Revision Transmittal

March 30, 2009

TO: Cessna Distributors, Single Engine Service Stations and CPC’s

SUBJECT: Single Engine Service Bulletin SB08-73-01 Revision 1 Engine Fuel Injector Servo Hex Plug Inspection

REASON FOR REVISION

To revise the Effectivity section.

To include Lycoming Mandatory Service Bulletin No. 581A: Reprint of Precision Airmotive MANDATORY Service Bulletin Nos. PRS-107, Rev. 4 and PEX-1, Rev. 1.

To include Lycoming Service Instruction 1519A and Lycoming Service Instruction 1520 for additional reference information.

Revised instructions for inspecting the regulator hex plug.

To provide the new part number for the gasket required under the hex plug.

Miscellaneous changes as necessary.

REQUIRED ACTION

Please replace the Original Issue SB08-73-01 with SB08-73-01 Revision 1.

NOTE: Compliance with SB08-73-01 Revision 1 is required if in compliance with the Original Issue.

LOG OF EFFECTIVE PAGES

<table>
<thead>
<tr>
<th>Page No.</th>
<th>Date</th>
<th>Page No.</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>March 30, 2009</td>
<td>6</td>
<td>March 30, 2009</td>
</tr>
<tr>
<td>2</td>
<td>March 30, 2009</td>
<td>7</td>
<td>March 30, 2009</td>
</tr>
<tr>
<td>3</td>
<td>March 30, 2009</td>
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<td>4</td>
<td>March 30, 2009</td>
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<td>5</td>
<td>March 30, 2009</td>
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* * * * * * * *
ENGINE FUEL INJECTOR SERVO HEX PLUG INSPECTION

EFFECTIVITY

The following airplanes that have had a new, rebuilt, overhauled, or repaired engine and/or a Precision Airmotive LLC RSA-5 or RSA-10 series Fuel Injection Servo installed on or after August 22, 2006.

NOTE: Additional criteria may impact the effectivity. Refer to the attached Lycoming Mandatory Service Bulletin SB581A and Precision Airmotive LLC Mandatory Service Bulletin PRS-107 Revision 4 (or later revisions), or if applicable Precision LLC Mandatory Service Bulletin PEX-1 Revision 1 (or later revisions).

Also affected is any Precision Airmotive LLC RSA-5 or RSA-10 series Fuel Injection Servo in Service Station stock that was manufactured, overhauled, rebuilt or repaired and placed in stock on or after August 22, 2006.

NOTE: Additional criteria may impact the effectivity. Refer to the attached Lycoming Mandatory Service Bulletin SB581A and Precision Airmotive LLC Mandatory Service Bulletin PRS-107 Revision 4 (or later revisions).

NOTE: RSA-5 and RSA-10 series fuel injector servos shipped from Cessna Parts Distribution on and after May 2, 2008 are not affected.

<table>
<thead>
<tr>
<th>Model</th>
<th>Serial Numbers</th>
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</thead>
<tbody>
<tr>
<td>172R</td>
<td>17280001 thru 17281527</td>
</tr>
<tr>
<td>172S</td>
<td>172S8001 thru 172S10748</td>
</tr>
<tr>
<td>182S</td>
<td>18280001 thru 18280944</td>
</tr>
<tr>
<td>182T</td>
<td>18280945 thru 18282103</td>
</tr>
<tr>
<td>T182T</td>
<td>T18208001 thru T18208866</td>
</tr>
<tr>
<td>206H</td>
<td>20608001 thru 20608309</td>
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<tr>
<td>T206H</td>
<td>T20608001 thru T20608848</td>
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</tbody>
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NOTE: An initial inspection was accomplished on the following airplanes before delivery from the Cessna factory in accordance with Precision Airmotive LLC Safety Alert dated 3/3/08 and the intent of Mandatory Service Bulletin No. PRS-107: Hex Plug 383493 Coming Loose From Regulator Cover. The first repetitive inspection on these airplanes will be due at the next engine oil change or 50 hours of engine operation after the engine hours recorded on the date of airplane delivery, whichever occurs first. 17281497 thru 17281527, 172S10685 thru 172S10748, 18282022, 18282065 thru 18282103, 20608300, 20608303 thru 20608309, T20608808, T20608809, T20608811 thru 20608848.

Original Issue: March 10, 2008
REASON

To transmit Lycoming Mandatory Service Bulletin No. 581A: Reprint of Precision Airmotive MANDATORY Service Bulletin Nos. PRS-107, Rev. 4 and PEX-1, Rev. 1. Precision Airmotive LLC Mandatory Service Bulletin No. PRS-107 Revision 4 and Mandatory Service Bulletin PEX-1 Revision 1 concern the following subject: Hex Plug 383493 Coming Loose From Regulator Cover. These Service Bulletins provide procedures for accomplishing terminating action.

DESCRIPTION

According to Precision Airmotive, they have recently learned of two incidents where the RSA fuel injection servo was found with the brass hex plug (p/n 383493 located on the cover of the servo regulator) hanging from the safety wire, out of the hole, and with damaged threads. One of the incidents was discovered after the aircraft experienced a significant loss of power and misfiring while in flight and a subsequent off airport landing was made.

Precision Airmotive has also received other reports of loose plugs on RSA-5 and RSA-10 fuel injection servos and has determined that the gasket p/n 365533 located between the hex plug p/n 383493 and the servo regulator cover can shrink from engine heat which can cause the hex plug to lose torque against the regulator cover.

Affected RSA-5 and RSA-10 fuel injection servos shall be inspected as described in this Service Bulletin.

COMPLIANCE

Mandatory:

The initial inspection shall be accomplished prior to flight as described in Lycoming Mandatory Service Bulletin No. 581A and Precision Airmotive LLC Mandatory Service Bulletin No. PRS-107 Revision 4 (or latest revision), and Precision Airmotive LLC Mandatory Service Bulletin No. PEX-1 Revision 1 (or latest revision).

Repetitive inspections shall be accomplished until terminating action is done as described in the above Service Bulletins.

NOTE: Compliance with SB08-73-01 Revision 1 is required if in compliance with original issue.

