

Lycoming with a Bra?

Doug Shane - After a short maintenance flight one day, I noticed more than the usual oil on the cowl. Closer inspection revealed a lot more and I also noticed that the crank seal was lying on top of the #3 cylinder. While I thought that was an awfully curious place, at least I didn't have to look far for it.

In evaluating the situation, I decided that the no-retainer approach used on my IO-320B1A was inadequate, and set out to build a -yes- *Brassiere* for my crank seal.

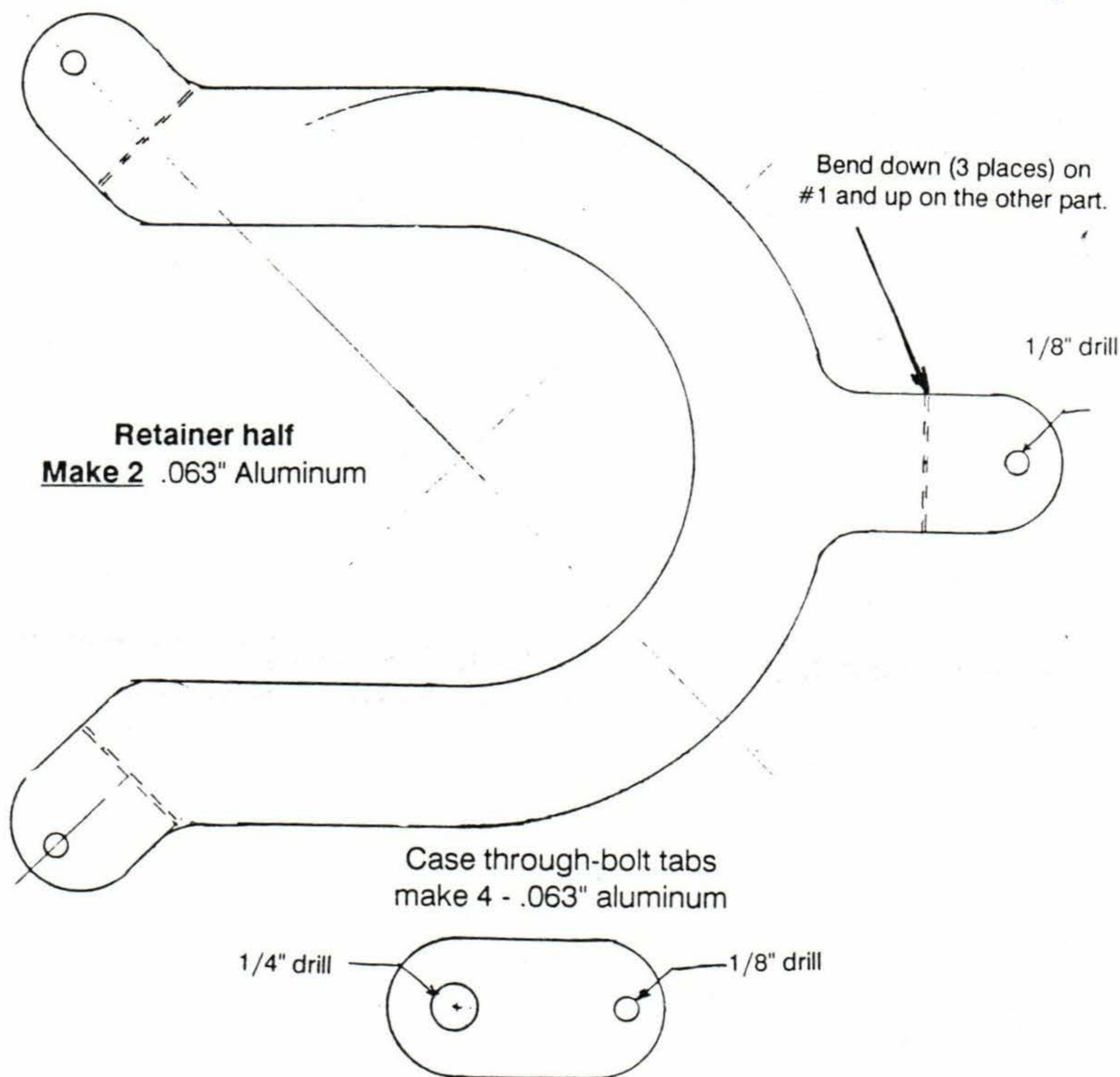
The adjacent sketch shows the shape and size, and although it is a long way from elegant, the problem has not recurred. In assembling this mess, as I've noted, I followed the Lycoming Service Instructions for cleaning and Pliobonding, etc. With all the bad

things that **could** happen should this seal fall out, I think a positive mechanical retainer makes good sense.

