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SERVICE INSTRUCTION

DATE: April 22, 2026

Service Instruction No. 1597
(Supersedes Service Letter 228)

SUBJECT: Cracking of Cylinder-Head Exhaust or Intake Port.

MODELS AFFECTED: All Lycoming Parallel Head Engines

TIME OF COMPLIANCE: Anytime a Crack in the Intake or Exhaust Port is Suspected, or at Overhaul.

NOTICE: 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.

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

Field inspections have revealed that the cylinder-head port area on some parallel-valve cylinders may be prone to cracking. The cracking is confined to the left side of the exhaust port and the right side of the intake port, next to the spark plug hole (see Figure 1 & 2). Because the cracking may be of such a fine configuration, it can be difficult to detect visually. Therefore, a dye penetrant must be used for inspection purposes. After the dye penetrant has been applied to the left side of the exhaust port or the right side of the intake port, the root areas of the fins next to the spark plug hole can then be inspected for dye seepage.

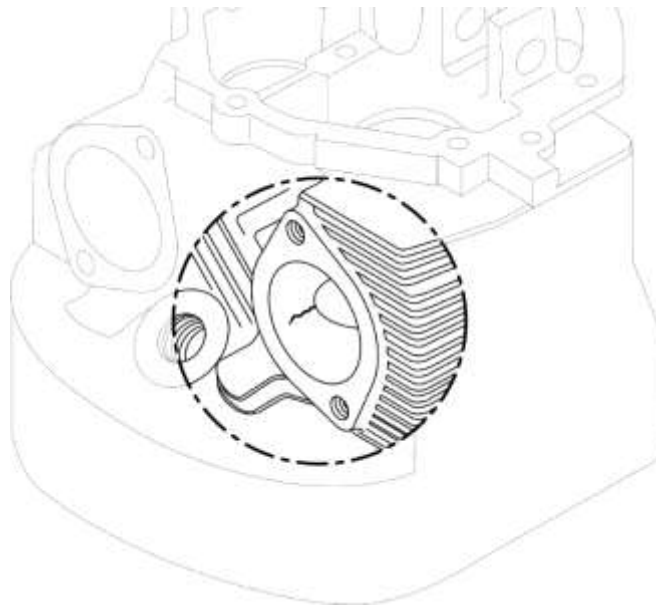
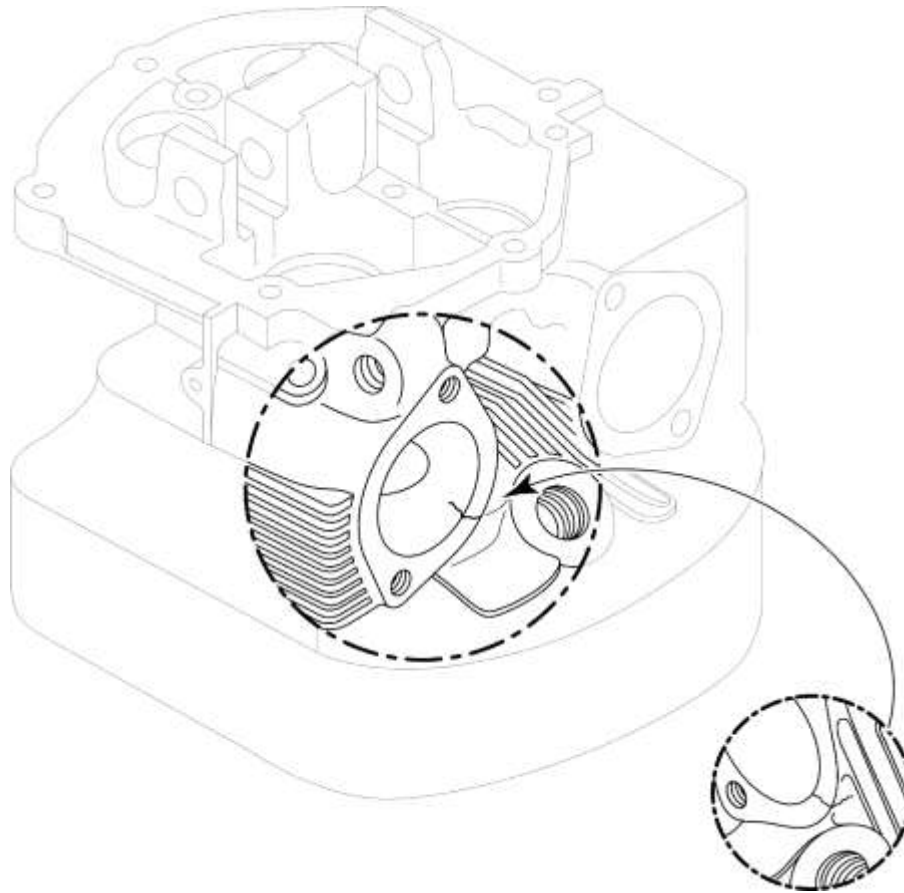


Figure 1.
View of Exhaust Port Area Prone to Cracking



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**Figure 2.
View of Intake Port Area Prone to Cracking**

Lycoming Engines advises replacement of the cylinder-head/barrel assembly if cracking is evident

If you have any questions, contact Lycoming Technical Support by phone at 570-327-7222 or 877-839-7878 or email to Technicalsupport@lycoming.com

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