APPROVAL

FAA approval has been obtained on technical data in this publication that affects airplane type design.

Also refer to the attached Lycoming Mandatory Service Bulletin 581A (or latest revision), Precision Airmotive LLC Mandatory Service Bulletin No. PRS-107 Revision 4 (or latest revision), and Precision Airmotive LLC Mandatory Service Bulletin No. PEX-1 Revision 1 (or latest revision).

MANPOWER

Determination if affected by review of logbooks and airplane paperwork: 0.3 man-hour.

If necessary, initial inspection of an affected fuel injection servo hex plug for looseness: 0.3 man-hour.

If necessary, removal, inspection, replacement of the 365533 gasket with the 2577258 gasket, marking the hex plug with “G”, and reinstallment of the 383493 hex plug 0.3 man-hour for models 206H/T206H, 0.7 man-hour for models 172R/S and 182S/T, 1.2 man-hours for model T182T.

If necessary, replacement of the fuel injection servo: 2.5 man-hours.

Repetitive inspection: negligible when accomplished during a scheduled inspection.
REFERENCES


NOTE: Make sure all publications used are complete and current.

NOTE: This information shall be considered an amendment to the Cessna Manufacturer's Service/Maintenance Manual or Instructions for continued airworthiness and must be accomplished for ongoing airworthiness compliance as necessary in accordance with 14 CFR Part 43.13.

OTHER PUBLICATIONS AFFECTED

Model 172R & Model 172S Illustrated Parts Catalog
Model 182S/182T/T182T Illustrated Parts Catalog
Model 206H & Model T206H Illustrated Parts Catalog

NOTE: Make sure all publications used are complete and current.

MATERIAL AVAILABILITY

The following part is available from Cessna Parts Distribution through an appropriate Cessna Service Station.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Qty/Airplane</th>
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<tbody>
<tr>
<td>2577258</td>
<td>Gasket</td>
<td>1 (if required)</td>
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CREDIT INFORMATION

For Airplanes in Warranty

A. Initial Compliance with this Service Bulletin.

The following labor allowance credit will be provided:

Determination if affected by review of logbooks and airplane paperwork: 0.3 man-hour.

If necessary, initial inspection of an affected fuel injection servo hex plug for looseness: 0.3 man-hour.

If necessary, removal, inspection, replacement of the 365533 gasket with the 2577258 gasket, marking the hex plug with "G", and reinstallation of the 383493 hex plug 0.3 man-hour for models 206H/T206H, 0.7 man-hour for models 172R/S and 182S/T, 1.2 man-hours for model T182T. Part credit will be provided for the 2577258 gasket.

If necessary, replacement of the fuel injection servo: 2.5 man-hours plus applicable parts credit.

Repetitive Inspections: not applicable.

Freight will be credited at the most economical method unless pre-approved by Cessna. For pre-approval contact Cessna Parts Distribution Warranty Administration at Telephone: 316-831-4296, Fax: 316-206-2746 or E-mail: cpd2claims@cessna.textron.com.

SB08-73-01 Revision 1
March 30, 2009
To receive credit, the work must be completed and a Warranty Claim submitted by a Cessna Single Engine Service Station within 30 calendar days of Service Bulletin compliance before the credit expiration dates shown below.

NOTE: The removed fuel injection servo must be returned with the warranty claim.

Domestic ........................ September 30, 2009
International ........................ September 30, 2009

B. Airplanes in compliance with the original issue of this Service Bulletin, the following labor allowance credit and part credit will be provided:

If necessary, removal, inspection, replacement of the 365533 gasket with the 2577258 gasket, marking the hex plug with "G", and reinstallation of the 383493 hex plug 0.3 man-hour for models 206H/T206H, 0.7 man-hour for models 172R/S and 182S/T, 1.2 man-hours for model T182T. Part credit will be provided for the 2577258 gasket.

Freight will be credited at the most economical method unless pre-approved by Cessna. For pre-approval contact Cessna Parts Distribution Warranty Administration at Telephone: 316-831-4296, Fax: 316-206-2746 or E-mail: cpd2claims@cessna.textron.com.

To receive credit, the work must be completed and a Warranty Claim submitted by a Cessna Single Engine Service Station within 30 calendar days of Service Bulletin compliance before the credit expiration dates shown below.

Domestic ........................ September 30, 2009
International ........................ September 30, 2009

Special Note to Service Stations:

When you complete the Warranty Claim, the labor allowance claimed shall be itemized for each above action completed.

For Airplanes Beyond Warranty

Refer to Lycoming Mandatory Service Bulletin 581A (or latest revision), Precision Airmotive LLC Mandatory Service Bulletin No. PRS-107 Revision 4 (or latest revision), and Precision Airmotive LLC Mandatory Service Bulletin No. PEX-1 Revision 1 (or latest revision).

ACCOMPLISHMENT INSTRUCTIONS

Weight And Balance Information

Not Applicable

Instructions

1. Determine if the installed RSA-5 or RSA-10 fuel injection servo is affected. Refer to the attached Lycoming Mandatory Service Bulletin 581A (or latest revision), Precision Airmotive LLC Mandatory Service Bulletin No. PRS-107 Revision 4 (or latest revision), or if applicable Precision Airmotive LLC Mandatory Service Bulletin No. PEX-1 Revision 1 (or latest revision), and/or applicable airplane paperwork such as logbooks and/or applicable work orders and sales/shipping receipts or by visual inspection of the servo.

NOTE: Lycoming Service Instruction 1519A Reprint of Precision Service Information Letter No. SIL RS87 Revision 1 and Lycoming Service Instruction 1520 Reprint of Precision Service Information Letter No. SIL RS88 are also attached for your reference on other publications regarding these Service Bulletins.
WARNING: EXERCISE CARE WHEN WORKING AROUND THE PROPELLER. ENSURE MAGNETO SWITCH IS IN THE OFF POSITION BEFORE MOVING PROPELLER OR REMOVING COWLINGS.

2. If affected, accomplish Lycoming Mandatory Service Bulletin 581A (or latest revision), Precision Airmotive LLC Mandatory Service Bulletin No. PRS-107 Revision 4 (or latest revision), or if applicable Precision Airmotive LLC Mandatory Service Bulletin No. PEX-1 Revision 1 (or latest revision).

