

**TEXTRON Lycoming**

Reciprocating Engine Division  
 Subsidiary of Textron Inc.  
 652 Oliver Street  
 Williamsport, PA 17701, U.S.A.

# SERVICE INSTRUCTION

DATE: April 25, 1986 Service Instruction No. 1204B  
 (Supersedes Service Instruction No. 1065A and No. 1204A)  
 Engineering Aspects are  
 FAA Approved

SUBJECT: Exhaust Flange Gaskets

MODELS AFFECTED: All Avco Lycoming Piston Engines using either V-Shaped Spiral Wound or Beaded Exhaust Flange Gaskets.

TIME OF COMPLIANCE: During overhaul or whenever exhaust flange gaskets are replaced.

Exhaust flange gaskets made of V-shaped, spiral-wound layers of stainless steel and asbestos are available for all Avco Lycoming engines using the 2- or 3-hole gasket design. (See Figure 1.) This gasket design provides a resilient action that automatically adjusts for mechanical compression, internal pressure variations, and temperature changes.

The flat, carbon-steel ring that surrounds the spiral windings serves to center the gasket and to control gasket compression when the exhaust manifold attaching bolts are tightened. In addition to their superior sealing qualities, these gaskets are reusable for those occasions when the exhaust manifold is loosened or removed. However, they should be replaced at time of engine overhaul.

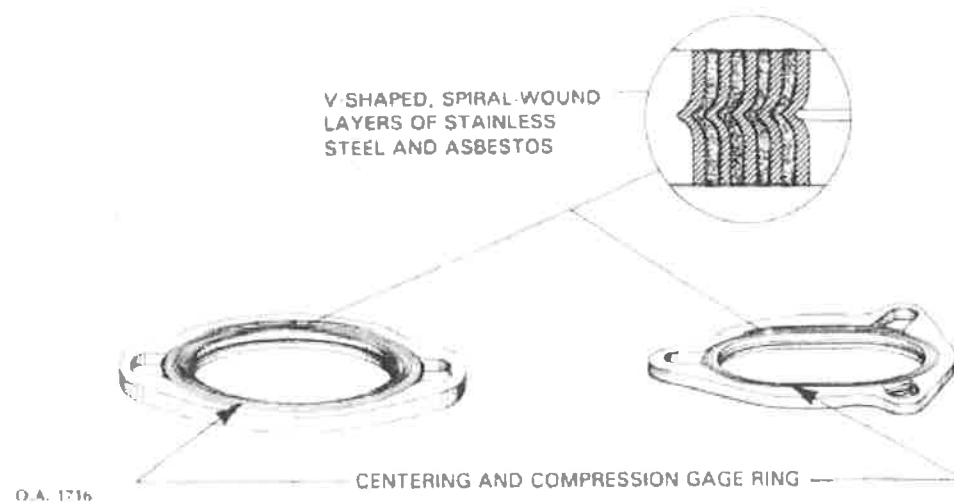


Figure 1. V-Shaped Exhaust Flange Gasket Configuration

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# SERVICE INSTRUCTION

DATE: August 26, 2010

Service Instruction No. 1204D  
(Supersedes Service Instruction No. 1065A and No. 1204C)  
Engineering Aspects are  
FAA (DER) Approved

SUBJECT: Exhaust Flange Gaskets

MODELS AFFECTED: All Lycoming Engines using either V-Shaped Spiral Wound or Beaded Exhaust Flange Gaskets.

TIME OF COMPLIANCE: At overhaul or whenever exhaust flange gaskets are replaced.

Exhaust flange gaskets made of V-shaped, spiral-wound layers of stainless steel and either a non-asbestos filler or flexible graphite are available for all Lycoming engines using the two or three hole gasket design. See Figure 1. This gasket is resilient and automatically adjusts for mechanical compression, internal pressure variations, and temperature changes.

The flat, carbon-steel ring around the spiral windings centers the gasket and controls gasket compression when the exhaust manifold attaching bolts are tightened. In addition to superior sealing qualities, these gaskets are reusable when the exhaust manifold is loosened or removed. However, they must be replaced at overhaul.

