



Subject: Push rods

Affected engine models: All engines models

L 1700
L 2000
L 2400

Background information:

In the course of servicing work, cracks in push rods of the valve mechanism have been found in two cases to date. The push rods comprise of a push rod pipe and two rounded ends. The rounded ends are pressed into the ends of the push rod pipe. The cracks have been found in the area of the pressed-in rounded ends, at both ends of the push rod pipe. Only one of the two types of push rods used, is affected.

Priority:

Check before the next flight; in the case of cracks being found, replace push rods immediately. If no cracks are found and if the push rod does not have knurls - perform visual inspection every time the valve clearance is checked.


Compliance:

1. Inspection of the push rods
Remove cylinder head cover and visually inspect as to whether there is knurling approx. 20 mm from the end of the push rod pipe. If there is knurling, this Technical Bulletin does not apply to the engine inspected. By twisting the rod, check type without knurling for cracks. If cracks are found, all push rods (both sides of the engine) must be replaced with the type having knurls. For this purpose:
2. Remove rocker arm shaft.
3. Replace push rods with type with knurling. Attention must be given to the push rods, being mounted with the knurling facing the cylinder head cover; take care that the ball heads of the push rods are firmly seated in the sockets camshaft followers
4. Mount rocker arm shaft. Coat the supporting surfaces of the rocker arm shaft bosses with a thin coat of CURIL-T. Mount fastening nuts with the identification of the strength class ("10" engraved on the front of the nut) on the outside. Torque 25 Nm.
5. Adjust valve clearance. The knurled push rods are 1 mm longer than the design to date. Should the range of adjustment of the valve clearance setting screws not be enough - remove the rocker arm shaft and mount metal spacer shims (1 mm thick) between cylinder head and rocker arm shaft. Apply a thin coat of CURIL-T to both sides of the spacer shims.
6. Mount cylinder head cover. Replace gasket if necessary.
7. Return cracked push rods to the engine manufacturer.

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.

The german original of this Technical Bulletin has been authorized by the german aviation authority (LBA) on August 08, 1995

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