

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.

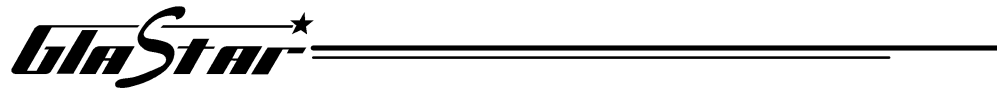
Required Action: The proper gasket is included with this service bulletin. If the original gasket you received is still in serviceable condition, we ask that you return it to us as a courtesy at your convenience. Please include with your return shipment a card or note with the notation "GSSB 28."

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 not 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.

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