



VSP - 119

DATED: April 19, 1999 (S/M)

VENDOR SERVICE PUBLICATION

TO: All Piper Domestic and International Distributors, Authorized Piper Service Centers and publication subscribers.

SUBJECT: Distribution of: **TEXTRON LYCOMING SB 480C, "I. Oil and Filter Change and Screen Cleaning, II. Oil Filter/Screen Content Inspection"**

MODELS AFFECTED:

All

SERIAL NUMBERS AFFECTED:

All aircraft with Textron Lycoming Piston Engines

Note:

A guide to the Models and Serial Numbers Affected is listed on the next few pages. This should be used as a reference to determine applicability, however, if your serial number or model is not listed here, consult with Textron Lycoming using the model and serial number of the engine.

COMPLIANCE TIME: In accordance with the attached TEXTRON LYCOMING Service Bulletin SB 480C, "I. Oil and Filter Change and Screen Cleaning, II. Oil Filter/Screen Content Inspection". *Check the attached publication for compliance time.*

PURPOSE: To provide distribution of TEXTRON LYCOMING Service Bulletin SB 480C, "I. Oil and Filter Change and Screen Cleaning, II. Oil Filter/Screen Content Inspection".

Caution:

Failure to comply with Textron Lycoming Service Bulletin SB 480C may result in the failure to detect engine oil contamination of a detrimental nature. Significant engine oil contamination may lead to premature failure or wear of engine components.

(over)
ATA: 7250

Effectivity Reference Guide

MODELS AFFECTED:

E-2 Cub
J-2 Cub
J-3 Cub

J-4 Cub Coupe
J-5 Cub Cruiser
PA-11- Cub Special
PA-12 Super Cruiser
PA-14 Family Cruiser
PA-15 Vagabond
PA-16 Clipper
PA-17 Vagabond
PA-18/18-150 Super Cub

PA-18-150 Super Cub
PA-20 Pacer
PA-22-125/135 Tripacer
PA-22-108 Colt
PA-23 Apache
PA-23 235 Aztec
PA-23-250 Aztec

PA-24-180/250 Comanche
PA-24-260 Comanche
PA-24-400 Comanche
PA-28-140 Cherokee
PA-28-150/160/180 Cherokee
PA-28-151 Warrior
PA-28-161 Warrior II

PA-28-161 Warrior III

PA-28-161 Cadet
PA-28-181 Archer II

PA-28-181 Archer III

PA-28-235 Cherokee
PA-28-236 Dakota

PA-28R-180 Arrow
PA-28R-200 Arrow/Arrow II
PA-28R-201 Arrow III
PA-28R-201 Arrow

PA-28RT-201 Arrow IV
PA-30-Twin Comanche

SERIAL NUMBERS AFFECTED:

11 through 363
500 through 1206
1125 through 23180, G-1 through G-253,
2356A through 2370A, and 101C through 250C
4-400 through 4-1649
5-1 through 5-3014
11-1 through 11-1353
12-1 through 12-4036
14-1 through 14-523
15-1 through 15-388
16-1 through 16-736
17-1 through 17-215
18-1 through 18-9004
18- 7309016 through 18-8309025
1809001 through 1809113
20-1 through 20-1121
22-1 through 22-2424
22-8000 through 22-9848
23-1 through 23-2046
27-505 through 27-622
27-1 through 27-4866
27-7304917 through 27-8154030
24-1 through 24-3687
24-3642, 24-4000 through 24-5028
26-2 through 26-148
28-20000 through 28-7725290
28-1 through 28-7505259 & 28-E13
28-7415001 through 28-7715314
28-7716002 through 28-8616057
2816001 through 2816109
2816110 through 2816119,
2842001 and up
2841001 through 2841365
28-7690001 through 28-8690056
2890001 through 2890205
2890206 through 2890231
2843001 and up
28-10001 through 28-7710089 & 28-E11
28-7911001 through 28-8611008
2811001 through 2811050
28R-30001 through 28R-7130013
28R-35001 through 28R-7635545
28R-7737002 through 28R-7837317
2837001 through 2837061
2844001 and up
28R-7918001 through 28R-8218026
30-1 through 30-2000

