

Subject: Fastening Bolts for Accessory Case

Affected engine models: All engine models

LIMBACH L 2000 DA

Background Information:

On engines of the abovementioned series, the bolts for fastening the accessory case have turned loose in a single incident. The symptom was traced back to setting of the materials involved, due to too high pressure underneath the bolt heads and due to paint on the mating surfaces between accessory case and engine crankcase.

Priority:

At the next 100-h-check the existing bolts must be replaced against such with higher tensile strength, allowing for higher pretensioning. In addition thicker washers and higher strength Nuts are used.

Compliance:

1. Remove engine.
2. Disassemble accessory case.
3. Enlarge the countersinks for the bolts from 15 mm to 18 mm with a spot facer having a 9 mm pilot until the surface for the washer is uniform, but not deeper than 22 mm measured from the mating surface of the crankcase (see Fig.).

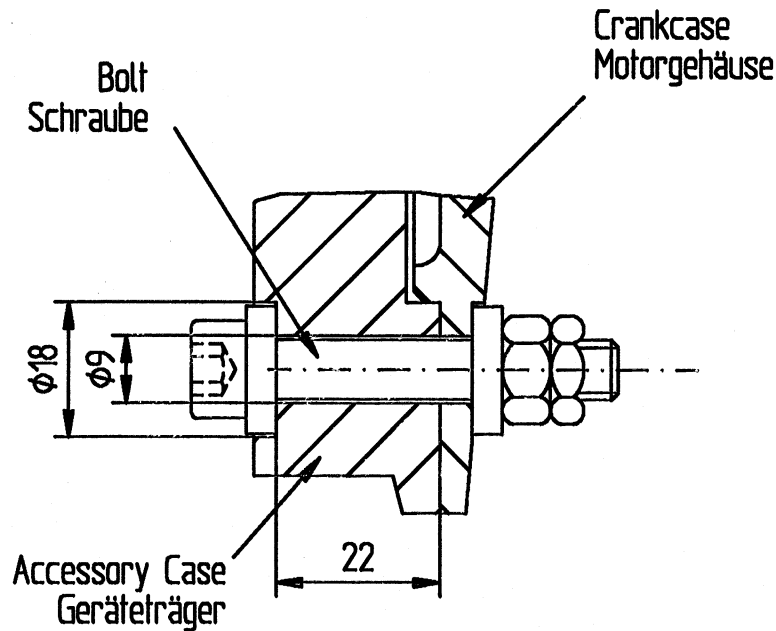


Fig. 1. Fastening of accessory case (detail)

4. Remove paint from the mating surfaces between accessory case and crankcase.
5. Insert new O-Ring P/N 170.122.100 at the crankcase flange.



6. Reassemble accessory case. Use the following materials:

- Allen head bolt M8*50, strength class 12.9 (black coating)
P/N 205.111.670 - 4 ea.
- Washer 8,5*17,5*4 P/N 205.039.015 - 8 ea.
- Hex nut M8 strength class 10 (black coating) P/N 205.111.660
- Safety nut M8 P/N 520.011.008

should space not permit use of the safety nuts P/N 520.011.008, secure the conflicting nuts with one lockwasher P/N 570.003.008 each.

Torque nuts to 39 Nm.

7. Install engine.

8. Adjust ignition timing.

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:



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14. Feb. 1991

