

7/24/05

Subject: Needle valves in carburettor models Stromberg Zenith 150 CD, 150 CD-3, and Zenith 28 RXZ

Affected engine models: All engine models:

- L 1700**
- L 2000**
- L 2400 EB, L 2400 EE**

Background information: On engines of the series mentioned above, excessive wear of the needle valves has been observed after 600 hours of operation.

Priority: At 500 hours operating time, 600 hours at the latest.

Compliance: **1. Carburettor Stromberg Zenith 150 CD, 150 CD-3**
Remove carburettor from engine, disassemble float chamber (6 screws). Remove float and replace needle valve with a new one. Adjust float level, assemble float chamber with new gaskets and mount carburettor using new gaskets also.
In these carburettor types the 1.5 and 2.0 mm needle valves previously used will be replaced by a 1.75 mm inlet needle valve.

Caution: Carburettors with a needle adjustment screw on the bottom of the float chamber need to be lubricated on the O-ring of the orifice bushing assy. The bushing retaining screw and the orifice adjusting screw do not have to be adjusted for this job.

2. Carburettor Zenith 28 RXZ
Remove carburettor from engine, disassemble air inlet housing and float chamber. Remove float and replace needle valve with a new one (2 parts). Check float level. Assemble in opposite sequence. (Replace gaskets with new)

Ordering information:	Carburettor Zenith 28 RXZ	Part-No.:	
	Needle valve (1.75 mm)	170.132.022.000	P/N 5045
	Needle valve (2.5 mm)	175.132.025.000	
Gasket set for carburettor	170.132.050.000		
	Carburettor Stromberg Zenith 150 CD	Part-No.:	
	Needle valve (1,75 mm)	170.131.010.000	
	Gasket set for carburettor	170.131.045.000	
	Carburettor Stromberg Zenith 150 CD-3	Part-No.:	
	Needle valve (1,75 mm)	170.131.010.000	
	Gasket set for carburettor	170.131.040.000	

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905.700.008.205

Subject: Studs for cylinder heads

Affected engine models: All engine models:

- L 1700 E0 from S/No 1447 and factory overhauls after Aug. 16-th, 2001
- L 1700 EA from S/No 1891 and factory overhauls after Aug. 16-th, 2001
- L 1700 EB from S/No 1061 and factory overhauls after Aug. 16-th, 2001
- L 1700 EC from S/No 1089 and factory overhauls after Aug. 16-th, 2001
- L 1700 ED from S/No 1023 and factory overhauls after Aug. 16-th, 2001
- L 2000 E0 from S/No 1215 and factory overhauls after Nov. 10-th, 1987
- L 2000 EA from S/No 1125 and factory overhauls after Nov. 10-th, 1987
- L 2000 EB from S/No 1491 and factory overhauls after Nov. 10-th, 1987
- L 2000 EC from S/No 1007 and factory overhauls after Nov. 10-th, 1987

Background information: On abovementioned L 2000 engine models broken cylinder head studs were occasionally reported. These are traced back to excessive fatigue loads due to high-speed detonation.

Priority: without

Compliance: Studs, accompanied with threaded inserts according to Fig. 1 are replaced by those according to Fig. 2 by design, the new type studs have a superior fatigue strength. L 1700 series engines are also equipped with the new style cylinder head studs.

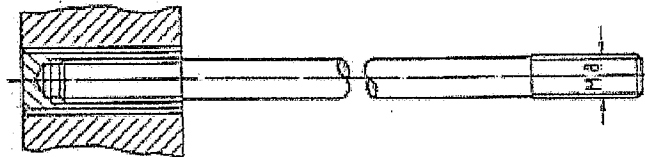


Abb. 1
Fig. 1

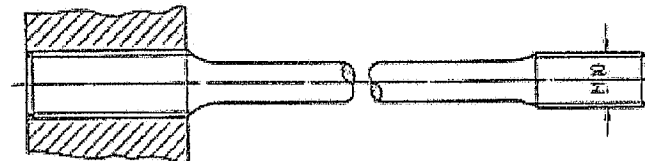


Abb. 2
Fig. 2

Remarks: The new type cylinder head studs cannot be retrofitted on older engines since the crankcase might be damaged when removing the threaded inserts. The new style studs require a different torque (see service literature).

