



SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 0111

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Date: March 11, 1981

Subject: Improved Engine Starting Characteristics

Model: F28C, 280C, 280F and F28F

Effectivity: 280C All Prior to S/N 1208 Except for S/N 1209, 1216 and 1220

F28C All Prior to S/N 498-2 Except for S/N 495-2 and 496-2

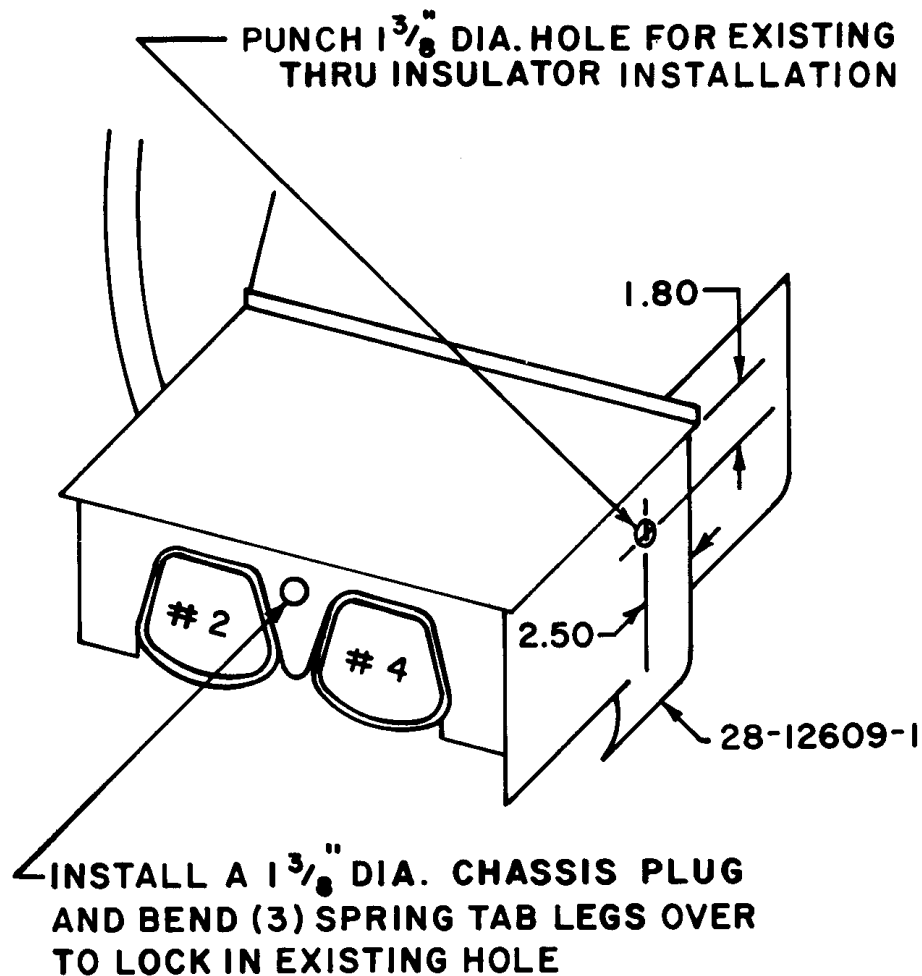
F28F All Prior to S/N 514 Except for S/N 508

Improved cold weather engine starting characteristics can be achieved with a minor modification to the basic ignition wiring system that allows the left magneto starting circuit, shower of sparks or impulse, to fire the top spark plugs of all four cylinders. This eliminates the problem of attempting starts on fouled lower spark plugs where the engine fires on the two cylinders with dry top plugs but not the others. This condition is particularly prevalent in cold ambient temperatures. This wiring modification makes no appreciable difference in engine RPM drop during magneto checks.

Owner/operators wishing to enhance the cold weather starting characteristics of their helicopter may make the wiring change by reversing the ignition leads from top to bottom at cylinders number 2 and 4 by one of the following three methods.

1. Remove the magneto cover and harness assembly and replace with assembly P/N LW 684409-106. Route leads as numbered. Parts can be acquired from Lycoming.
2. Remove clamps and tie wraps securing ignition leads to cylinders 2 and 4. Remove leads from spark plugs and reverse leads that are too short to reach the opposite spark plug. Refer to Bendix Overhaul Manual L-945 for lead replacement instructions. Lead fabrication can be accomplished by a Bendix Overhaul Shop or any fully equipped aircraft maintenance facility.

3. Reroute the short ignition leads from cylinder number 2 and 4 through the forward engine cooling baffle P/N 28-12609. This requires removal of the wraps and clamps. This will allow the shorter leads from the bottom to reach the top spark plugs on cylinders number 2 and 4. The longer leads from cylinders number 2 and 4 top are then replaced and clamped as they originally were attached to its respective cylinder on the lower plug. See Fig. 1 for modification detail. A 1-3/8" diameter chase plug can be acquired at a hardware facility locally.

**FIG. 1**