NOTE: All work should be accomplished in reference to the airplane Maintenance Manual.

3. If the 383493 hex plug or regulator cover do not meet the requirements for continued service as stated in the above referenced Service Bulletins, the servo shall be replaced.

4. If the fuel injection servo requires removal, remove the existing fuel injector servo and install the replacement fuel injection servo in accordance with the airplane Maintenance Manual.

5. Make appropriate entries in the engine and airplane logbooks that state compliance and method of compliance with this Service Bulletin, and if applicable, when the next inspection is due.

NOTE: This information shall be considered an amendment to the Cessna Manufacturer's Service/Maintenance Manual or Instructions for continued airworthiness and must be accomplished for ongoing airworthiness compliance as necessary in accordance with 14 CFR Part 43.13.
A. On March 10, 2008 a copy of this Service Bulletin was sent to applicable owners of record. It is recommended that owners contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB08-73-01 accomplished on their airplane.

B. On March 30, 2009 the following message will be sent to the applicable owners of record in SB08-73-01AR1.

Dear Cessna Owner:

This Owner Advisory is to inform you that SB08-73-01 Revision 1: Engine Fuel Servo Hex Plug Inspection has been issued to transmit Lycoming Mandatory Service Bulletin No. 581A: Reprint of Precision Airmotive MANDATORY Service Bulletin Nos. PRS-107, Rev. 4 and PEX-1, Rev. 1. Precision Airmotive LLC Mandatory Service Bulletin No. PRS-107 Revision 4 and Mandatory Service Bulletin PEX-1 Revision 1 concern the following subject: Hex Plug 383493 Coming Loose From Regulator Cover. These Service Bulletins provide procedures for accomplishing terminating action.

A digital copy of the Service Bulletins are available online via the internet at:


http://www.precisionairmotive.com/

According to Precision Airmotive, they have recently learned of two incidents where the RSA fuel injection servo was found with the brass hex plug (p/n 383493 located on the cover of the servo regulator) hanging from the safety wire, out of the hole, and with damaged threads. One of the incidents was discovered after the aircraft experienced a significant loss of power and misfiring while in flight and a subsequent off airport landing was made.

Precision Airmotive has also received other reports of loose plugs on RSA-5 and RSA-10 fuel injection servos and has determined that the gasket p/n 365533 located between the hex plug p/n 383493 and the servo regulator cover can shrink from engine heat which can cause the hex plug to lose torque against the regulator cover.

Affected RSA-5 and RSA-10 fuel injection servos shall be inspected as described in Service Bulletin SB08-73-01 Revision 1.

Your airplane is affected if a new, rebuilt, overhauled, or repaired engine and/or a Precision Airmotive LLC RSA-5 or RSA-10 series Fuel Injection Servo has been installed on or after August 22, 2006.

NOTE: Additional criteria may impact the effectivity. Refer to Lycoming Mandatory Service Bulletin SB581A and Precision Airmotive LLC Mandatory Service Bulletin PRS-107 Revision 4 (or later revisions), or if applicable Precision LLC Mandatory Service Bulletin PEX-1 Revision 1 (or later revisions).

NOTE: All RSA-5 and RSA-10 series fuel injector servos shipped from Cessna Parts Distribution on and after May 2, 2008 are not affected.

Compliance is Mandatory:

The initial inspection shall be accomplished prior to flight as described in Lycoming Mandatory Service Bulletin No. 581A and Precision Airmotive LLC Mandatory Service Bulletin No. PRS-107 Revision 4 (or latest revision), and Precision Airmotive LLC Mandatory Service Bulletin No. PEX-1 Revision 1 (or latest revision).

Repetitive inspections shall be accomplished until terminating action is done as described in the above Service Bulletins.

NOTE: Compliance with SB08-73-01 Revision 1 is required if in compliance with original issue.
The information contained in the referenced Cessna Service Bulletin shall be considered an amendment to the Cessna Manufacturer's Service/Maintenance Manual or Instructions for continued airworthiness, and must be accomplished for ongoing airworthiness compliance in accordance with 14 CFR Part 43.13.

For Airplanes in Warranty

A. Initial Compliance with this Service Bulletin.

The following labor allowance credit will be provided:

Determination if affected by review of logbooks and airplane paperwork: 0.3 man-hour.

If necessary, initial inspection of an affected fuel injection servo hex plug for looseness: 0.3 man-hour.

If necessary, removal, inspection, replacement of the 365533 gasket with the 2577258 gasket, marking the hex plug with "G", and reinstallation of the 383493 hex plug 0.3 man-hour for models 206H/T206H, 0.7 man-hour for models 172R/S and 182S/T, 1.2 man-hours for model T182T. Part credit will be provided for the 2577258 gasket.

If necessary, replacement of the fuel injection servo: 2.5 man-hours plus applicable parts credit.

Repetitive Inspections: not applicable.

Freight will be credited at the most economical method unless pre-approved by Cessna. For pre-approval contact Cessna Parts Distribution Warranty Administration at Telephone: 316-831-4296, Fax: 316-206-2746 or E-mail: cpd2claims@cessna.textron.com.

To receive credit, the work must be completed and a Warranty Claim submitted by a Cessna Single Engine Service Station within 30 calendar days of Service Bulletin compliance before the credit expiration dates shown below.

NOTE: The removed fuel injection servo must be returned with the warranty claim.

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<th>September 30, 2009</th>
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B. Airplanes in compliance with the original issue of this Service Bulletin, the following labor allowance credit and part credit will be provided:

If necessary, removal, inspection, replacement of the 365533 gasket with the 2577258 gasket, marking the hex plug with "G", and reinstallation of the 383493 hex plug 0.3 man-hour for models 206H/T206H, 0.7 man-hour for models 172R/S and 182S/T, 1.2 man-hours for model T182T. Part credit will be provided for the 2577258 gasket.

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For Airplanes Beyond Warranty

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Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB08-73-01 Revision 1 accomplished on your airplane.

