GLASTAR SERVICE BULLETIN 28

MANDATORY

Subject: Lycoming O-320 carburetor inlet gasket

Applicability: Lycoming carbureted induction system kits (P/N 930-02320-01) shipped prior to 6/26/97.

Discussion: Early Lycoming carbureted induction system kits included the wrong carburetor inlet gasket. A P/N 221-0066-224 gasket was shipped with the kits, instead of the correct P/N 621-6036-001 gasket. The gaskets are very similar dimensionally, but they are easy to distinguish, as the correct gasket is tan in color, while the incorrect gasket is grayish-black. Also, the correct gasket has 1/4" corner holes, while the incorrect gasket has 3/8" corner holes.

Required Action: The proper gasket is included with this service bulletin. If the original gasket you received is still in serviceable condition, we ask that you return it to us as a courtesy at your convenience. Please include with your return shipment a card or note with the notation "GSSB 28."

If you have not yet completed Step 1 of the induction system *Installation Instructions*, then you can proceed as described in the instructions with the following exceptions:

A) Where the instructions call out drilling a 2-3/8" diameter hole in the upper carburetor air duct half (P/N 522-03001-02), drill instead a **2-5/8"** diameter hole. The larger hole is necessary to provide unrestricted air flow to the carburetor.

B) Use the new gasket (P/N 621-6036-001) where the instructions call out the old gasket (P/N 221-0066-224).

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If you have already completed (or partially completed) Step 1 of the induction system *Installation Instructions*, then you must follow the instructions in **A)** or **B)** below, as applicable:

A) If you have already drilled the four mounting holes in the upper carburetor air duct half (P/N 522-03001-02) using the incorrect gasket, you will need to apply fiberglass laminates to close these holes and then redrill them using the correct gasket as a guide.

Remove the upper air duct from the carburetor, if installed, and clean the carburetor mating surface (see Figure 1 of the *Installation Instructions*) thoroughly with acetone. Then, duplicating the procedures you used in Step 1 of the *Installation Instructions*, laminate two (2) squares of bi-directional cloth over the carburetor mating surface, covering any holes you have drilled there and lapping roughly 3/4" over the edges of the flat, square area. Remember to use the special fire-retardant resin for any laminating of induction-system parts.

After the laminates have cured, follow the remaining instructions for Step 1 with the following exceptions:

1) Where the instructions call out drilling a 2-3/8" diameter hole in the upper duct half, drill instead a **2-5/8"** diameter hole. The larger hole is necessary to provide unrestricted air flow to the carburetor.

2) Use the new gasket where the old one is called out.

B) If you have drilled the 2-3/8" diameter induction air hole in the upper carburetor air duct half but have <u>not</u> yet drilled the four mounting holes, enlarge the induction air hole to **2-5/8"** diameter. The larger hole is necessary to provide unrestricted air flow to the carburetor. Then proceed as instructed, using the new gasket where the old one is called out.