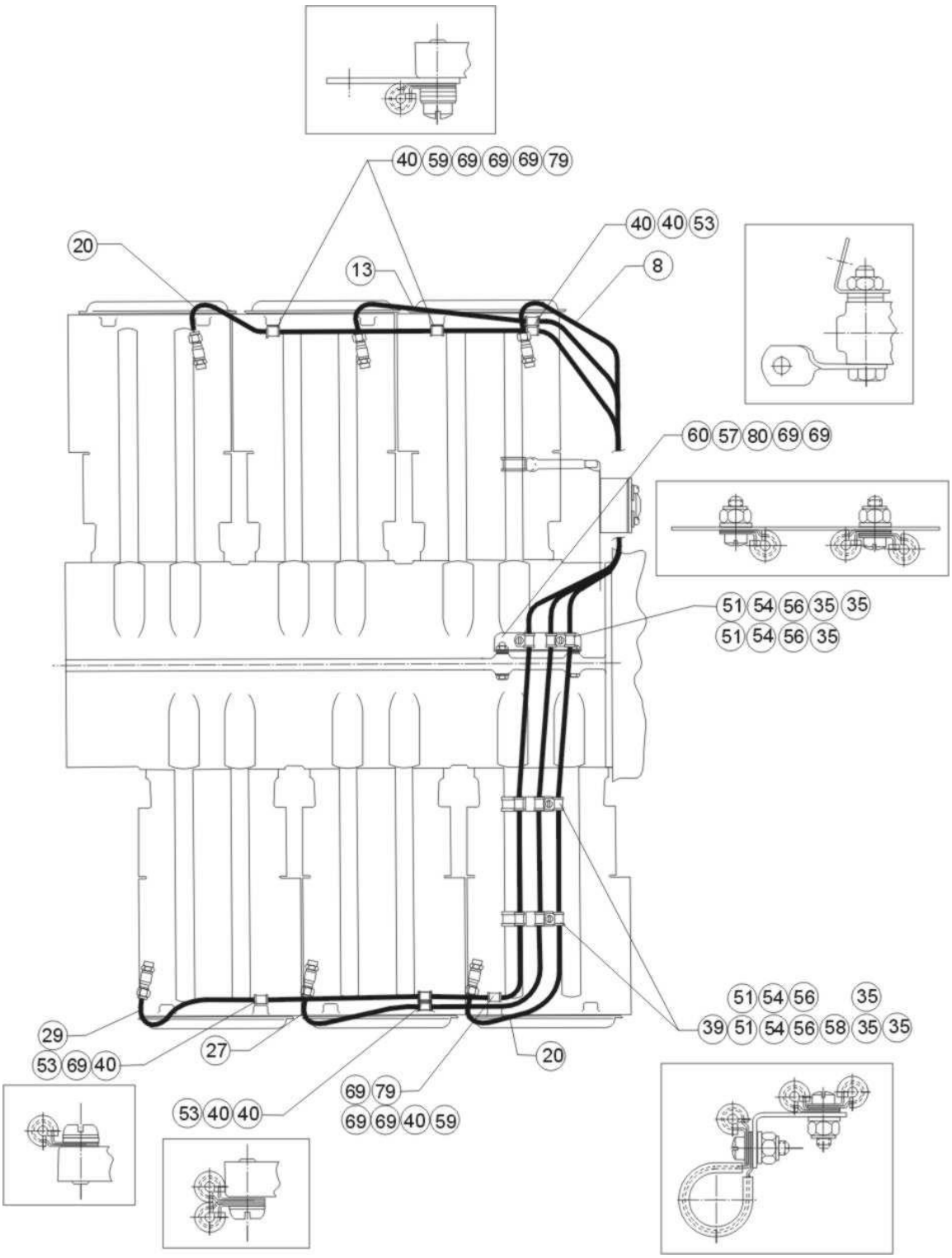
Diagram No. 35 -- IVO-540-A1A



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	44 of 50	H	S.B. 342