* * * * * * * * * *
NOTE 1: Lycoming has not reprinted Revisions 2 and 3 of Precision Airmotive Service Bulletin No. PRS-107.

SUBJECT: Reprint of Precision Airmotive MANDATORY Service Bulletin Nos. PRS-107, Rev. 4 and PEX-1, Rev. 1

NOTE 1: This bulletin does not apply if the Fuel Injection Servo has the letter “G” marked on the regulator hex plug and Precision Airmotive gasket P/N 2577258 has been installed.

MODELS AFFECTED: Engines Shipped From Lycoming:
All new, overhauled, rebuilt, or repaired (L)IO, AIO, HIO, IGO, IVO, (L)TIO, AEIO series engines with either a Precision Airmotive or Bendix RSA-5 or RSA-10 series Fuel Injection Servo, or a Precision Airmotive Silverhawk EX Fuel Injection Kit shipped from Lycoming between August 22, 2006 and April 2, 2008.

Spares Shipped From Lycoming:
All new, overhauled, or rebuilt Precision Airmotive or Bendix RSA-5 or RSA-10 series Fuel Injection Servos shipped from Lycoming between August 22, 2006 and April 2, 2008.
All Precision Airmotive Silverhawk EX Fuel Injection Kits shipped from Lycoming between August 22, 2006 and April 2, 2008.

Spares Containing Precision Gasket P/N 365533:
All new, overhauled, rebuilt, or repaired Precision Airmotive RSA-5 or RSA-10 series Fuel Injection Servos, or Precision Airmotive Silverhawk EX Fuel Injection Kits, whether provided by Lycoming or others, that had Precision gasket P/N 365533 replaced after August 22, 2006.

NOTE 2: The fuel injection servo model can be found on the fuel injector servo identification plate.
TIME OF COMPLIANCE:

Engines shipped from Lycoming between August 22, 2006 and March 3, 2008 and installed with RSA-5 or RSA-10 series Fuel Injection Servos or Silverhawk EX Fuel Injection Kit:
- Follow Section C of PRS-107, Rev. 4 or PEX-1, Rev. 1 until terminating action, per section G, is accomplished.

Engines shipped from Lycoming between March 4, 2008 and April 2, 2008 and installed with RSA-5 or RSA-10 series Fuel Injection Servos or a Silverhawk EX Fuel Injection Kit:
- These engines were initially inspected at Lycoming for security of the hex plug Precision P/N 383493, but due to the nature of the issue, every Servo must be checked again just prior to the first flight.
- Follow Section C of PRS-107, Rev. 4 or PEX-1, Rev. 1 until terminating action, per section G, is accomplished.

Spare RSA-5 or RSA-10 Fuel Injection Servos or Silverhawk EX Fuel Injection Kits that contain Precision gasket P/N 365533 must use new gasket P/N 2577258.
- Follow Section C of PRS-107, Rev. 4 or PEX-1, Rev. 1 until terminating action, per section G, is accomplished.

Lycoming has learned that all new, overhauled, rebuilt, or repaired engines with a Precision Airmotive or Bendix RSA-5, RSA-10 series fuel injection servo, or a Precision Airmotive Silverhawk EX Fuel Injection Kit installed since August 22, 2006 may have a loose brass hex plug. A loose plug will allow a leak which may have an effect on engine performance. If the plug completely falls out of the regulator cover, a loss of engine power will result.

Precision Airmotive MANDATORY Service Bulletin Nos. PRS-107, Rev. 4 and PEX-1, Rev. 1 are reprinted in their entirety as follows. Lycoming requires compliance with all elements of these Service Bulletins and with the additional notes listed below.

These reprints are current at the time Lycoming Service Bulletin No. 581A is issued. However, when complying with this Service Bulletin, insure that compliance is in accordance with the latest revisions of Precision Airmotive MANDATORY Service Bulletins No. PRS-107, and PEX-1.

IF, AFTER INSPECTING THE PLUG, IT IS FOUND TO BE LOOSE, DO NOT FLY YOUR AIRCRAFT UNTIL PRECISION SERVICE BULLETINS HAVE BEEN COMPLIED WITH.

NOTE 3
For affected Fuel Injection Servos shipped from Lycoming as a spare or an engine component, contact Precision Airmotive. Contact information for Precision Airmotive is:

Precision Airmotive Corporation
14800 40th Avenue, N.E.
Marysville, WA 98271
Tel:  (360) 651-8282
Fax:  (360) 651-8080
MANDATORY
Service Bulletin
Fuel Systems

Bulletin No.: PRS-107
Revision No.: 4
Date: 7/16/08

SUBJECT: HEX PLUG 383493 COMING LOOSE FROM REGULATOR COVER

NOTE: THE FAA SEATTLE AIRCRAFT CERTIFICATION OFFICE HAS
APPROVED THIS BULLETIN AS AN ALTERNATE METHOD OF
COMPLIANCE TO EMERGENCY AD 2008-06-51 ON APRIL 16, 2008.

A. EFFECTIVITY:

All aircraft and engines with RSA-5 or RSA-10 series Fuel Injection Servos which have
had a new, rebuilt, overhauled, or repaired servo installed since August 22, 2006.

This bulletin does NOT apply if:

1) The gasket (part number 365533) under the regulator hex plug was shipped by
   Precision Airmotive prior to August 22, 2006.

2) The servo has the letter “G” marked on the regulator hex plug and gasket part number
   2577258 has been installed.

3) The servo contains a regulator hex plug gasket manufactured by an FAA-PMA
   approved source other than Precision Airmotive. Continued airworthiness
   instructions for those non Precision Airmotive gaskets should be obtained from
   the manufacturer.

NOTE: If there is any doubt about whether one of the above three exceptions apply, this
service bulletin is mandatory and must be complied with.

NOTE: This service bulletin applies to all Precision Airmotive AND all Bendix RSA-5 and
RSA-10 series Fuel Injection Servos unless one of the above three exceptions apply.