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Cylinder heads, which bear the following serial numbers, or which have been installed after 01.01. 1994 resp. have been repaired after this date, are modified already. The serial numbers are stamped into the cylinderhead next to the exhaust flange (to the side of the valve cover) and always start with „0“

061	01348	03468	06985	07598
0111	01465	03470	06987	07614
0290	01466	04241	07038	07619
0350	01565	04760	07054	07633
0360	01568	04761	07110	07765
0498	01709	05630	07289	07766
0499	01723	05869	07290	07790
0566	01846	05947	07348	07817
0573	01895	05958	07374	07865
0601	02101	06711	07412	07866
0689	02425	06729	07413	07935 - 07961
0755	02474	06813	07485	07965 - 07976
0756	02477	06815	07486	07978 - 07996
0799	02488	06819	07492	07998 - 08083
01133	02607	06826	07588	08136 and over

Authorization: The work described herein may only be performed by the manufacturer or by authorized workshops

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LBA approved:



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Subject: Engine oils

Affected engine models: All engines models

**L 1700
L 2000
L 2400**

Background information:

The engine oil specification released to date in accordance with API-SE or higher has repeatedly given cause for complaint. When inexpensive engine oils have been used, there has sometimes been cracking of the engine oil between valve shaft and valve guide of the exhaust valve. In extreme cases, this could lead to the valve sticking in the guide.

Priority: At next scheduled oil change

Compliance: Only quality engine oils mineral based or partially synthetic oils that comply at least with API-SG or API-SH specification may be used. These oils must also comply with Volkswagen standards VW 501 01 or VW 500 00. These modified specifications are to be entered by hand in operating manuals. These specifications will be integrated in the next revision of the operating manuals.

Remarks: Oils of the large mineral oil companies such as Agip, Aral, BP, Castrol, Dea, Elf, Esso, Mobil, Shell, Texaco and Veedol are to be understood as quality engine oils (Trademarks property of respective owners).

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Subject: Unleaded fuel**Affected engine models:** All engine models:**L 1700**
L 2000
L 2400**Background information:** Production stop of leaded automotive fuel.**Priority:** None**Compliance:** **Series L 1700 and L 2400:**

Engines of this series may be operated with immediate effect with unleaded fuel Super Plus unleaded, according to DIN EN 228. Other unleaded fuels may be used as long as they have a minimum octane rating of RON 98 and MON 87.

Series L 2000:

Engines of this series may be operated with immediate effect with unleaded fuel Super Plus unleaded according to DIN EN 228. Other unleaded fuels may be used as long as

- they have a minimum octane rating of RON 98 and MON 87 and
- the engines of this series have been adapted pursuant to Technical Bulletin 42

General Remarks (all engine models):

The following should be taken into account:

1. The engine's fuel lines must be suited for unleaded fuel. On this, please check Technical Bulletin 50.
2. The airplane's fuel lines and tank must be suited for unleaded fuel. On this matter, please contact the airplane manufacturer or follow his instructions in this context.
3. Use brand name fresh fuel only. Storage of unleaded fuel is limited. Prolonged storage of fuel in open tanks may cause evaporation of light volatile components and a change in the fuel's properties. On addition, fuel properties are affected by seasonal changes.
4. The engine's temperature should be kept at the lowest possible level. Ideal is less than 180 °C in a climb. In this context see Technical Bulletin 44.
5. Use of additional additives is not permitted.
6. Mixing of lead and unleaded fuels is not advisable.
7. References in the manuals are to be added in handwriting.

Note: Technical Bulletin 40 is herewith invalid.**Remarks:** This document has been translated to the best of our knowledge. In case of doubt however only the German original shall be considered authoritative.**Approval:** This Technical Bulletin is approved in accordance with the procedures of the LBA approved development organization LBA.NSD.006.

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Subject: Cylinder

Affected engine models: All engine models:

L 1700

Background information: Reduction of engine weight.

Priority: without

Compliance: Engines of the above mentioned series, that were previously equipped with cast iron cylinders (P/N: 170.021.001.000) may now be equipped with aluminium cylinders (P/N: 170.021.005.000) optionally. With the use of aluminium cylinders the engine weight is reduced by 4 kg. Power ratings, operating limits and consumptions are not changed due to the measures above. When converting to the new cylinder type, the baffles and deflectors of the cooling system must be adapted to the new cylinder contour according to technical bulletin 44. Weight and balance must be performed on the aircraft due to the influence on the aircraft center of gravity.

