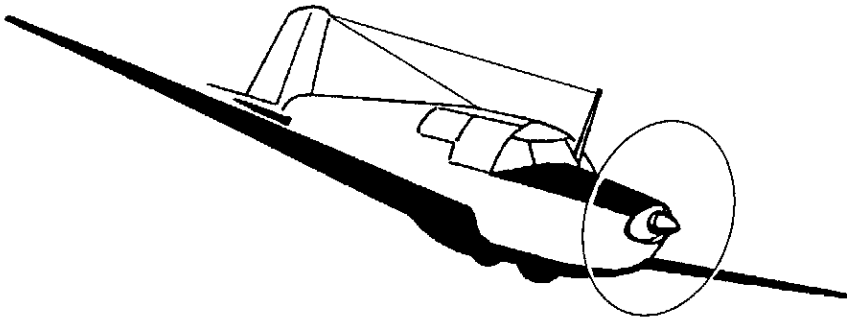


SAAB 91 SAFIR SERVICE BULLETIN



Number: 91.6.023

Date: 6 July 1999

Subject: Inspection and replacement of crankshaft front thrust bearing

The actions in this document have been classified as
MANDATORY

for aircraft on Swedish Register.

Luftfartsverket

The Swedish Civil Aviation Administration

Date 6 July 1999

Ingemar Hedblom //(Signed)

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1. PLANNING INFORMATION

A. EFFECTIVETY

Aircraft affected:

Saab Safir 91B, 91C

serial numbers: 91.202, 91.206, 91.215, 91.218, 91.221, 91.237, 91.247, 91.248, 91.249, 91.250, 91.254, 91.255, 91.257, 91.269, 91.270, 91.271, 91.275, 91.280, 91.283, 91.285, 91.395, 91.396, 91.397, 91.398, 91.399, 91.400, 91.403, 91.404, 91.406, 91.407, 91.408

Note

This Service Bulletin supersedes and cancels Service Bulletin No: SAAB 91.6.022

B. REASON

In some engines of type Lycoming-0-435-A the front thrust bearing has jammed and caused serious engine disturbance.

Investigation has revealed the importance of having prescribed tolerances on the engine crankshaft and having the bearing correctly installed.

C. DESCRIPTION

In order to minimize the risk of bearing damages the following parts shall be inspected.

- (1) The front thrust bearing play.
- (2) The front part of the crankshaft.

D. COMPLIANCE

Mandatory

- (1) The front thrust bearing play shall be measured every 50 FH after the release date of this Service Bulletin (SB).
If the play exceeds maximum permissible limit and can not be shimmed to the correct limit, according to 2 A of this SB, the front thrust bearing shall be replaced with a Textron Lycoming genuine spare part.
- (2) Measuring of the run true of the forward part of the crankshaft shall be performed not later than 1 Oct. 1999 and every 12th month thereafter.
If the run true exceeds maximum permissible limit, according to 2 B of this SB, the front thrust bearing shall be replaced with a Textron Lycoming genuine spare part.

- (3) If the front thrust bearing is not a Textron Lycoming genuine spare part it must be replaced with a Textron Lycoming genuine spare part within 200 FH after the release of this Service Bulletin.

Note

After inspection and verification that the front thrust bearing is a Textron Lycoming genuine spare part, normal maintenance intervals applies.

This Service Bulletin is mandatory for A/C on Swedish register.
Ref Swedish Airworthiness Directive SAD No 1-144.

E. APPROVAL

The technical content of this Service Bulletin is LFV approved.

F. TOOLING

F1462-000208 Dial indicator with holder

2. ACCOMPLISHMENT INSTRUCTIONS

A. INSPECTION OF THE FRONT THRUST BEARING

Measure play in the front thrust bearing, use a dial indicator according to the following instructions and figure.

- 1 Run up the engine to normal take off temperature.
- 2 Install the dial indicator with holder to the propeller nut and tighten with the wing nut, see figure 1.
- 3 Fix the dial indicator sensor to ring-outer at the membranehousing, see figure.
- 4 Push the propeller towards the crankcase and set the dial indicator to zero.
- 5 Pull the propeller powerfully in the flight direction and read off the indicated allowance. Maximum permissible play: 0,30 mm.
- 6 Push back the propeller towards the crankcase and check that the dial indicator reads zero.
- 7 Repeat the measuring and check that previously measured value is repeated.
- 8 Remove the dial indicator with holder.

B. INSPECTION OF THE CRANKSHAFT

Measuring of the run true of the forward part of crankshaft shall be performed according to Lycoming Manual Service Table of Limits, see figure 2.