B. REASON:

Precision Airmotive has recently learned of two incidents relating to its RSA fuel
injection servos. In both cases the brass hex plug p/n 383493 on the cover of the
regulator was found hanging from the safety wire, out of the hole, with damaged threads.
In one instance the condition was found on the ground while troubleshooting a lean
running condition. In the second instance the occurrence is believed to have happened in
the air while flying at cruise power. The aircraft in the latter instance experienced a
significant loss of power and misfiring while in flight. An off airport landing was made,
resulting in considerable damage to the aircraft. The servos in these incidents had
between 200 and 300 hours TSN. Precision Airmotive issued a Safety Alert on 3/3/08
requiring inspection of these plugs for looseness. Precision has now received additional
reports of loose plugs on RSA-5 and RSA-10 servos on various different aircraft models.
Precision Airmotive has determined that the gasket p/n 365533 located between the hex
plug p/n 383493 and the servo regulator cover can shrink from engine heat which can
cause the hex plug to lose torque against the regulator cover. The material in these
gaskets was changed beginning August 22, 2006, and the gaskets that have been
identified as experiencing shrinkage were all comprised of the new gasket material.
This bulletin identifies affected servos and provides information for immediate inspection and repair.

C. COMPLIANCE:

IMMEDIATE ACTION REQUIRED PRIOR TO NEXT FLIGHT: Unless already accomplished in accordance with PRS-107 Rev 1, PRS-107 Rev 2, PRS-107 Rev 3, or FAA AD 2008-06-51, immediately inspect all aircraft or engine with RSA-5 or RSA-10 series servos which have had a new, rebuilt, overhauled, or repaired servo installed after August 22, 2006 that cannot be confirmed to have had gasket p/n 2577258 installed under the hex plug, to determine if the brass regulator hex plug is loose.

CONTINUED ACTION REQUIRED: Until terminating action is accomplished (see section G) continue periodic inspections to determine if the hex plug is loose.

1. If the plug HAS NOT BEEN re-torqued per section F, such inspections must occur at every oil change or every 50 hours of engine run time, whichever comes first.

2. If the plug HAS BEEN re-torqued per section F, such inspections must occur at every annual inspection or every 120 hours of engine run time, whichever comes first.

WARNING

THESE PERIODIC INSPECTIONS MUST BE CONTINUED UNTIL TERMINATING ACTION PER SECTION G BELOW IS ACCOMPLISHED.

TERMINATING ACTION: Accomplishment of the terminating action per section G is required to eliminate the repetitive inspections required above. Once section G has been completed, no further action is required.

D. INSPECTION:

WARNING

DO NOT FLY YOUR AIRCRAFT UNTIL THE REGULATOR HEX PLUG HAS BEEN INSPECTED.

Determining if the plug is loose requires more than just a visual inspection. The inspection should be accomplished by attempting to move the plug with a single finger. Do not use a wrench or apply significant torque to the plug. If the plug does not move, it is acceptable.

WARNING

IF THE PLUG IS LOOSE, DO NOT FLY YOUR AIRCRAFT UNTIL THE ISSUE IS RESOLVED AS SET FORTH IN THIS SERVICE BULLETIN.

E. ACTION IF HEX PLUG IS NOT FOUND LOOSE.

1. Enter in the Engine log book the date in which the plug was inspected per PRS-107 Revision 4 and indicate that the plug was NOT loose.

2. Continued action is required per section C. In order to eliminate the need for continued inspection, proceed as directed in section G.
F. **ACTION IF HEX PLUG IS FOUND LOOSE:**

NOTE: If replacement gasket p/n 2577258 gasket is available, install it per section G. If replacement gasket is not available, remove, inspect, and reinstall plug and gasket per this section.

1. Carefully cut and remove the safety wire that spans between the hex plug 383493 and regulator cover only.

2. Remove hex plug while ensuring that gasket 365533 that is behind the plug is not lost. The gasket may be slightly stuck to regulator cover.

3. Examine the threads on the hex plug and regulator cover for damage. Threads should not show signs of excessive wear. The hex plug outer diameter threads should also measure within .7400-.7500 inches. If the condition of the threads is suspect, please contact Precision Airmotive Product Support.

4. If the threads on either the hex plug or regulator cover are excessively worn or don’t measure within the aforementioned dimensions the servo must be removed and sent to Precision Airmotive or an authorized repair station for repair.

5. If the threads on both the hex plug and the regulator cover are acceptable, inspect the gasket 365533 for tears and other damage. If the gasket is damaged acquire a new gasket from Precision Airmotive distribution.

6. With an acceptable hex plug, an acceptable regulator cover, and an acceptable gasket, install the gasket over the hex plug and install plug into the regulator cover. Torque the hex plug to 90-100 in-lbs.

7. The hex plug must be safety wired with .015 thru .025 inch diameter wire to the regulator cover as shown in the photos on the next page. The wire shall pass thru the plug such that it pulls the plug in the tightened direction and does not rest on the corners of the hex on the plug (it is acceptable to wrap under the corners of the hex plug). These photos are just two examples of acceptable safety methods. Other safety wire methods such as those described in FAA AC 43-13-1B (or latest revision) are also acceptable.

8. Ensure that any other safety wire on the servo that may have been damaged when removing the hex plug safety wire is replaced.

9. Enter in the engine log book the date in which the plug was inspected, torqued, and safety wired per this Service Bulletin PRS-107 Revision 4.

10. Continued action is required per section C. In order to eliminate the need for continued inspection, proceed as directed in section G.
Note: The safety wire through the hex plug shown in the left hand photo is .025" wire wrapped around regulator screws under existing wire. It does not go through the holes in the screws. The safety wire through the hex plug shown in the right hand photo is .015" wire which passes through the regulator screw hole. This is the normal safety wire method used at the factory.

IMPORTANT: The letter “G” shown in the photos is to be stamped ONLY if the new gasket, part number 2577258 has been installed.

G. TERMINATING ACTION:

1. Carefully cut and remove the safety wire that spans between the hex plug 383493 and regulator cover only.

2. Remove hex plug.

3. Examine the threads on the hex plug and regulator cover for damage. Threads should not show signs of excessive wear. The hex plug outer diameter threads should also measure within .7400-.7500 inches. If the condition of the threads is suspect, please contact Precision Airmotive Product Support.