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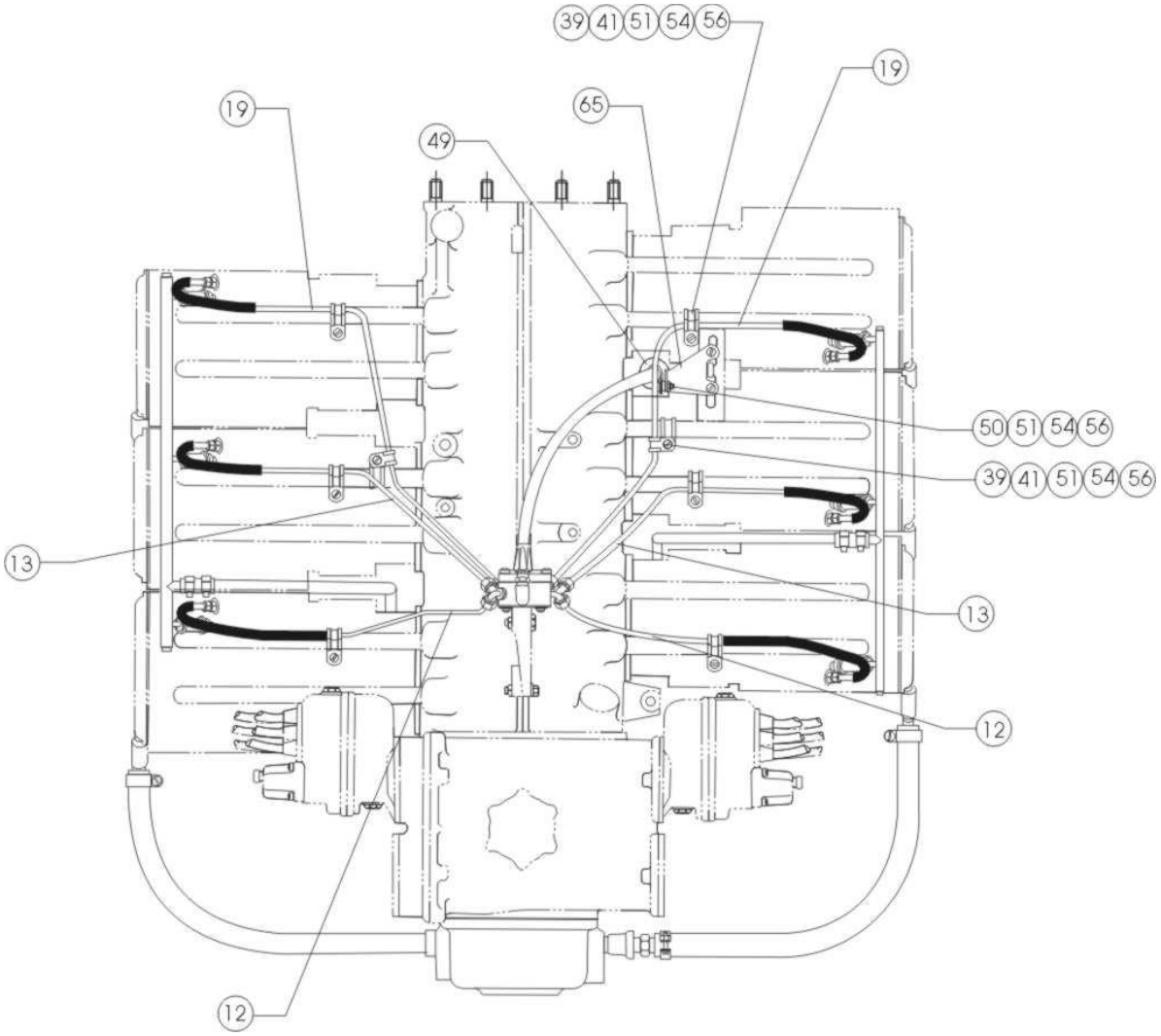
Diagram No. 36 -- TIVO-540-A2A