Effectivity Reference Guide (Cont'd)**MODELS AFFECTED:**

PA-31/300/325 Navajo/Navajo CR
PA-31-350 Chieftain
PA-31-350 T1020
PA-32-260 Cherokee Six
PA-32-300 Cherokee Six
PA-32-301 Saratoga
PA-32RT-300T Turbo Lance II
PA-32R-300 Lance
PA-32RT-300 Lance II
PA-32R-301 Saratoga SP
PA-32R-301 Saratoga II HP
PA-32R-301T Turbo Saratoga SP
PA-32R-301T Saratoga II TC
PA-34-200 Seneca
PA-38-112 Tomahawk
PA-39-Twin Comanche
PA-44-180 Seminole
PA-44-180T Seminole
PA-46-350P Malibu Mirage

SERIAL NUMBERS AFFECTED:

31-2 through 31-861
31-7300901 through 31-8312019
31-5001 through 31-5004
31-7305005 through 31-8452021
31-8253001 through 31-8553002
32-1 through 32-7800008
32-40000 through 32-7940290
32-8006001 through 32-8606023
3206001 through 3206019
32R-7787001 through 32R-7987126
32R-7680001 through 32R-7880068
32R-7885001 through 32R-7985105
32R-8013001 through 32R-8613006
3213001 through 3213041
3213029, 3213042 through 3213103
3246001 and up
32R-8029001 through 32R-8629006
3229001 through 3229003
3257001 and up
34-7250001 through 34-7450220
38-78A0002 through 38-82A0124
39-1 through 39-155
44-7995001 through 44-8195026, 4495001
through 4495013, 4496001 through 4496020,
44-8107001 through 44-8207020
4622001 through 4622200, 4636001 and up

MANDATORY
SERVICE BULLETIN

DATE: February 26, 1999

Service Bulletin No. 480C
(Supersedes Service Bulletin No. 480B)
Engineering Aspects are
FAA ApprovedSUBJECT: I. Oil and Filter Change and Screen Cleaning
II. Oil Filter/Screen Content Inspection

MODELS AFFECTED: All Textron Lycoming direct drive and TIGO-541 piston engines.

TIME OF COMPLIANCE: As required by subject bulletin.

Textron Lycoming recommends the following:

I. Oil and Filter Change and Screen Cleaning.

- A. Within 10 hours of operation – filter replacement or pressure screen cleaning for new, remanufactured, or newly overhaul engines and for engines with any newly installed cylinders.
- B. At 25 hours after the first filter replacement/screen cleaning – oil change, filter replacement or pressure screen cleaning for new, remanufactured or newly overhauled engines and for engines with any newly installed cylinders.
- C. 50-Hour interval – oil change and filter replacement for all engines using full-flow filtration system (except for engine models TIO-540-AF1A and -AF1B, which require 25 hour interval changes).
- D. 25-Hour interval – oil change and screen cleaning for all engines employing a pressure screen system.
- E. A total of four (4) months maximum between changes for systems listed under “A”, “B” and “C”.
- F. All turbocharged engines must be broken-in and operated with ashless dispersant oil. (Refer to latest edition of Service Instruction No. 1014.)

II. Oil Filter/Screen Content Inspection.

- A. Using the following methods, check for premature or excessive engine component wear, indicated by the presence of metal particles, shavings, or flakes in the oil filter element or screens.

1. Oil Filter.

- a. Using approved method (eg., for full flow , spin-on filters, use Champion Tool CT-475 or Airwolf Cutter AFC-470), open the filter.
- b. Check condition of the oil from the filter for signs of metal contamination.
- c. Remove the paper element from the filter.
- d. Carefully unfold the paper element and examine the material trapped in the filter.

2. Pressure Screen.

If engine employs a pressure screen system, check the screen for metal particles.



3. Oil Sump Suction Screen.

After draining oil, remove the suction screen from the oil sump and check for metal particles.

B. If examination of the used oil filter or pressure screen and the oil sump suction screen indicates abnormal metal content, additional service may be required to determine the source and possible need for corrective maintenance.

NOTE

Textron Lycoming encourages the use of spectrograph oil analysis to monitor engine component wear rates. Refer to the latest edition of Service Letter No. L171.