4. If the threads on either the hex plug or regulator cover are excessively worn or don’t measure within the aforementioned dimensions the servo must be removed and sent to Precision Airmotive or an authorized repair station for repair.

5. If the threads on both the hex plug and the regulator cover are acceptable, obtain a new gasket, part number 2577258 from Precision Airmotive. Discard the 365533 gasket.

6. Stamp or scribe the letter “G” onto the face of the hex plug as shown in the sample photos. This shall be done with the plug removed from the servo. DO NOT stamp the plug with it installed in the servo.

NOTE: The “G” marked on the hex plug indicates that the new 2577258 gasket has been installed. All servos manufactured/rebuilt/overhauled/repaired after June 30, 2008 must use the new 2577258 gasket and must be marked with the “G” on the regulator hex plug.
7. With an acceptable hex plug, and an acceptable regulator cover, install the 2577258 gasket over the hex plug and install plug into the regulator cover. Torque the hex plug to 90-100 in-lbs.

8. Safety wire the plug as described in section F, paragraph 7.

9. Ensure that any other safety wire on the servo that may have been damaged when removing the hex plug safety wire is replaced.

10. Enter in the engine log book the date the 2577258 gasket was installed per this Service Bulletin PRS-107 Revision 4.

H. SECTION IV – WARRANTY INFORMATION:

If your servo was manufactured or rebuilt by Precision Airmotive during this time period, Precision will provide a reimbursement to the aircraft owner of up to $100 per servo for resolution of this problem. A listing of the serial numbers manufactured or rebuilt by Precision Airmotive during this time may be found on our website at www.precisionairmotive.com. Please note that this listing is NOT a complete list of servos that may contain this gasket. Servos overhauled or repaired by other repair stations during this time period may also contain this part and must comply with this bulletin.

Contact Information: Precision Airmotive LLC
Product Support Department
(360)651-8282

PARTS AVAILABILITY: As of March 21, 2008, gasket part number 365533 is no longer available from Precision Airmotive. The new gasket, part number 2577258 is available and should be used in place of 365533. Service Information Letter RS-87 has been published with instructions for use.

NOTE: All servos overhauled or repaired by repair stations after June 30, 2008 MUST use the new 2577258 gasket. After this date the 365533 gasket MAY NO LONGER BE INSTALLED.
Mandatory Service Bulletin
Fuel Systems

Bulletin No.: PEX-1
Revision No: 1
Date: 3/24/08

Subject: HEX PLUG 383493 COMING LOOSE FROM REGULATOR COVER

A. Effectivity:
All aircraft and engines with a Silverhawk EX-5VA1 or EX-10VA1 series Fuel Injection Servo which was manufactured or repaired between August 22, 2006 and March 21, 2008. This bulletin does NOT apply if the servo has the letter “G” marked on the regulator hex plug. This indicates that a new gasket (part number 2577258) was installed.

B. Reason:
Precision Airmotive has recently learned of two incidents relating to its RSA fuel injection servos. In both cases the brass hex plug p/n 383493 on the cover of the regulator was found hanging from the safety wire, out of the hole, with damaged threads. In one instance the condition was found on the ground while troubleshooting a lean running condition. In the second instance the occurrence is believed to have happened in the air while flying at cruise power. The aircraft in the latter instance experienced a significant loss of power and misfiring while in flight. An off airport landing was made, resulting in considerable damage to the aircraft. The servos in these incidents had between 200 and 300 hours TSN. Precision Airmotive issued a Safety Alert on 3/3/08 requiring inspection of these plugs for looseness. Precision has now received additional reports of loose plugs on RSA-5 and RSA-10 servos on various different aircraft models. Precision Airmotive has determined that the gasket p/n 365333 located between the hex plug p/n 383493 and the servo regulator cover can shrink from engine heat which can cause the hex plug to lose torque against the regulator cover. All Silverhawk servos use these same gaskets. The material in these gaskets was changed beginning August 22, 2006, and the gaskets that have been identified as experiencing shrinkage were all comprised of the new gasket material.

This bulletin identifies affected servos and provides information for immediate inspection and repair.

C. Compliance:

Immediate Action Required Prior to Next Flight: Immediately inspect all aircraft or engines with Silverhawk EX-5VA1 or EX-10VA1 servos which manufactured or rebuilt between August 22, 2006 and March 21, 2008 to determine if the brass regulator hex plug is loose.

Continued Action Required: Until terminating action is accomplished (see section G) continue periodic inspections to determine if the hex plug is loose.

1. If the plug HAS NOT BEEN re-torqued per section F, such inspections must occur at every oil change or every 50 hours of engine run time, whichever comes first.
2. If the plug HAS BEEN re-torqued per section F, such inspections must occur at every annual inspection or every 120 hours of engine run time, whichever comes first.

**WARNING**

**THESE PERIODIC INSPECTIONS MUST BE CONTINUED UNTIL TERMINATING ACTION PER SECTION G BELOW IS ACCOMPLISHED.**

**TERMINATING ACTION:** Accomplishment of the terminating action per section G is required to eliminate the repetitive inspections required above. Once section G has been completed, no further action is required.

**D. INSPECTION:**

**WARNING**

**DO NOT FLY YOUR AIRCRAFT UNTIL THE REGULATOR HEX PLUG HAS BEEN INSPECTED.**

Determining if the plug is loose requires more than just a visual inspection. The inspection should be accomplished by attempting to move the plug with a single finger. Do not use a wrench or apply significant torque to the plug. If the plug does not move easily, it is acceptable.

**WARNING**

**IF THE PLUG IS LOOSE, DO NOT FLY YOUR AIRCRAFT UNTIL THE ISSUE IS RESOLVED AS SET FORTH IN THIS SERVICE BULLETIN.**

**E. ACTION IF HEX PLUG IS NOT FOUND LOOSE.**

1. Enter in the Engine log book the date in which the plug was inspected per PEX-1 and indicate that the plug was NOT loose.

2. Continued action is required per section C. In order to eliminate the need for continued inspection, proceed as directed in section G.

