

Subject: Accessory case and engine accessories

Affected engine models: All engines models:

SPORTAVIA LIMBACH SL 1700 E, EI
 LIMBACH SL 1700 EB, EBI
 LIMBACH SL 1700 EC, ECI
 LIMBACH L 2000 E01
 LIMBACH L 2000 EB1, EB1.A, EB1.B, EB1.C
 LIMBACH L 2000 EC1

Background Information: The accessory case of the LIMBACH L 2400 series has a good service history:

- facilitated replacement of the alternator V-belt
- easier Starting through more powerful starter
- better suppression of radio noise
- lower weight

Priority: None, new engines which have been produced later than 30 SEP 1986 are factory equipped with the new accessory case.

Engines may be modified during an overhaul or major repair.

Compliance: The old type accessory case is replaced by the newer type, along with the starter and alternator.

The crankcase has a different cut-out for the starter. (Old version 59mm, new 66mm Fig. 1.)

The modification may only be done in the factory.

Engines already in service can have the cut-out in their crankcase modified.

The part-nos. change as follows:

Description	Part-No.	
	old	new
accessory case	201.111.005	241.111.005
starter ¹	201.143.001	241.143.005
alternator 14V-33A	170.113.001	201.113.005
alternator 14V-55A		201.113.001
starter gear ²	170.039.010	170.039.030

1. On engines which are installed in aircraft of the following types:
RF 5, RF 5B and ASK 16, the old starter has the part- no.: 170.143.001.
2. SL 1700 models only.



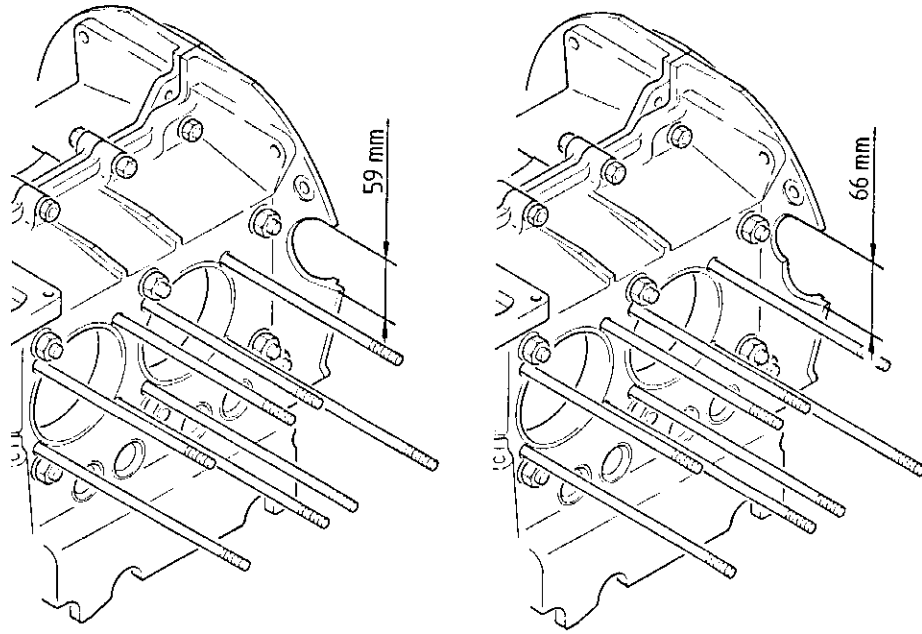


Fig. 1 Crankcase, old and new version

Remarks:


The engine weight is reduced by 0.5 kg¹

With the new alternator, the external voltage regulator has become unnecessary. The electrical circuit of the aircraft must be modified according to wiring diagram no.: 000.009.001.

Technical Bulletins Nos.: 16 and 23 become obsolete with this modification.

This document has been translated to the best of our knowledge. In case of doubt however only the German original shall be considered authoritative.

LBA approved:

J. I.

 8. FEB. 1990

1 With the exception of engines installed in aircraft of the following types: RF 5, RF 5B and ASK 16. The engine weight increases 0.25 kg. For these aircraft the mechanical starter cable, previously installed, becomes obsolete.

Bearb.: Limbach jr.



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