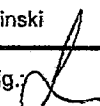
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Subject: Sealing compound CURIL-T, Part Number: 170.211.200.000

Affected engine models: All engine models:

L 1700
L 2000
L 2400

Background information: Leaks on joints or threads that are sealed with CURIL-T, P/N: 170.211.200.000.

Priority: On occurrence of leaks, repairs, overhaul and manufacture of affected parts

Compliance: The sealing compound CURIL-T, P/N: 170.211.200.000 is replaced with ELASTOSIL N 189 sealing compound P/N: 708.413.004.000 in locations where previously CURIL-T was specified. Parts must be cleaned, dry, dust- and grease-free when assembled.

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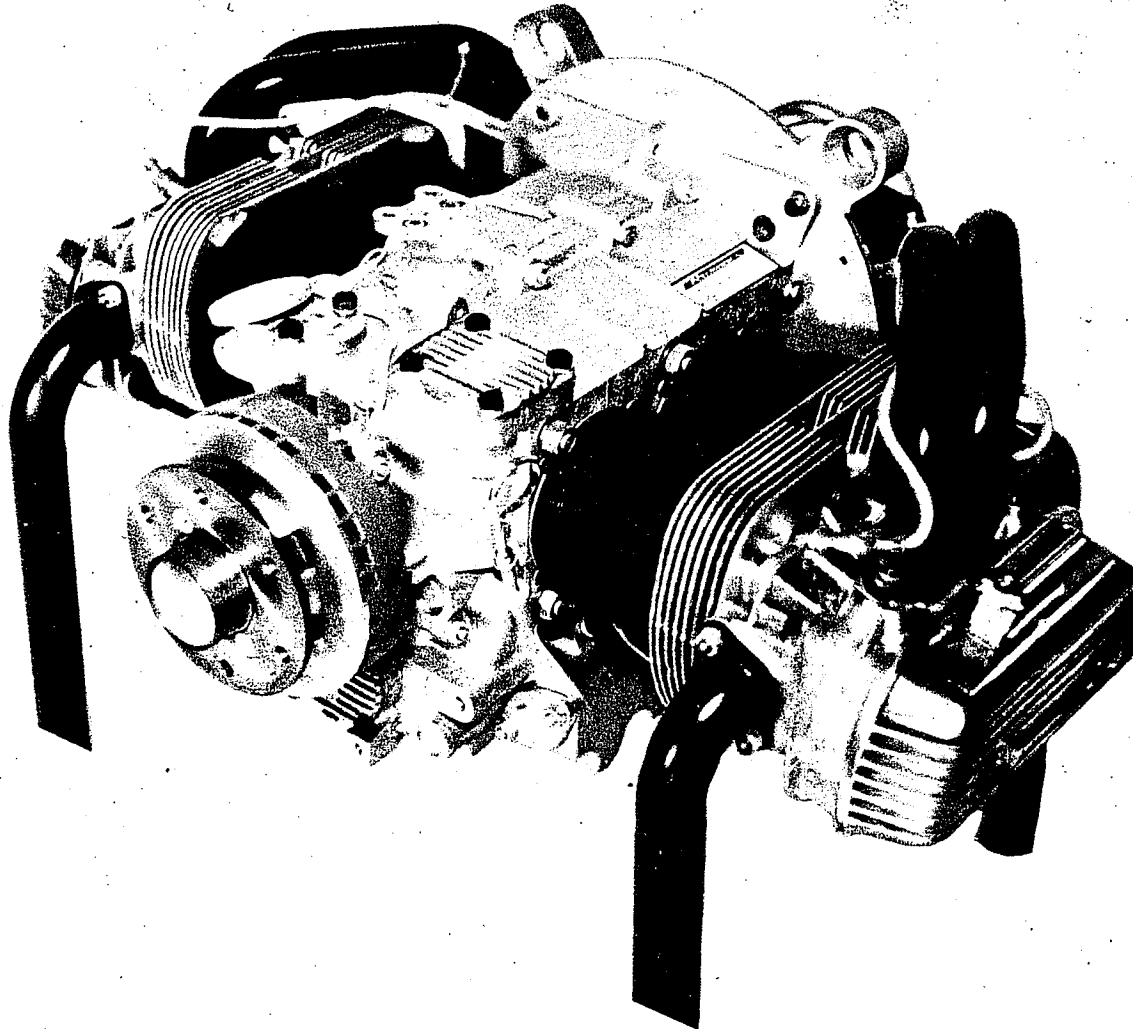
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