



Service Bulletin

UNISON PROPRIETARY INFORMATION

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TO: Distributors, Dealers, Engine Overhaul Facilities, Owners and Operators of Unison Ignition Systems.

SUBJECT: Inspection of magneto driver P/N K5265 and clarification of torque requirements.

BACKGROUND

INFORMATION: Based on reports from the field of impulse coupling cracking, this service bulletin provides guidance on correct torque requirements.

COMPLIANCE: The magneto driver associated with the magnetos listed in MAGNETO MODELS AFFECTED should be removed, inspected, and reinstalled during the next 50 hours, or at next annual inspection, whichever occurs first. All magnetos covered by L-1503 Maintenance and Overhaul Manual should follow the revised torque requirements in this service bulletin.

PROOF OF

COMPLIANCE: Logbook entry documenting magneto inspection.

PARTS REQUIRED

PER BULLETIN: None.

TOOLS REQUIRED

PER BULLETIN: Standard shop tools including calibrated torque wrench.

WEIGHT CHANGE: None.

MAGNETO MODELS

AFFECTED: LASAR™ electronic magneto models 4761, 4771, 4775, 6766, and 6770 installed on Lycoming 320, 360, and 540 series engines.

NOTE: These are magnetos with either drive adapter or impulse coupling assemblies.

REQUIRED

SERVICE

LITERATURE: Refer to the following literature when performing installation, maintenance and overhaul:

LASAR™ Master Service Manual L-1500

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- DETAILED INSTRUCTIONS: 1. Remove cotter pin, castellated nut, washer, and M5265 magneto driver from magneto and hub (see Figure One). This driver may require the use of a puller for removal.

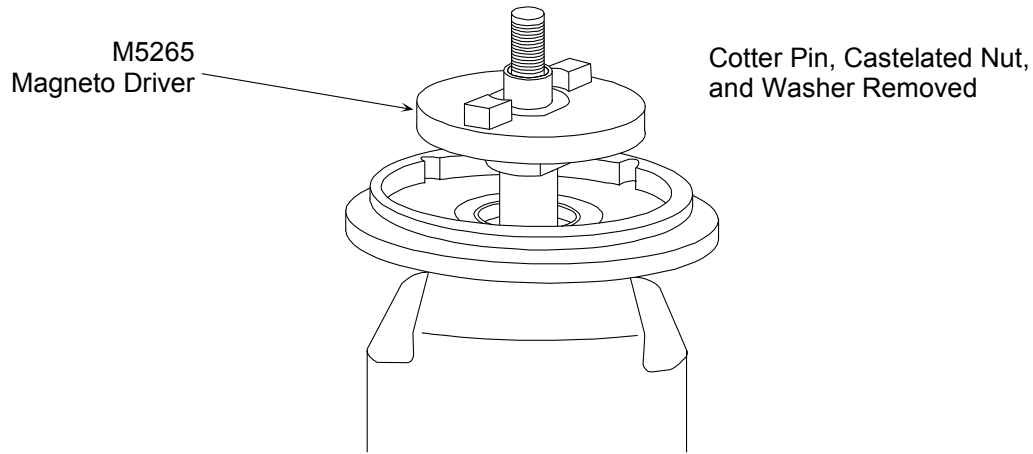


Figure One

2. Visually inspect the M5269 magneto driver hub for any signs of cracking on the flat surfaces. See Figure Two.

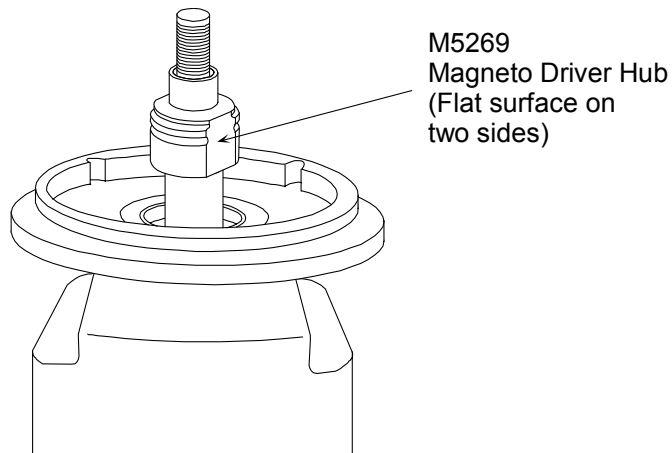


Figure Two

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REVISION

Initial

- If any signs of cracking are present, remove the M5269 hub from the magneto shaft using only the Unison T106 hub puller as shown in Figure 3. Replace entire assembly using K5265 magneto driver kit.

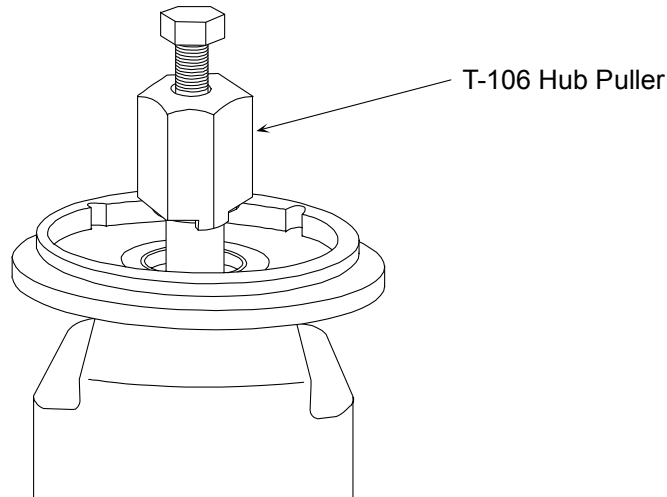


Figure Three

- Re-install magneto driver on magneto shaft.
- Install washer M-5372 and nut M-3019. Torque castellated nut to 120 in. lb. (138 kg. cm.), (13.5 nm) minimum.
- If necessary, tighten nut further to align nut slot with cotter pin hole in shaft. Do not exceed 180 in. lb. (207 kg.cm), (20.3 nm).

NOTE: If cotter pin will not align with pin hole with the specified torque range, remove nut and lightly lap the bottom surface of the nut with emery cloth.

- Install new cotter pin, p/n M2556, per instructions.

DOCUMENTATION: Make all appropriate logbook entries. LASAR™ is approved by STC and requires FAA Form 337 to be filed with the FAA. Attach Flight Manual Supplement FMS 1-96 to the aircraft flight manual. Complete and return the LASAR™ Product Registration Card, L-1516.

WARRANTY: Void if prescribed maintenance schedules are not followed.

THIS SERVICE BULLETIN IS A SUPPLEMENT TO LASAR™ MAINTENANCE AND OVERHAUL MANUAL L-1503. CHECK WITH SLICK TO BE SURE YOU HAVE THE MOST CURRENT REVISION OF SLICK MANUAL L-1503 AND PERTINENT SERVICE LETTERS AND BULLETINS BEFORE PERFORMING MAINTENANCE OR OVERHAUL.

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