**F. ACTION IF HEX PLUG IS FOUND LOOSE:**

1. Carefully cut and remove the safety wire that spans between the hex plug 383493 and regulator cover only.

2. Remove hex plug while ensuring that gasket 365533 that is behind the plug is not lost. The gasket may be slightly stuck to regulator cover.

3. Examine the threads on the hex plug and regulator cover for damage. Threads should not show signs of excessive wear. The hex plug outer diameter threads should also measure within .7400-.7500 inches. If the condition of the threads is suspect, please contact Precision Airmotive Product Support.

4. If the threads on either the hex plug or regulator cover are excessively worn or don’t measure within the aforementioned dimensions the servo must be removed and sent to Precision Airmotive for repair.

5. If the threads on both the hex plug and the regulator cover are acceptable, inspect the gasket 365533 for tears and other damage. If the gasket is damaged acquire a new gasket from Precision Airmotive distribution.
6. With an acceptable hex plug, an acceptable regulator cover, and an acceptable gasket, install the gasket over the hex plug and install plug into the regulator cover. Torque the hex plug to 90-100 in-lbs.

7. The hex plug must be safety wired with .015 or .025 inch diameter wire to the regulator cover as shown in the photos below. The wire shall pass thru the plug such that it pulls the plug in the tightened direction and does not rest on the corners of the hex on the plug (it is acceptable to wrap under the corners of the hex plug). These photos are just two examples of acceptable safety methods. Other safety methods such as those described in FAA AC 43-13 are also acceptable.

Note: The safety wire through the hex plug shown in the left hand photo is .025” wire wrapped around regulator screws under existing wire. It does not go through the holes in the screws. The safety wire through the hex plug shown in the right hand photo is .015” wire which passes through the regulator screw hole. This is the normal safety wire method used at the factory.

IMPORTANT: The letter “G” shown in the photos is to be stamped ONLY if the new gasket, part number 2577258 has been installed.

8. Ensure that any other safety wire on the servo that may have been damaged when removing the hex plug safety wire is replaced.

9. Enter in the engine log book the date in which the plug was inspected, torqued, and safety wired per this Service Bulletin PEX-1.

10. Continued action is required per section C. In order to eliminate the need for continued inspection, proceed as directed in section G.

G. TERMINATING ACTION:

1. Carefully cut and remove the safety wire that spans between the hex plug 383493 and regulator cover only.

2. Remove hex plug.
3. Examine the threads on the hex plug and regulator cover for damage. Threads should not show signs of excessive wear. The hex plug outer diameter threads should also measure within .7400-.7500 inches. If the condition of the threads is suspect, please contact Precision Airmotive Product Support.

4. If the threads on either the hex plug or regulator cover are excessively worn or don’t measure within the aforementioned dimensions the servo must be removed and sent to Precision Airmotive for repair.

5. If the threads on both the hex plug and the regulator cover are acceptable, obtain a new gasket, part number 2577258 from Precision Airmotive. Discard the 365533 gasket.

6. Stamp or scribe the letter “G” onto the face of the hex plug as shown in the sample photos. This shall be done with the plug removed from the servo. DO NOT stamp the plug with it installed in the servo.

NOTE: The “G” stamped on the hex plug indicates that the new 2577258 gasket has been installed. Servos manufactured or repaired before August 22, 2006 or after December 31, 2008 need not have this stamp. To minimize confusion in the immediate future, it is required that all servos manufactured/overhauled/ repaired using the 2577258 gasket be stamped with a “G” on the hex plug until December 31, 2008.

7. With an acceptable hex plug, and an acceptable regulator cover, install the 2577258 gasket over the hex plug and install plug into the regulator cover. Torque the hex plug to 90-100 in-lbs.

8. Safety wire the plug as described in section F, paragraph 7.

9. Ensure that any other safety wire on the servo that may have been damaged when removing the hex plug safety wire is replaced.

10. Enter in the engine log book the date the 2577258 Gasket was installed per this Service Bulletin PEX-1.

H. SECTION IV – WARRANTY INFORMATION:

If your servo was manufactured or repaired by Precision Airmotive during this time period, Precision will provide a reimbursement to the aircraft owner of up to $100 per servo for resolution of this problem. A listing of the serial numbers manufactured or repaired by Precision Airmotive during this time may be found on our website at www.precisionairmotive.com. Please note that this listing is NOT a complete list of servos that may contain this gasket. Servos repaired by other repair stations during this time period may also contain this part and must comply with this bulletin.

Contact Information: Precision Airmotive LLC
Product Support Department
(360)651-8282

PARTS AVAILABILITY: As of March 21, 2008, gasket part number 365533 is no longer available from Precision Airmotive. The new gasket, part number 2577258 is available and should be used in place of 365533.
DATE: September 19, 2008

SERVICE INSTRUCTION

SUBJECT: Reprint of Precision Service Information Letter No. SIL RS-87 Revision 1

MODELS AFFECTED: All Lycoming new, overhauled, rebuilt, or repaired (L)IO, AIO, HIO, IGO, IVO, (L)TIO, AEIO series engine with either a Precision Airmotive RSA-5 or RSA-10 series fuel injection servo.

All Lycoming new, overhauled, rebuilt, or repaired (L)IO, AIO, HIO, IGO, IVO, (L)TIO, AEIO series engine with a Precision Airmotive Silverhawk EX Fuel Injection Kit.

TIME OF COMPLIANCE: At the next maintenance event, annual inspection, or by June 30, 2008, whichever occurs first.

Precision Service Information Letter No. SIL RS-87 Revision 1 is reprinted in its entirety as follows.

This reprint is current at the time Lycoming Service Instruction No. 1519A is issued. However, when complying with this Service Instruction, insure that compliance is in accordance with the latest revision of Precision Service Information Letter No. SIL RS-87.
SUBJECT: New regulator plug gasket and increased torque for all RSA-5 and RSA-10 Fuel Injection Servos.

PURPOSE: To advise the field of availability of the new regulator hex plug gasket, part number 2577258.

Revision 1 adds requirement to mark a “G” on the regulator hex plug.