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	45 of 50	H	S.B. 342
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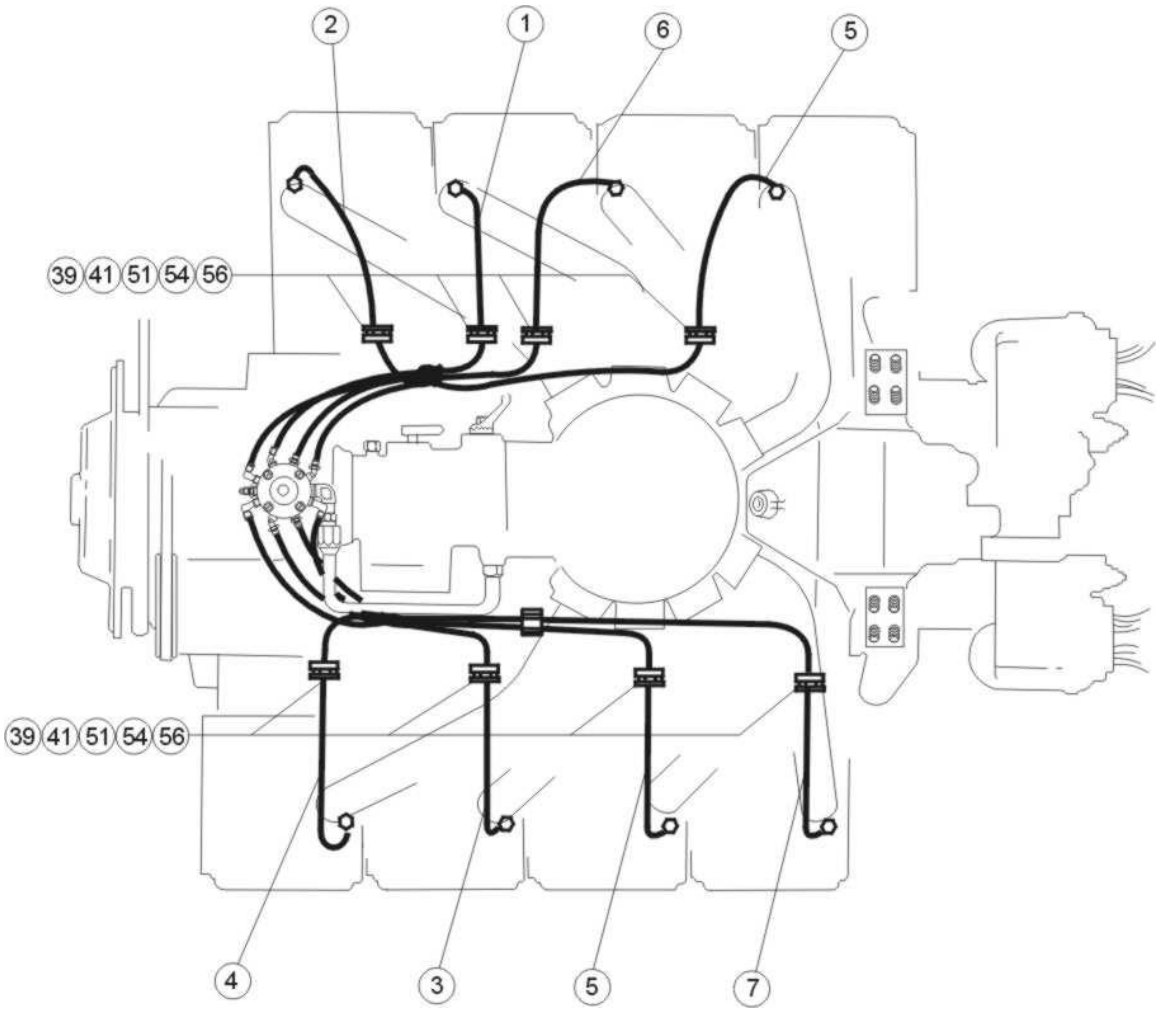
Diagram No. 37 -- IO-720-A1A (View 1 of 2) Also see Diagram No. 38 for additional routing configuration.