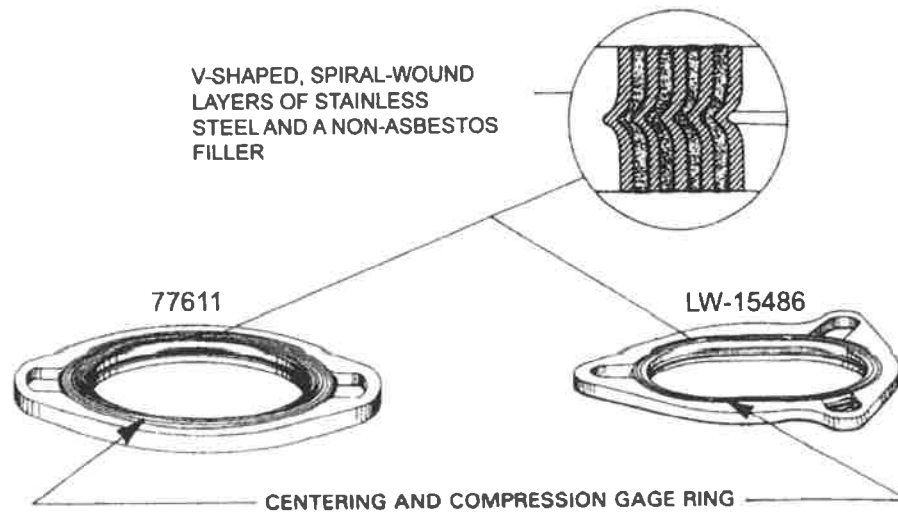


Figure 1. V-Shaped Exhaust Flange Gasket Configuration

### NOTE

P/N LW-19296 is no longer available and has been replaced with P/N 77611.



General Aviation  
Manufacturers Association

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Where beaded exhaust flange gaskets are used, they must be assembled (two each per exhaust port flange) with their beads interlocking. The flat side of the gasket must face toward the cylinder head and the raised or bead side, toward the exhaust stack. See Figure 2.

After initial installation, retorque the exhaust flange nuts after the first 25-hours of engine operation to allow for permanent seating of the beads. The beaded exhaust flange gasket can not be reused. Replace this beaded gasket with a new gasket after each removal.

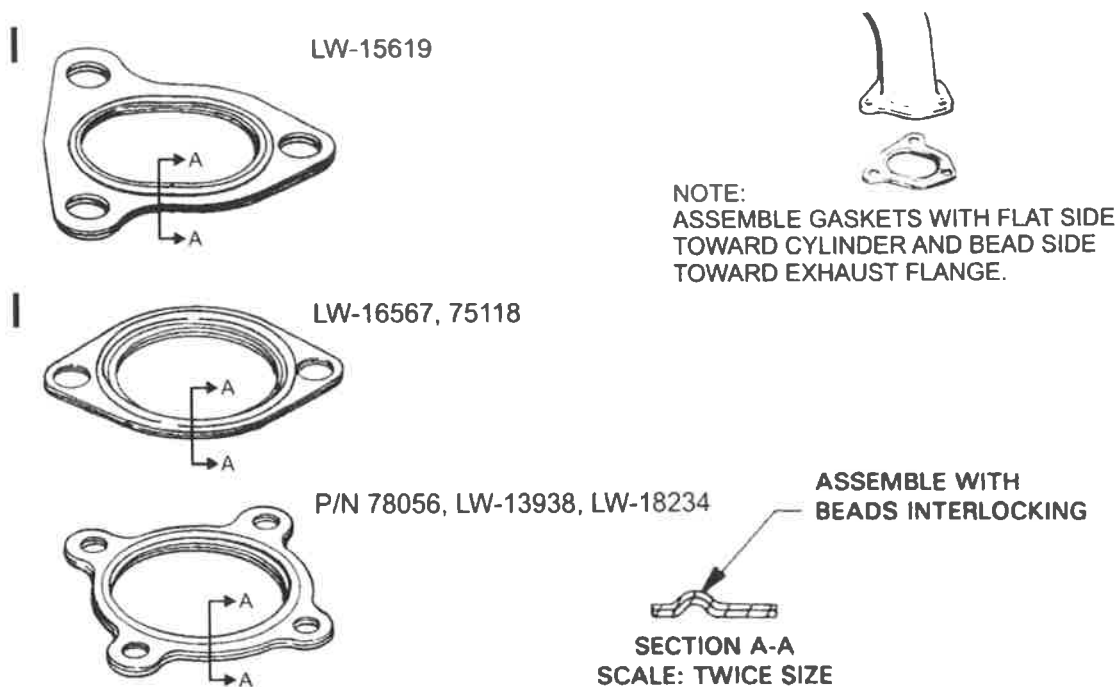


Figure 2. Beaded Exhaust Flange Gasket Configuration

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