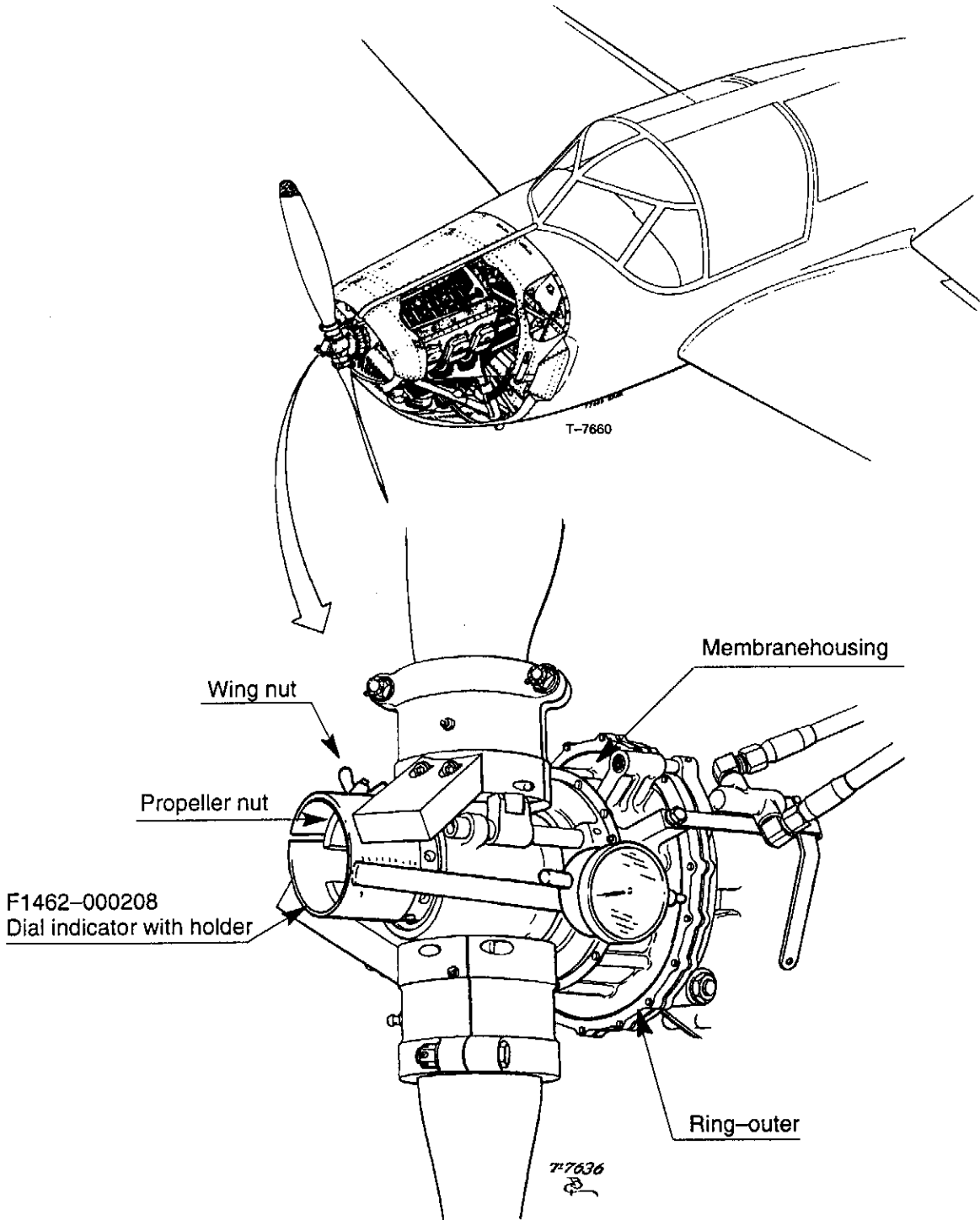
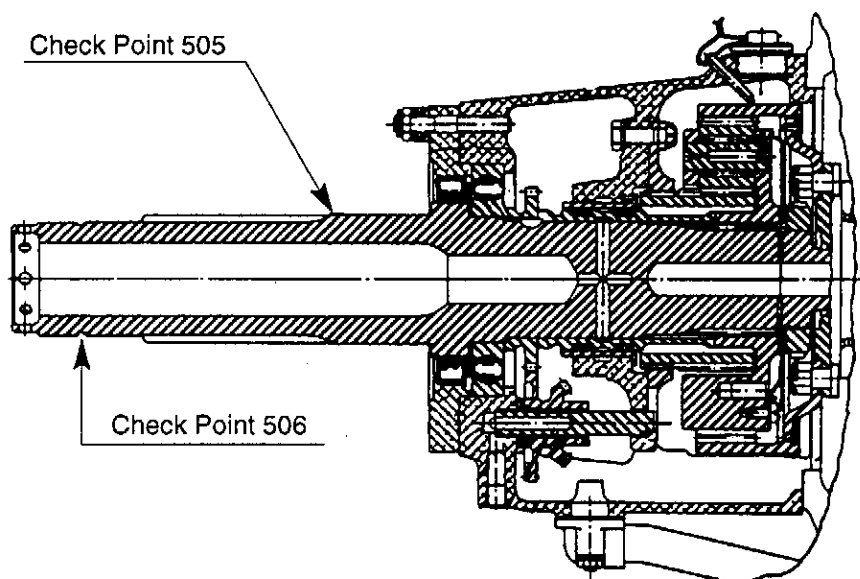


Figure 1.



Ref. Lycoming Manual Service Table of Limits page 2

Figure 2.