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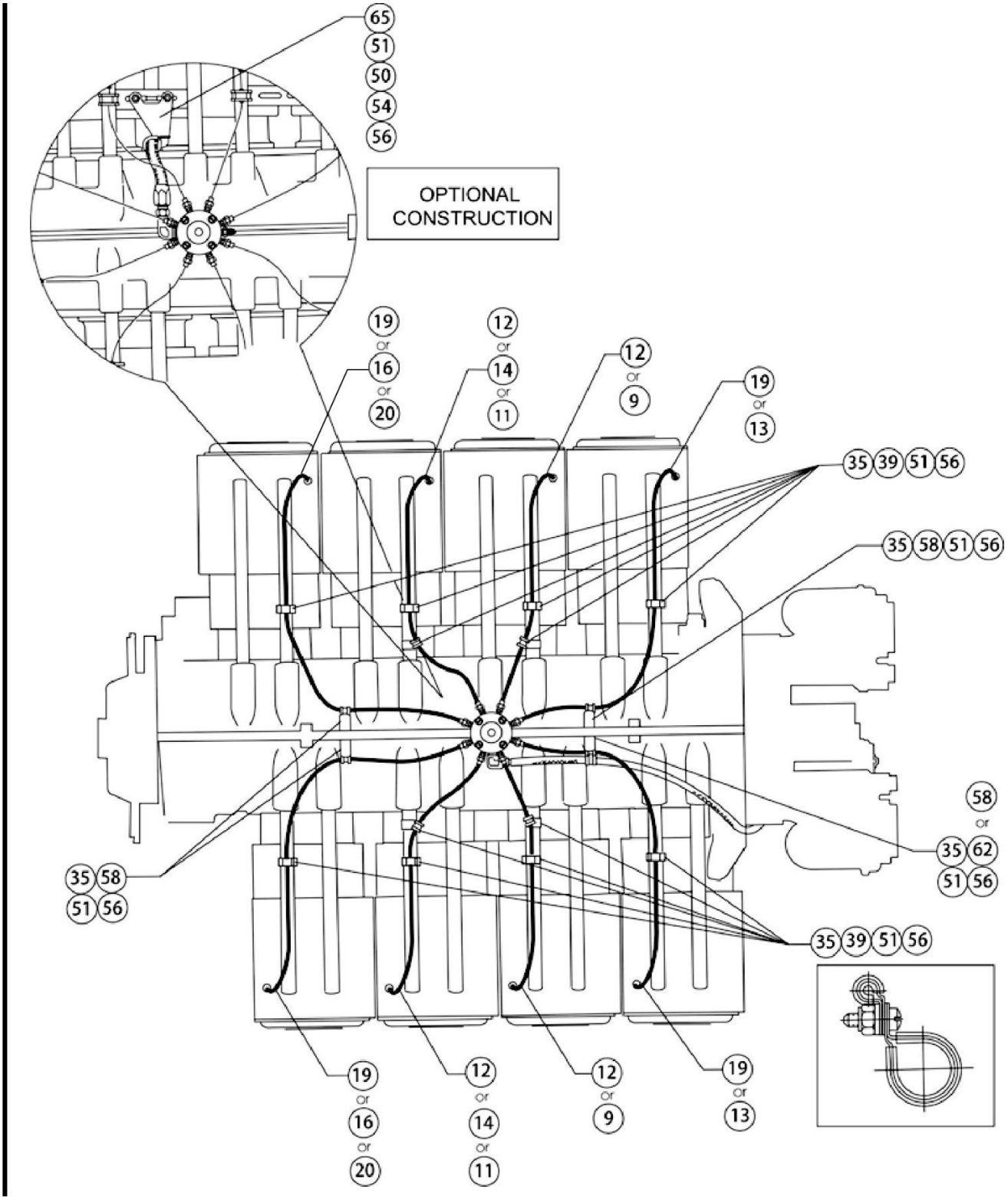
MO	DAY	YEAR	MO	DAY	YEAR	46 of 50	H	S.B. 342
03	24	72	07	29	25			

