



DATE: March 4, 1966 Service Bulletin No. 307
Approved by FAA

SUBJECT: Replacement of AC Oil Filter Adapter Gasket

MODELS AFFECTED: Avco Lycoming O-320, IO-320, O-340, O-360, O-540 and IO-540 engines equipped with AC oil filters, excepting the following which have had the new gasket installed in factory production:

Engine Serial No.

O-320-A, -E Series	16128-27 and up
O-320-B, -C, -D Series	6217-39 and up
IO-320 Series	2110-55A, 2113-55A and up
O-360 Series	9346-36A and up
O-540 Series	9770-40, 9800-40, 9803-40 and up
IO-540 Series	2831-48, 2835-48, 2840-48 and up

NOTE

Engines equipped with AC filters and modified at the airframe factory to incorporate this modification are identified by the letter "X" painted on the head of the filter element attaching bolt.

TIME OF COMPLIANCE: Engines that have accumulated more than 25 hours operation since installation of the AC full flow oil filter should have the adapter gasket installed in accordance with this bulletin at the time the oil filter element is replaced.
Engines that have not accumulated more than 25 hours operation since installation of the AC full flow oil filter should comply with this bulletin during the next 50 hour inspection of the aircraft, or earlier.

Several reports have been received of failure of the adapter gasket, No. 74904, which is installed between the accessory mounting pad and the AC oil filter adapter. In each instance, failure of the gasket resulted in loss of engine lubricating oil; also, failure occurred shortly after installation of a field service filter kit, No. 75528. The following corrective procedure should insure reliable installation.

The No. 74904 gasket (see accompanying figure) was designed to conform with the oil transfer porting of the adapter; consequently, its narrow configuration makes it extremely liable to misalignment or damage during assembly. To eliminate the possibility of failure, this gasket has been redesigned to eliminate thin sections and is made from heavier material to assure proper installation. The part number of the new gasket is 76691 and it is shown in the accompanying figure. All applicable engines should have the adapter gasket replaced with the new gasket at the owners earliest convenience, but not later than the next periodic 50 hour inspection of the aircraft. Upon request, a new gasket will be furnished from the factory, at no charge, to all owners and operators.

The new gasket is installed in the same manner as the old one; however, before installation check the height of the stud (see figure), it must not exceed 0.60/0.64 inch (5/8 inch) in height. Also, check length of the capscrews; the larger must not exceed 1-5/32 inch in length, while the shorter must not exceed 1-1/32 inch in length.

Check the tapped holes in the accessory housing mounting pad with the capscrews to make sure the holes are tapped to sufficient depth to permit secure tightening when the adapter is assembled. The three holes may be retapped with a standard 1/4-20 NC bottom tap to a depth of .75 inch (3/4 inch).

During assembly, make sure the gasket is properly installed with the side marked "ENGINE SIDE - TOP" against the housing. Torque the adapter capscrews and nuts evenly, to 75 inch lbs. torque. Recheck to determine if there is clearance between the adapter and the end of the stud. Complete the assembly and safety. Record accomplishment of this bulletin in aircraft engine records.