

TECHNISCHE INFORMATION NR. SI 36-120

HINWIS: Technische Informationen werden **nur** verwendet um:
1) Informationen von DAI an unsere Kunden weiterzugeben.
2) Informationen / Dokumente von unseren Zulieferern mit zusätzlichen Informationen an unsere Kunden weiterzugeben.
Typischerweise unterstehen Technische Informationen keinem Revisionsdienst. Neue Informationen oder Änderungen derer werden durch eine neue Technische Information weitergegeben.

SERVICE INFORMATION NO. SI 36-120

NOTE: SIs are used **only**.
1) To distribute information from DAI to our customers.
2) To distribute applicable information / documents from our suppliers to our customers with additional information.
Typically there is no revision service for SIs. Each new information or change of that will be sent along with a new SI.

I. TECHNISCHE ANGABEN

1.1 Betroffene Flugzeuge:

Alle H36 und HK 36 mit Limbach Motoren

1.2 Gegenstand

ATA Code: 79-00
Limbach L 2000 and L 2400

1.3 Anlass

Limbach Flugmotoren GmbH hat das Technische Bulletin Nr. 13.6 herausgegeben, welches eine Inspektion der Zylinderkopfventile oder den Austausch des Zylinderkopfs bei Überschreitung von Verschleißgrenzen vorschreibt.

1.4 Information

Weitere technische Informationen sind im Limbach Flugmotoren GmbH Technisches Bulletin Nr. 13.6 enthalten welches ohne weitere Ergänzungen und Einschränkungen anwendbar ist.

I. TECHNICAL DETAILS

1.1 Airplanes affected:

All H 36 and HK 36 with Limbach engines

1.2 Subject

ATA Code: 79-00
Limbach L 2000 and L 2400

1.3 Reason

Limbach Flugmotoren GmbH issued Technical Bulletin No. 13.6 mandating the inspection of the cylinder head valves or the replacement of the cylinder head if wear limits are exceeded.

1.4 Information

For detailed technical information refer to Limbach Flugmotoren GmbH Technical Bulletin No. 13.6 which is applicable without any further additions or restrictions.

II. SONSTIGES

Bei etwaigen Fragen kontaktieren Sie bitte Limbach Flugmotoren GmbH.

Limbach Flugmotoren GmbH
Technisches Bulletin Nr. 13.6 liegt dieser Technischen Information bei.

II. OTHER INFORMATION

In case of doubt contact Limbach Flugmotoren GmbH.

Limbach Flugmotoren GmbH Technical Bulletin No. 13.6 is attached to this Service Information.

Subject: Cylinder Heads

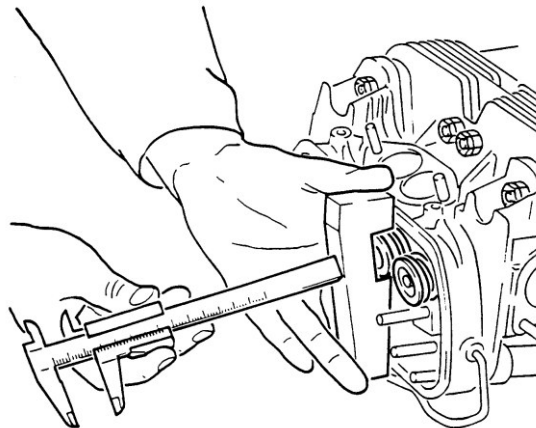
Affected engine models: All engine models:

- L 1700**
- L 2000**
- L 2400 EB, EE**
- L 2400 DF, DT, EF, ET, DX, DS**

Background information: After engine operating times between 500 to 600 hrs. cases of excessive wear on the sealing surfaces of the valves and valves seats has been observed occasionally.

Priority: At an operating time of 500 hrs.

- Compliance:**
1. Remove valve cover from cylinder head on both sides.
 2. Remove rocker arm shafts from both sides (4 Nuts M8).
 3. Position measuring device (P/N 803.001.130.000) as pictured over each valve. Measure the distance to the end of the valve with a depth gage.



Type series	Valve shaft projection length for inlet and outlet valves	
	still acceptable*)	wear limit**)
L 1700	24,50 mm	24,00 mm
L 2000		
L 2400 EE, EB		
L 2400 EF, DF L 2400 ET, DT L 2400 DX, DS	23,80 mm	23,30 mm

*) Valve shaft projection length must be checked every 100 hrs.

**) Once the wear limit has been reached, the cylinder head must be replaced.

4. Assembly in opposite sequence.
5. Apply sealing compound REINZOSIL SI 300 (P/N 708.413.070.000) to the sealingsurfaces of the support bosses for the rocker arm shafts before assembling.
Torque M8 nuts (property class 10) to 25 Nm. Check valve clearance, adjust if necessary.

Caution: **Once the wear limit has been reached, the cylinder head must be replaced!**

Remarks: Valve seat wear, as described above, cannot yet be completely explained. An important portion of The wear however is fuel dependant. At certain temperatures aggressive lead and bromine compounds are produced, which act corrosive as well as abrasive. These symptoms are more prominent when using AVGAS rather than MOGAS¹.

Till date there is no complete understanding on how to completely avoid valve wear. Our observations however show, that the wear rate is lower at lower operating temperatures. We recommend to carefully inspect the baffle system and to replace defective or insufficient baffles immediately. In addition it is recommended to install a cylinder head thermometer (CHT).

If operating the engine in cruising flight speed and the cylinder head temperature is not within the specified limits, please contact your aircraft manufacturer.
For temperature specifications, refer to the Operation and Maintenance Manual of the corresponding series.

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Approval: This Technical Bulletin was approved according to the procedures of the EASA Design Organisation No.: EASA.21J.270

Note: This document has been translated to the best of our knowledge. In case of doubt however only the German original shall be considered authoritative.

1. This is not a recommendation for use of either AVGAS or MOGAS.