

**DATE:**

July 2, 1993

Service Bulletin No. 453C  
(Supersedes Service Bulletin No. 453B)  
Engineering Aspects are  
FAA Approved

**SUBJECT:**

Push Rods on O-235 Series Engines

**MODELS AFFECTED:**

All O-235 series engines with serial numbers L-12500-15 thru L-20676-15; except the following: L-15619-15, L-16333-15, L-17291-15, L-17644-15, L-18054-15, L-18055-15, L-18073-15, L-18074-15, L-18141-15, L-18142-15, L-18207-15, L-18208-15, L-18502-15, L-18503-15, L-18601-15, L-18948-15 thru L-18951-15, L-19028-15 thru L-19031-15, L-19145-15 thru L-19149-15, L-19766-15 thru L-19768-15, L-19990-15 thru L-19998-15, L-20155-15 thru L-20158-15, L-20172-15 thru L-20176-15, L-20242-15 thru L-20246-15, L-20323-15 thru L-20327-15, L-20384-15 thru L-20389-15, L-20428-15 thru L-20432-15, L-20460-15 thru L-20464-15, L-20523-15 thru L-20527-15, L-20609-15 thru L-20612-15. All remanufactured O-235 series engines shipped between December 10, 1976 and November 8, 1979. All O-235 series engines that had push rods replaced between December 10, 1976 and November 24, 1980.

**TIME OF COMPLIANCE:**

(1) At next inspection, replace all eight push rods that do not have an approved marking, see second paragraph below for special procedure; (2) Any time that the engine exhibits an unexplained reduction of static RPM or rough operation, and at the 100 hour tappet clearance check (refer to latest edition of Service Instruction No. 1068), remove push rods P/N 73806 and inspect for damaged ball ends prior to next flight. If push rod tubing is not mushrooming (bulging or splitting) or ball ends loose, refer to latest edition of Service Instruction No. 1388 for trouble shooting procedure; (3) If inspection of the push rods shows damage to the push rod, such as mushrooming (bulging or splitting) of the tube or loose ball ends, an inspection of the valve face should be made; (4) Replacement of all push rods is required at overhaul (refer to latest edition of Service Bulletin No. 240).

There have been reports received from the field of an excessive amount of valve clearance which could be caused by mushrooming of the push rods. The excessive amount of tappet clearance could possibly cause damage to the valve.

The original Service Bulletin 453 stated that due to a supply shortage of push rods P/N 73806, it was necessary to return them for reinspection. There is now a sufficient supply of push rods at all Textron Lycoming distributors. Upon removal of present push

rod, inspect for the approved identification marking as shown in the accompanied illustration. All push rods that do not have the approved marking must be replaced.

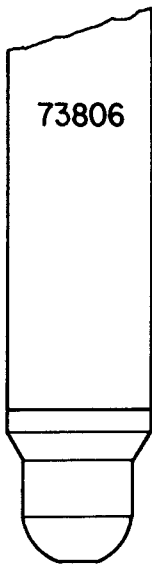
and push rods with a prefix T-T. See the accompanying illustration.

Push rods with the part number stamped in the center of the part and with the letters T-T as a prefix can be reinstalled.

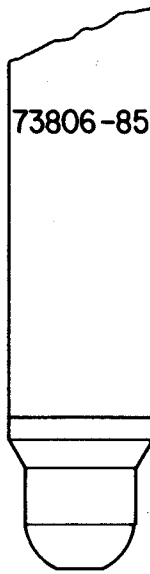
**NOTE**

Use only push rods that are reinspected and marked with suffix -85; new push rods marked with a suffix # or K and subsequent,

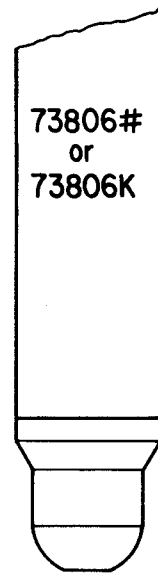
A notation should be made in the engine log book that compliance to this service bulletin, installation of approved push rods, has been completed.



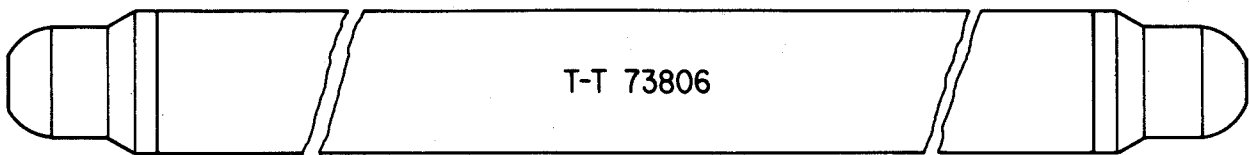
**DO NOT USE**



**REINSPECTED  
AND APPROVED**



**APPROVED**



**APPROVED**

**NOTE:** Revision "C" revises TIME OF COMPLIANCE.