



LOM PRAHA
s.p.



INFORMATION BULLETIN

No. M 332/58
M 337/53

CONCERNING: Cylinder heads of the M 332 and M 337 engines used in aviation operation in Czechoslovakia and the Soviet Union.

REASON: Vibration exists in the seating face of head to the cylinder during operation. Due to vibrations the flatness of seating face is deteriorated and the head must be discarded during overhaul.

ACTIONS: To eliminate the possibility of using the skew heads, the factory performing the overhauls carries out comparison of head seating face to the cylinder.

The head height from the seating face to cylinder to the seating face for the cam housing is therefore reduced by 0,2 mm. Each head modified in this way is marked in the place under the sucking channel with the S letter being 8 mm high this on the colour base and always a complete set is used to one engine (i.e. at the M 332 – 4 pcs and at M 337 – 6 pcs).

Between the cylinder and the cylinder head the abnormal sealing Sc 2610R which is thicker by 0,2 mm is used.

If, in operation, such a case occurs that the heads must be removed and re-installed again, then the abnormal sealing Sc 2610 R must be used.

Note: The user must require the abnormal sealing for the engines after overhaul with reduced heads, this at arranging for spare parts into the sets or for a possible repairs.

In case it is necessary to replace the head for a another one (new) in operation, the normal sealing Sc 2610 (thickness 1,00 mm) will be used.

If, after an overhaul, the reduced heads are used on engine, the following entry will be recorded into the engine log book: "The reduced cylinder heads have been installed on the engine".

Letňany 14.7.1967

M. Adamec, signed
Representative of engine producer

Ing. Homola, signed
Representative of customer

Ing. Drbohlav, signed
Representative of
overhauling factory

Ing. Holovský, signed
State Aviation Inspection