Diagram No. 38 -- IO-720-A1A (View 2 of 2), A1B, D1B, D1BD, D1C, D1CD



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	47 of 50	H	S.B. 342
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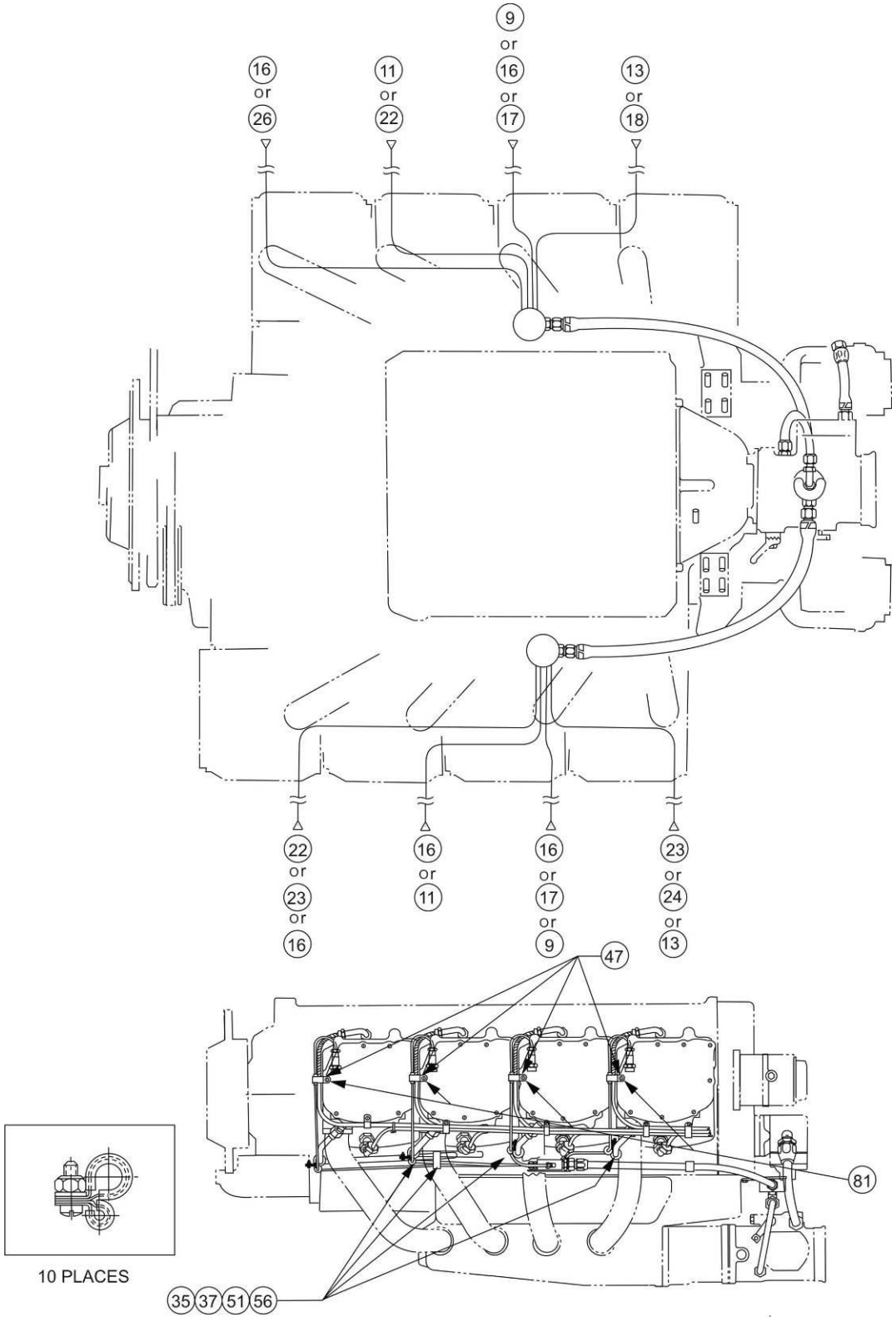
Diagram No. 39 -- IO-720-B1B, B1BD



