

Service Letter

Technical Aspects are FAA Approved

Number: L99-18 E

Replaces ServL 99-018 D

Date: 1/16/2006

Subject: Installation, operation and maintenance for Superior Connecting Rod.

Application:

CONNECTING ROD ASSY AND REPLACED P/N'S	BOLT (B), NUT (N) AND BEARING (BRG) APPLICATIONS	APPLICATIONS – TEXTRON LYCOMING ENGINES
<p>SL11750 (improved tongue and groove design)</p> <p>Replaces Lycoming P/N LW-11750</p>	<p>(B) SL75061</p> <p>(N) SL12186</p> <p>(BRG) SL13521A</p> <p>(see Notes 1 and 2)</p>	<p>O-360-A1A, A1AD, A1C, A1D, A1F6, A1F6D, A1G6, A1G6D, A1LD, A2A, A2D, A2E, A2F, A2G, A3A, A3AD, A4A, A4G, A4J, A4K, A4M, A5AD, B2A, C1A, C1C, C1E, C1F, C2A, C2C, C2D, C2E, D2A, D2B, F1A6</p> <p>LO-360-A1G6D</p> <p>IO-360-B1A, B1B, B1D, B1E, B1F, B2F, B2F6, B4A</p> <p>AEIO-360-B1G6, H1A</p> <p>HO-360-B1A, B1B</p> <p>TO-360-C1A6D</p> <p>O-540-A1A, A1A5, A1B5, A1C5, A1D, A1D5, A2B, A3D5, B1A5, B1B5, B2B5, B2C5, B4B5, E4A5, E4B5, E4C5, G1A5, G2A5, H1B5D, H2B5D</p> <p>IO-540-C4B5, D4A5, G1D5, T4A5D, T4B5D</p> <p>TIO-540-C1A, E1A, G1A, H1A</p>

CONNECTING ROD ASSY AND REPLACED P/N'S	BOLT (B), NUT (N) AND BEARING (BRG) APPLICATIONS	APPLICATIONS – TEXTRON LYCOMING ENGINES
<p>SL13937</p> <p>Replaces LW-13937</p>	<p>(B) LW-12595</p> <p>(N) SL12186</p> <p>(BRG) SL13521A</p> <p>(see Notes 1 and 3)</p>	<p>HIO-360-A1A, B1B</p> <p>O-360 engines from S/N L-33559-36A; IO-360 and AIO-360 engines from S/N L-26089-51A; O-540 and AEIO-540 engines from S/N L-24945-48A; TIO-540 engines from S/N L-9406-61A; remanufactured and overhauled engines shipped by Lycoming after 11/09/92. (Refer to Lycoming S.I. No 1467)</p>
<p>SL19332</p> <p>Replaces Lycoming P/N LW-19332,</p>	<p>(B) SL12596</p> <p>(N) SL12186</p> <p>(BRG) SL74309A</p> <p>(see Note 1)</p>	<p>IO-360-A1A, A1B, A1C, A1D, A2A, A2B, C1A, C1B, C1C, C1CD, C1F, D1A, K2A</p> <p>AEIO-360-A1A, A1B, A1D, A1E, A2B</p> <p>HIO-360-C1A, C1B, E1AD, E1BD</p> <p>LHIO-360-C1A</p> <p>IO-540-AA1A5, H1A5, K1A5, K1A5D, K1B5, K1C5, K1D5, K1E5, K1E5D, K1F5, K1F5D, K1G5, K1G5D, K1H5, K1J5, K1F5D, K1G5, K1G5D, K1H5, K1J5, K1J5D, K1K5, L1A5, L1A5D, M1A5, M1A5D, M1B5, M1B5D, M2A5D, S1A5, U1B5D</p> <p>TIO-540-A1A, A1B, A2A, A2B, A2C, F2BD, J2B, J2BD, N2BD, R2AD, S1AD</p> <p>AEIO-540-L1B5D</p> <p>LTIO-540-F2BD, J2B, J2BD, N2BD, R2AD</p> <p>TIO-541-E Series</p> <p>IO-720-A, B, C and D Series</p>