Install the split crankcase seal with Pliobond Per Lycoming S.I. 1324A, then put through bolt tabs under through bolts in 4 places. I then coated the mating surfaces of the retainers with Pliobond and safety wired it to the tabs in six places. **Works good, looks odd.**

the Lycoming Brassiere

it's new



FULL SCALE

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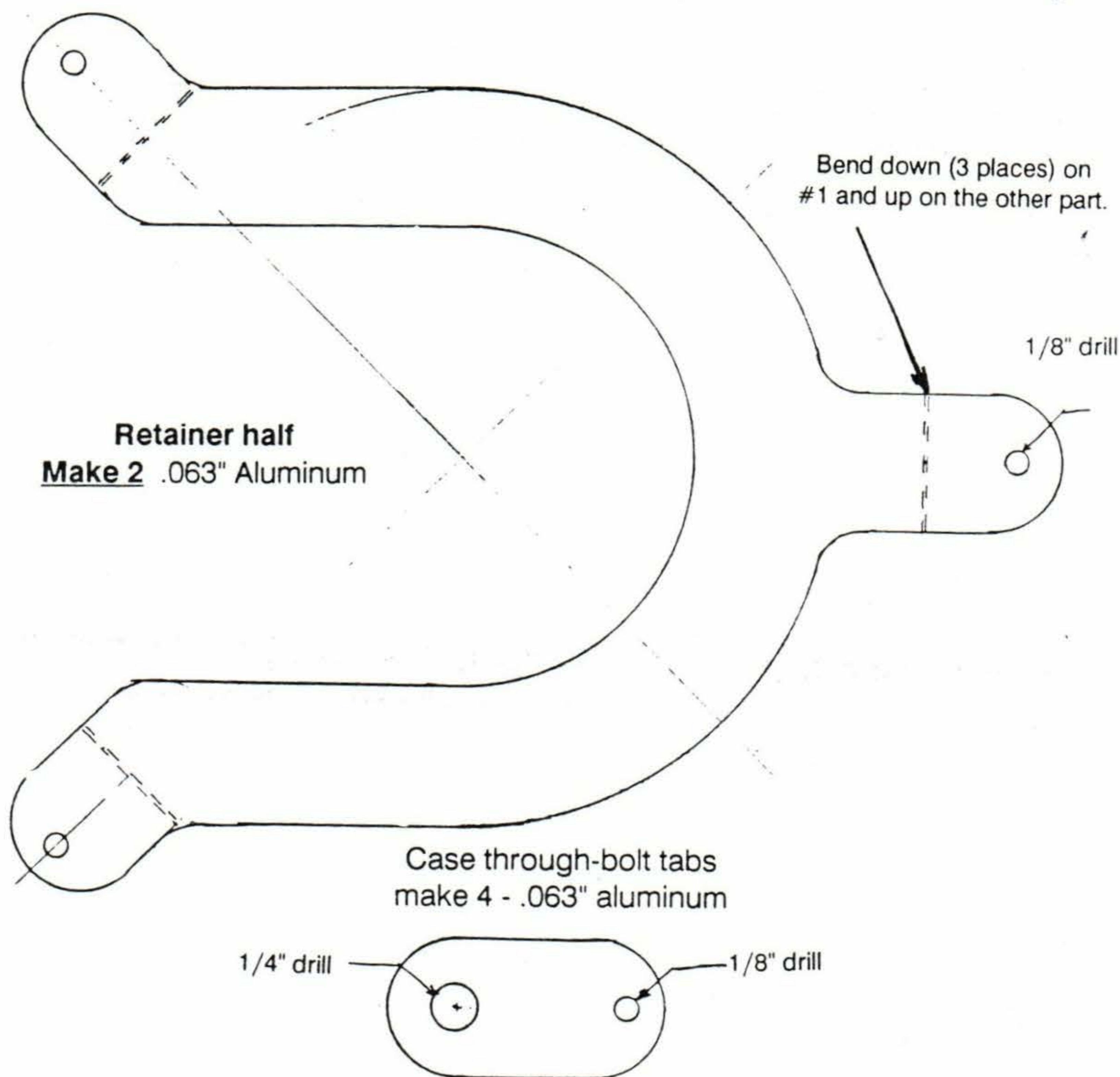
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