



TISKAŘSKÁ 8, 100 38 PRAHA 10, CZECH REPUBLIC

## MANDATORY BULLETIN No.: LOM-MB-01a/2009

**Applicability:** The use of the cut-down cylinder heads for M132, M332, M137, M337 engines of all models and versions.

Drwg.No. Si 2708 – Cylinder head

Drwg.No. Sh 0292 – Cylinder head with fix components

Drwg.No. Sh 0291 – Assembled cylinder head

**Reason:** During operation, the deformations of the centring surface and of the seating face of the cylinder head occur in the place of connection with the cylinder. In order not to discard these cylinder heads during general overhauls of the above mentioned engines, LOM PRAHA makes their renewal by the gradual cutting down of the seating face under the following table.

Marking of the cylinder head	Total cutting down of the cylinder head by:	Specified cylinder head gasket and cylinder gasket	Gasket thickness
No marking	No cut	Sc 2610	1.0 mm
S	0.2 mm	Sc 2610 R	1.2 mm
S1	0.5 mm	Sc 2610 R1	1.5 mm
S2	0.7 mm	Sc 2610 R1	1.5 mm

**Action:** During the repair of the damaged cylinder head, gradual cutting down of the seating face for cylinder is made with regard to the seating face for the camshaft block under the table.

Cut-down cylinder heads are marked according to the table, below the suction channel, with punched mark 8 mm high on the black undercoat.

The application of the cut-down cylinder heads on the engine must be recorded in the engine log book and in the EASA FORM ONE certificate.

Application of the cylinder heads marked S complies with the information bulletins Nos.: M332/58 and M337/53. These bulletins are valid for M132, M332, M137, M337 engines of all models and versions.

For the use of the cut-down heads marked S1 or S2, the following shall apply:

a) In one engine, an entire set of equally cut-down heads S1 or S2 shall be installed. Thus it is not possible, in one engine, to combine heads labelled S1 and S2 or to combine head S1, respectively S2, with the head labelled S or with the head with no marking.

If it is necessary to replace the head during operation, a head with the same marking must be installed or it is necessary to replace the entire set of heads.

When ordering the spare cylinder head it is necessary to indicate its cutting down mark.

b) Irregular gasket drawing No.: Sc 2610 R1 of thickness 1.5 mm, see table, is installed between the head and the cylinder.

This must be kept also in case of gasket replacement in operation.

When ordering the spare gasket we recommend to indicate the full identification as well as the required thickness.

- c) Cylinder heads marked S2 may not be installed to the M132C, M332C, M137C, M337C engines and their versions.
- d) At the engine assembly with the head set marked S2 it is necessary to pay special attention to:
  - Inspection of the clearance between the sockets of oil collector and the camshaft block under the Technical Description and Maintenance Manual of Engines M337A,AK; M332A,AK; M137A,AZ; M132A,AK Chapter 7 – Maintenance, sec. 18 – Procedure for replacement of parts of the group piston-cylinder – point – r)3); page 7-30.
  - Assembly of rubber sleeve (Drw. No.: Sc1560) and its metal sleeve (clip) between the sockets of collector and camshaft block.
  - Installation of cooling cover to cylinders (especially Drw. No.: Sh 0790, Sh 7686, Sh 7687)
- e) It is not allowed to align the cylinder heads into the level required for camshaft installation by means of using gaskets of various thickness (Sc 2735 A+P) if the difference between the particular cylinder heads on the engine is higher than 0.3 mm. This is valid generally for all heads and not only for the S1 and S2 heads. If this situation occurs, it is necessary to find and remove the cause (e.g. by replacement of parts). Thickness of applied gaskets of the head a camshaft block shall be recorded into the engine log book including serial numbers of cylinders.
- f) When assembling the camshaft to the engine with the head set marked S2, it is recommended to use preferably gaskets with higher thickness to align the heads, i.e. sets of gaskets comprising Drw. No.: Sc2735E (1.25 mm thickness) up to Sc 2735P (1.7 mm) and the maximum possible difference of gasket thickness in a set for one engine is 0.3 mm (see para e).

*Costs:* Not incurred.

*Validity:* As of the date of issue.

*In Prague on:* May 29, 2009

Approved under the authority of the DOA No.: EASA.21J.306.

*Approved by :*

Ing. Petr Prokop, MBA, in his own hand  
Manager of the design organization