

## Service Bulletin

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### Subject:

Build standard and re-identification of certain engines installed in GA200C aircraft

### Applicability:

Aircraft in which engines of any of the following serial numbers are installed:

L-3332-48; L-9666-48; L-11898; L-12401-48; L-13077-48A; L-19367-48;

These engines were originally installed in serial numbers;

200C-9934, 200C-0144, 200C-9932, 200C-0041, 200C-9938 and 200C-9830 respectively.

### Background:

When installed at the factory these engines were identified as IO-540-K1A5 engines but were in fact IO 540-K1C5 engines configured to a -K1A5 Gippsland Aeronautics Build standard configuration by the incorporation of an 38.5 degree angled Air Inlet Housing P/N 78100 or later and crankshaft flange bush orientation as for -K1A5.( Lycoming Service Instruction No 1098 refers).

The build standard also authorizes installation of Starter Ring Gear Support Assembly P/N 72245 (or equivalent); Skytec Starter Motor P/N 149.121S; retard breaker magnetos as applicable to the -K1A5 (Slick 6393/6350 and Bendix S6LN -1208/-1209) or those applicable to the -K1C5 (Bendix S6LN -200/-204 and S6SC-200/-204)

### Compliance:

This change is MANDATORY and must be incorporated not later than 8 March 2002.

### Weight and Balance

No Change.

### Parts:

All necessary parts are supplied with this Service Bulletin.

## Cost:

Nil parts cost. Estimated man-hours to incorporated change : 0.8 hours.

## Incorporation Instructions:

1. Re-stamp engine data plate Model Number to return it to the original -K1C5.
2. Stamp an addition 'C' to the end of the model number. The postfix letter "C" indicates that the engine configuration has been changed from that of a standard -K1C5 in accordance with Lycoming SI 1304J. The model number becomes IO-540-K1C5 C.
3. Remove two lower drive pins attaching data plate to engine then re-install incorporating new supplementary data plate supplied.

K1A5 Build Standard Refer Gippsland Aeronautics SB GA200C-2001-04
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4. Confirm that fuel injector fitted to the engine is a Bendix Model RS-10ED-1 \*.
5. If the injector is an RS-10ED-1 remove the existing fuel pressure gauge (P/N GA200-733311-15 showing red line at 55 psi) and replace with fuel pressure gauge supplied (P/N GA200-733311-19 showing red line at 26 psi). Return removed pressure gauge to Gippsland Aeronautics Pty Ltd.
6. Certify for incorporation of this change in the Engine and Airframe log books.
7. Refer Lycoming -K1A5 or -K1C5 continuing airworthiness documentation which is appropriate to the part or component concerned

\*If a Bendix Model No RSA-10-ED1 injector is fitted contact Gippsland Aeronautics Pty Ltd.

## Documentation:

A revised Flight manual and a revised Service Manual are included as part of this change.