A. EFFECTIVITY: This Service Information Letter is applicable to all RSA-5 and RSA-10 servos.

B. DESCRIPTION: Precision Airmotive LLC has released a new regulator plug gasket, part number 2577258 and increased the torque on the regulator plug. This gasket replaces the 365533 gasket currently in use. Current stocks should be returned to Precision Airmotive for replacement. After June 30, 2008 the 365533 gasket MUST NO LONGER BE INSTALLED.

C. DETAILED INSTRUCTIONS
During overhaul or repair install a 2577258 gasket in place of the 365533 gasket. Stamp or scribe a “G” on the regulator hex plug (p/n 383493) and torque to 90-100 in-lbs.

<table>
<thead>
<tr>
<th>Model</th>
<th>Manual</th>
<th>IPL Figure</th>
<th>Item</th>
<th>Fits &amp; Clearances Figure</th>
<th>Item</th>
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</thead>
<tbody>
<tr>
<td>RSA-5AD1</td>
<td>15-381G CHG 1</td>
<td>6</td>
<td>10</td>
<td>802</td>
<td>6,5</td>
</tr>
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<td>15-419D</td>
<td>4</td>
<td>10</td>
<td>802 (sheet 2)</td>
<td>Fig 4,5</td>
</tr>
<tr>
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<td>15-433D</td>
<td>4</td>
<td>10</td>
<td>802</td>
<td>4,5</td>
</tr>
<tr>
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<td>15-458G CHG 1</td>
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<td>802</td>
<td>Fig 4,5</td>
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<td>10</td>
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<td>4-5</td>
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</table>
DATE: August 22, 2008

Service Instruction No. 1520
Engineering Aspects are FAA DER Approved

SUBJECT: Reprint of Precision Service Information Letter No. SIL RS-88

MODELS AFFECTED: Any Lycoming new, overhauled, rebuilt, or repaired (L)IO, AIO, HIO, IGO, IVO, (L)TIO, AEIO series engine with either a Precision Airmotive RSA-5 or RSA-10 series fuel injection servo which does NOT have a “G” marked on the regulator hex plug.

All Lycoming new, overhauled, rebuilt, or repaired (L)IO, AIO, HIO, IGO, IVO, (L)TIO, AEIO series engine with a Precision Airmotive Silverhawk EX Fuel Injection Kit which does NOT have a “G” marked on the regulator hex plug.

TIME OF COMPLIANCE: At the next maintenance event or at annual inspection, whichever occurs first.

Precision Service Information Letter No. SIL RS-88 is reprinted in its entirety as follows.

This reprint is current at the time Lycoming Service Instruction No. 1520 is issued. However, when complying with this Service Instruction, insure that compliance is in accordance with the latest revision of Precision Service Information Letter No. SIL RS-88.
SUBJECT: Inspection of Regulator Hex Plug on RSA-5 and RSA-10 Fuel Injection Servos.

PURPOSE: To alert operators to potential service issues with regulator hex plugs on RSA-5 and RSA-10 Fuel Injection Servos.

A. EFFECTIVITY: This Service Information Letter is applicable to all RSA-5 and RSA-10 servos which do NOT have a “G” marked on the regulator hex plug (see photograph page 2.).

B. DESCRIPTION: Precision Airmotive LLC has received information from the FAA relating to our Service Bulletin PRS-107. In response to PRS-107, operators have reported to the FAA finding “loose” regulator hex plugs on fuel injection servos that do not appear to fall within the date range specified on that bulletin. Quantification of “loose” has been anecdotal in nature and it is therefore unknown how that determination was made. Nonetheless, to ensure safety, Precision recommends that the servos on all aircraft be inspected at each periodic inspection as set forth below.

C. DETAILED INSTRUCTIONS: If your aircraft has an RSA-5 or RSA-10 fuel injection servo that is NOT marked with a “G” on the regulator hex plug, during each annual or other periodic inspection (but at least annually) the regulator hex plug on the fuel injection servo should be inspected to verify that it is not loose. The regulator hex plug is a 1” brass hex plug on the large round cover on the side of the fuel injection servo. (See photograph page 2.)

Determining if the plug is loose requires more than just a visual inspection. The inspection should be accomplished by attempting to move the plug with a single finger. Do not use a wrench, grip the plug, or in any other way apply significant torque to the plug. If the plug does not move, it is acceptable.

If the plug does move, one of the two following steps must be taken: (1) The servo can be removed and sent to a qualified repair station for repair, or (2) the servo can be repaired on the aircraft as follows:

1. Carefully cut and remove the safety wire that spans between the regulator hex plug and regulator cover only.
2. Remove hex plug.
3. Examine the threads on the hex plug and regulator cover for damage. Threads should not show signs of excessive wear. The hex plug outer diameter threads should also measure within .740-.750 inches. If the condition of the threads is suspect in any way, please contact Precision Airmotive Product Support.
4. If the threads on either the hex plug or regulator cover are excessively worn or don’t measure within the aforementioned dimensions the servo must be removed and sent to a qualified repair station for repair.
5. If the threads on both the hex plug and the regulator cover are acceptable, obtain a new gasket, Precision Airmotive part number 2577258. Discard the old gasket.
6. Stamp or scribe the letter “G” onto the face of the hex plug as shown in the sample photos. This shall be done with the plug removed from the servo. DO NOT stamp the plug with it installed in the servo.

7. With an acceptable hex plug and an acceptable regulator cover and the new 2577258 gasket, install the gasket over the hex plug and install plug into the regulator cover. Torque the hex plug to 90-100 in-lbs.

8. The hex plug must be safety wired with .015 thru .025 inch diameter wire to the regulator cover as shown in the photos below. The wire shall pass thru the plug such that it pulls the plug in the tightened direction and does not rest on the corners of the hex on the plug (it is acceptable to wrap under the corners of the hex plug). These photos are just two examples of acceptable safety methods. Other safety wire methods such as those described in FAA AC 43-13-1B (or latest revision) are also acceptable.

9. Ensure that any other safety wire on the servo that may have been damaged when removing the hex plug safety wire is replaced.

10. Enter in the engine log book the date the 2577258 gasket was installed and a “G” was marked on the regulator hex plug per this Service Information Letter, SIL RS-88. Further inspections per this SIL are no longer required.