

service bulletin

M86-9

 Technical Portions are
 FAA-DER Approved

20 March 1986

SUBJECT: CRANKCASE MODIFICATION
MODELS
AFFECTED: C90 AND O200
PURPOSE: To modify crankcase when replacing crankshaft P/N 530182 with replacement crankshaft P/N 531434, or converting puller to pusher type engine.

TCM is no longer manufacturing new crankshafts P/N 530182. The replacement crankshaft P/N 531434 has a design change in the slinger ring and can be used in either O200A (puller type engine) or O200B (pusher type engine) applications. When replacing crankshaft P/N 530182 with P/N 531434, the O200A crankcase has to be modified in order to accept crankshaft P/N 531434. The modification consists of machining the crankcase slinger ring retaining flange in order to enlarge the retaining flange diameter from 2.300 to 3.00 inches. See Illustration A.

If the O200A (puller type engine) is being converted to the O200B (pusher type engine), the oil drain hole, as shown in Illustration B must be drilled using a size "D" -.246 drill, to a depth of 1/2 inch, and tapped using a 1/16-27 NPT size tap. An AN932-1 pipe plug coated with Thread Sealant P/N 646941 (or Loctite #271) must be installed with the top of the plug recessed in the hole to insure proper seating of the crankshaft main bearing.

