

>>> Service Letter

Technical Aspects are FAA Approved

Number: L96-07 A

Replaces ServL 96-007

Date: 07/08/2004

Subject: TCM AD96-12-06 O-200 Timing

Application:

Cylinder/Stud Assemblies	Engine Applications
SA10200-A1	O-200; C-75, 85, 90, 125 & 145; O & GO-300

Compliance: AD-96-12-06 has **NO** affect upon Superior Air Parts, Inc.'s Millennium ® Cylinders, STC SE8675SW, or the installer's ability to advance the engine's timing to 28° BTC. Attached please find the FAA's letter validating the fact that the AD has no effect in regard to Millennium ® cylinders.

REF: Service Letter L93-04A

All other specific procedure not addressed in the above Service Letters are applicable to the procedures in the original equipment manufacturer's current overhaul manual. The cylinders are identified by part number and serial number on the cylinder flange, as shown in Figure 1.

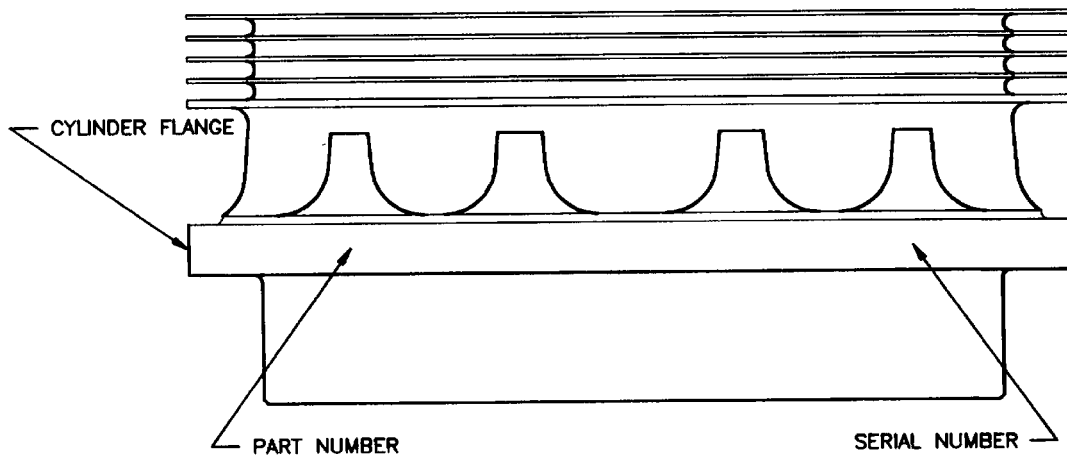


Figure 1



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

Small Airplane Directorate
Atlanta Aircraft Certification Office
Campus Building
1701 Columbia Avenue, Suite 2-160
College Park, GA 30337-2748

AUG 13 1996

Mr. Mark Niehaus
Superior Air Parts, Inc.
14280 Gillis Road
Dallas, TX 75244-3792

Dear Mr. Niehaus:

This is in regard to AD 96-12-06 which concerns engine timing for Teledyne Continental Motors (TCM) models O-200-A and O-200-B engines. This AD allows the timing on the effected engines to be changed from 24° before top center (BTC) to 28° BTC as long as certain P/N TCM cylinders are installed.

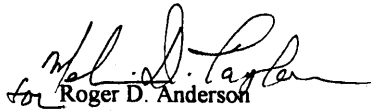
As you know, Superior received an STC (SE8675SW) to allow this same timing change when four Superior P/N SA10200 Series Millennium Cylinders are installed on the TCM O-200-A and O-200-B engines. Although the AD does not address Superior parts and therefore is not applicable to Superior parts; the AD has nonetheless led to some confusion in the field because of the NOTE at the beginning of the AD. The NOTE, which is standard in all ADs, indicates that a FAA evaluation of a given modification, alteration or repair is required. Based on this evaluation, the FAA determines if an alternate means of compliance (AMOC) is required.

The AD does not in any way affect STC SE8675SW; the timing change in accordance with this STC is FAA approved. An AMOC with the AD is not required.

Owners/technicians may ensure that an engine is in compliance with the AD by installing the appropriate TCM cylinders or may ensure that the AD is not applicable by installing the appropriate Superior cylinders.

You may provide a copy of this letter to your customers and it should be included in the engine maintenance records/log books to indicate the nonapplicability of AD 96-12-06 when the appropriate Superior cylinders are installed.

Sincerely,


for Roger D. Anderson
Manager, Atlanta Aircraft
Certification Office