CONNECTING ROD ASSEMBLY AND REPLACED P/N'S	BOLT (B), NUT (N) AND BEARING (BRG) APPLICATIONS	APPLICATIONS – TEXTRON LYCOMING ENGINES
<p>SL77450</p> <p>Replaces Lycoming P/N 77450</p>	<p>(B) SL75060</p> <p>(N) SL12186</p> <p>(BRG) SL13212A</p> <p>(see Note 1)</p>	<p>IO-360-A1B6, A1B6D, A1D6, A3B6D, C1C6, C1D6, C1E6, J1A6D</p> <p>LIO-360-C1E6</p> <p>TIO-360-A1B</p> <p>AIO-360-A1A, A1B, B1B</p>
<p>SL13422</p> <p>Replaces Lycoming P/N LW-13422,</p>	<p>(B) SL12596</p> <p>(N) SL12186</p> <p>(BRG) SL13212A</p> <p>(see Note 1)</p>	<p>TO-360-C1A6D</p> <p>HIO-360-D1A, F1AD</p> <p>IGO-540-A1A, A1C, B1A, B1C</p> <p>IGSO-540-A1A, A1C, A1D, A1E, A1H, B1A, B1C</p> <p>TIGO-541-E1A</p>
<p>SL78030</p> <p>Replaces Lycoming P/N 78030</p>	<p>(B) SL78027</p> <p>(N) SL12186</p> <p>(BRG) SL61662</p> <p>(see Note 1)</p>	<p>0-235-C1, C1B, C1C, C2A, C2C, F2A, F2B, H2C, J2A, K2A, K2B, K2C, L2A, L2C, M1, N2A, N2C</p> <p>0-290-D, D2, D2B, D2C</p> <p>O-320-A2A, A2B, A2C, A2D, A3A, A3B, A3C, B2A, B2B, B2C, B3A, B3B, D1A, D1D, D1F, D2A, D2B, D2C, D2G, D2J, D3G, E1A, E1F, E2A, E2B, E2C, E2D, E2F, E2G, E2H, E3D, E3H, H2AD</p> <p>IO-320-B1A, B1C, C1A, D1A, D1B, E1A, E1B, E2A, E2B</p> <p>LIO-320-B1A, C1A</p> <p>AIO-320-B1B, C1B</p>

Note 1. *Equivalent Lycoming Rod Bolts, Nuts and Bearings may be used.*

Note 2 *Some SL11750 connecting rod assemblies are supplied with rod bolt SL75060 in place of P/N SL75061 and this substitution may also be made at overhaul or replacement. The P/N SL75060 bolt in this application must be torqued to the same value as specified for the P/N SL75061 bolt. Do not measure stretch of the P/N SL75060 bolt as a means of torque measurement when used in the P/N SL11750 Connecting Rod Assembly.*

Note 3 *Some SL13937 Connecting Rod Assemblies are supplied with rod bolt P/N SL12596 in place of LW-12595 and this substitution may also be made at overhaul and replacement. The P/N SL12596 in this application must be torqued to the same value as specified for the P/N LW-12595 bolt. Do not measure stretch of the P/N SL12596 bolt as a means of torque measurement when used in the SL13937 Connecting Rod Assembly.*

Compliance:

These Superior connecting rod assemblies are approved replacements for those Lycoming parts and engine model eligibilities listed above. Superior connecting rod assemblies may be used as sets or individually to replace any of the listed replaced Lycoming part numbers. However, they must be used in complete sets to replace superceded Lycoming part numbers. All individual replacements are subject to matching the proper weight code of the replacement rod(s) to the other rods in the engine. When an individual rod (or less than an engine set) is ordered, Superior will supply an "S" weight code part which is compatible with Lycoming weight classes A, B, S, D and E. Complete sets of Superior connecting rod assemblies will be furnished in weight codes A, S or E.

The applicable connecting rod bolts, nuts and bearing inserts are listed for easy reference. Rod bolts and nuts are included as part of each rod assembly. Connecting rod bearing inserts must be ordered separately.

These Superior connecting rod assemblies are to be installed, operated and maintained in accordance with the applicable OEM overhaul and operator's manuals, other applicable OEM service documents and Superior Service Letters and Service Bulletins. Failure to comply with these instructions may result in damage to the connecting rod assembly and/or engine or render them unsafe.