

# SERVICE INSTRUCTION

DATE: April 17, 2002

Service Instruction No. 1508  
Engineering Aspects are  
FAA Approved

SUBJECT: Magneto Attachment

MODELS AFFECTED: All Lycoming IO-360-A1B6D and IO-360-A3B6D engines installed in Mooney M20J-201 aircraft.

TIME OF COMPLIANCE: Recommended at the next oil change, not to exceed 50 hours of operation.

In the Mooney M20J-201 there have been reports of the hardware attaching the dual magneto to the studs in the engine accessory housing becoming loose after maintenance in the field. It is possible that during magneto maintenance, such as timing changes or checks, the attachment nuts are not being torqued to specifications or that hardware has not been installed properly.

At the next oil change interval, but not to exceed 50 hours of operation, and any time the magneto is serviced, the correct attachment of the magneto should be verified.

Refer to Figure 1.

1. Inspect to be sure the correct gasket (P/N LW-12681) is being used. The gasket should be circular and no part of the gasket should extend beyond the flange of the magneto housing.
2. Be sure that the magneto clamps are P/N 66M19385 installed as shown. No other clamps are acceptable.
3. If an attaching nut is removed, install a new P/N STD-475 internal tooth 5/16 lockwasher as shown.
4. Be sure that the P/N STD-1410 attaching nuts are torqued to 17 ft.-lbs. (204 in.-lbs.).

## NOTE

To access the nuts and achieve the specified torque, it is helpful to use a torque wrench fitted with a wobble head extension.

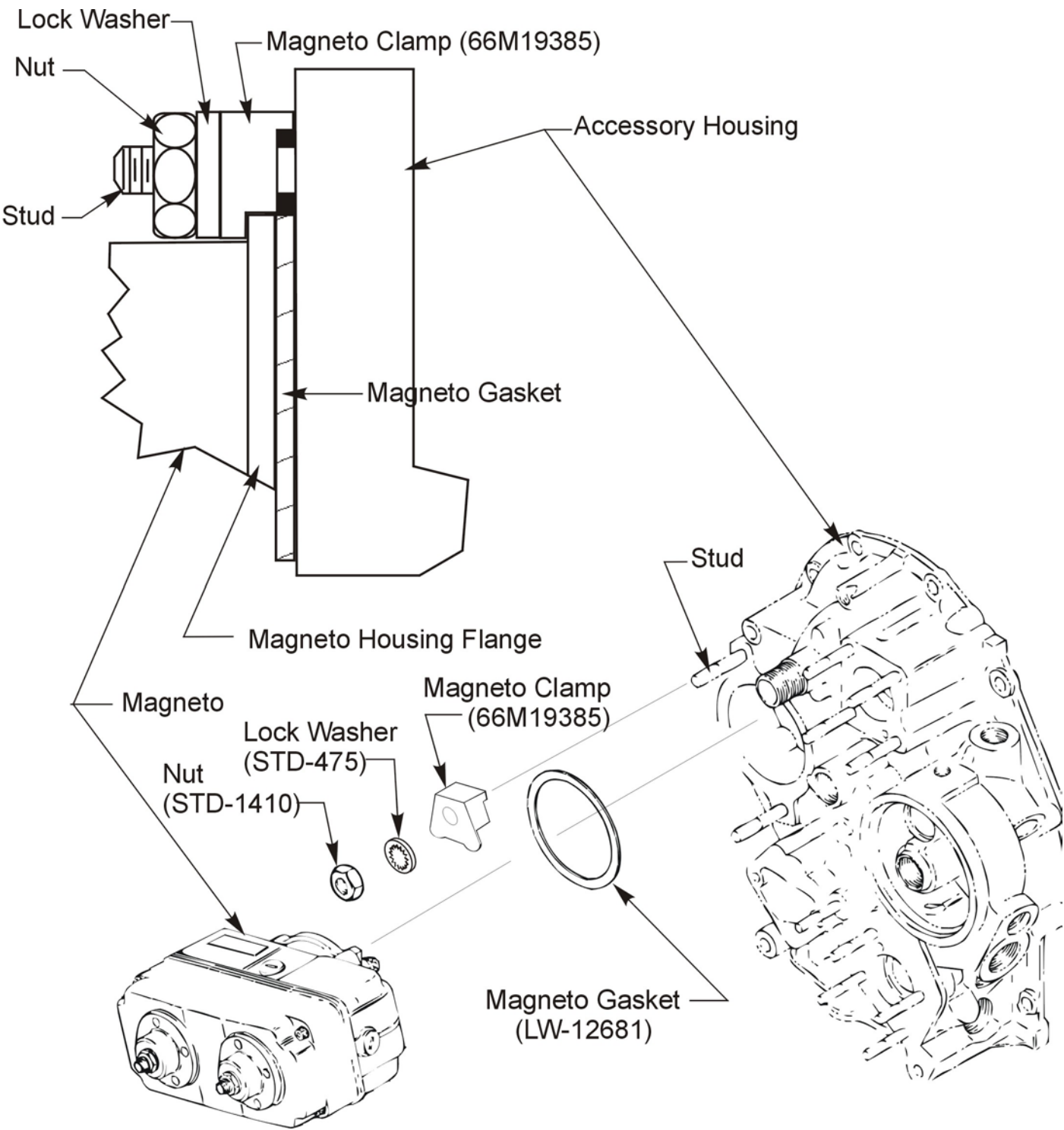


Figure 1.