ISSUED			REVISED			PAGE NO.	REVISION	
MO	DAY	YEAR	MO	DAY	YEAR	48 of 50	H	S.B. 342
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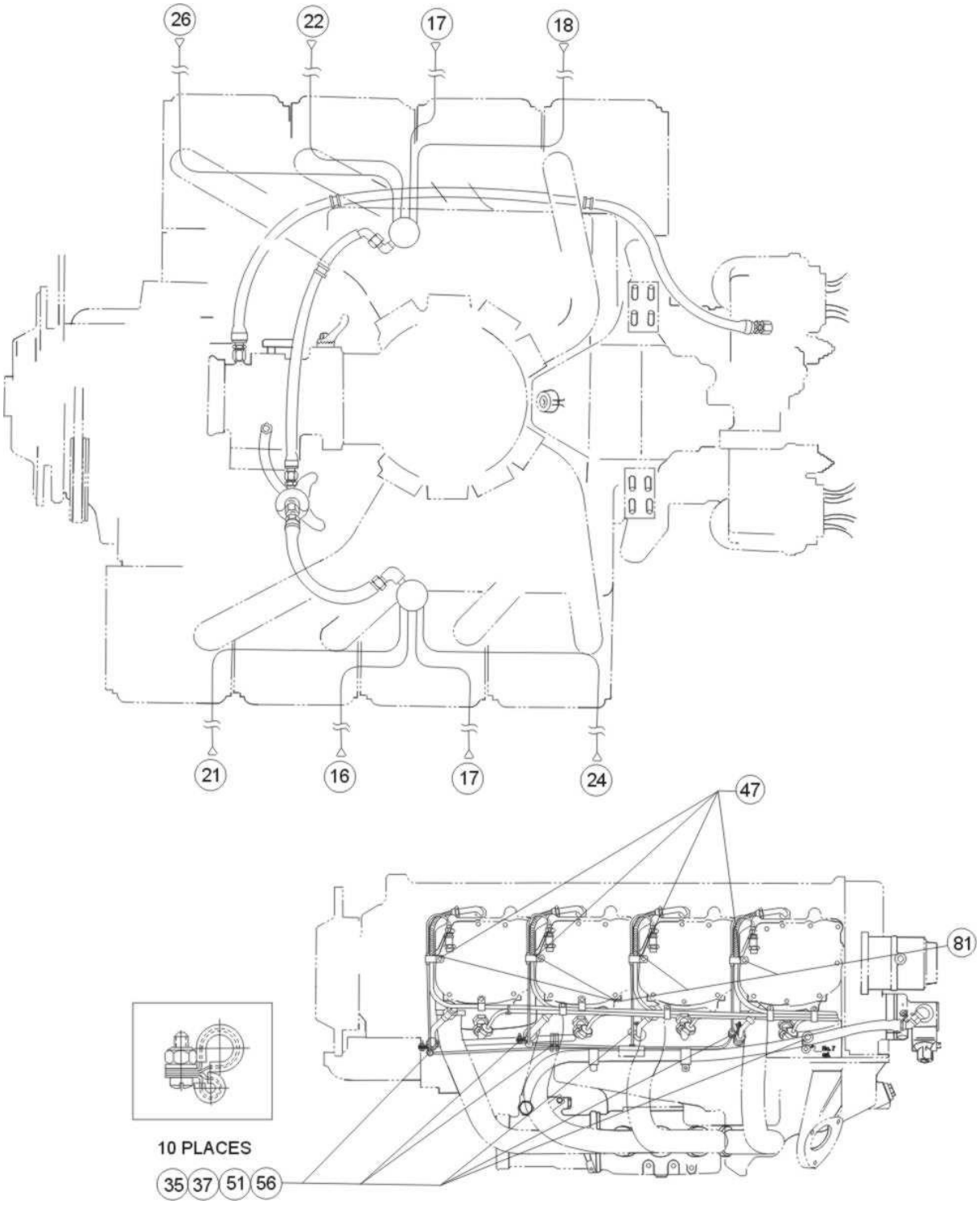
Diagram No. 40 -- IO-720-C1B



ISSUED			REVISED			PAGE NO.	REVISION	
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03	24	72	07	29	25			

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

Aviation Safety

East Certification Branch
1701 Columbia Ave.
College Park, Georgia 30337

Date: See Signature

Ms. Marian Folk
Lycoming TC ODA Administrator
Lycoming Principal Engineering Consultant
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 # 25-04, WTS # 25-DOC-03683) 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 – Lycoming Service Bulletin (SB) 342H, Fuel Line (Stainless Steel Tube Assy.) and Support Clamp Inspection and Installation, dated 4-10-25 (Draft)

Dear Ms. Folk:

The Federal Aviation Administration (FAA) has received your revised request for a global AMOC to AD 2015-19-07, dated April 29, 2025, to allow the use of Lycoming Service Bulletin No. 342H in place of paragraphs (e)(1)(i) and (e)(1)(ii) of AD 2015-19-07.

Paragraphs (e)(1)(i) and (e)(1)(ii) of AD 2015-19-07 require 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

Lycoming Engines SB 342H contains the same information and intent as MSB 342G and all its associated approved supplements. Lycoming Engines SB 342H does not change the scope or intent of the AD 2015-19-07. In addition to consolidating the approved data in MSB 342G, it includes additional information to enhance the inspection requirements and make any necessary corrections identified. The approval of this AMOC does not require a new initial inspection but facilitates the subsequent ones at the 100-hour intervals.

The East Certification Branch approves Lycoming Engines SB 342H as an AMOC to paragraphs (e)(1)(i) and (e)(1)(ii), of AD 2015-19-07.

In accordance with FAA Order 8110.103B, dated September 14, 2016, 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 East Certification Branch will revoke this AMOC if the East Certification Branch later determines that this AMOC does not provide an acceptable level of safety.

If you have any questions or need additional information, please contact Mr. David Bergeron, Aerospace Engineer, AIR-755, by telephone at 860-386-1805 or electronic mail at david.j.bergeron@faa.gov.

Sincerely,

for: Robert P. Capezzuto
Acting Manager, East Certification Branch
Compliance & Airworthiness Division
Aircraft Certification Service

cc: Ron Coleman, Helena FSDO