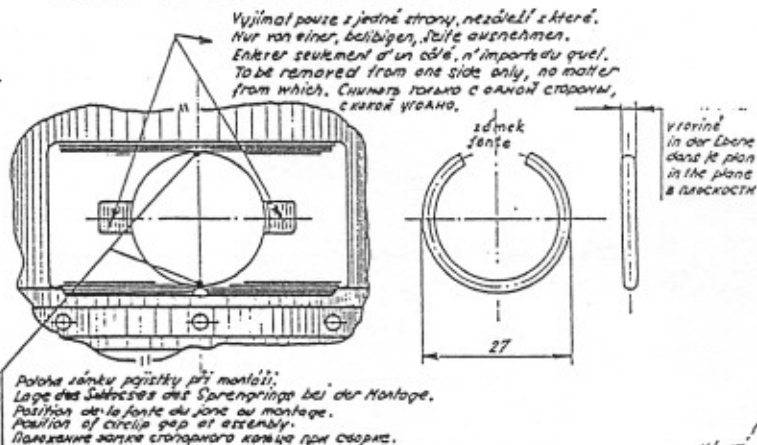


**SERVICE BULLETIN**

IT IS NECESSARY TO CARRY OUT!

M 4-III/29  
No. M 6-III/27  
M 332/55  
M 337/50Sheet No.: 1  
Number of sheets: 2**CONCERNS:** Removal and installation of piston pin circlips at the M 4-III, M 6-III, M 332 and M 337 aeroengines.**REASON :** Serious defect caused by unfollowing the proper fitting instructions and working process as specified for removing and mounting the piston pin circlips at the obligatory periodical partial overhaul of the engine at its commercial user.

M. Adamec m.p.

Manufacturer

Ing. Homola m.p.

Customer's Representative

Ing. V. Vlasák m.p.

Civil Aviation State Inspection  
of Czechoslovakia

Ing. F. Háva m.p.

OMNIPOL - Supplier

PRECAUTION: a) Removal

The piston pin circlips should be removed from piston pin by means of a screwdriver having its edges rounded off. It should be removed by forcing it out with a screwdriver from one side only, as shown in the figure below, so as to avoid thus damaging the piston.

b) Installation

The piston pin circlips should be installed (forced in) in the proper way specified, using thereto the applicable auxiliary driver of Part No. Z 2-01503-01.

New piston pin circlips before being fitted in the piston should be always duly checked. The circlip diameter while being in unstressed condition, should be dimensioned to 27 mm, it has to be exactly even and, in any way, it must not be repaired. If any of the circlips does not fully satisfy the above mentioned specifications, it should be replaced.

When the piston pin circlip is being installed, its gap has to be adjusted to the piston axis.

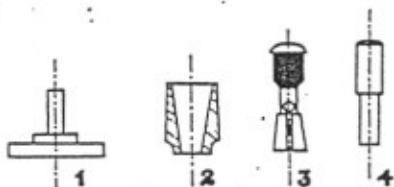
The proper fitting process of the piston pin circlip is such as follows hereon:

- 1) Put the piston on the applicable circlip driving jig.
- 2) Put the piston pin circlip into the tubular sleeve - whereby the circlip gap has to be positioned to the periphery surface of the sleeve - and then force the circlip down to the bottom edge of the tubular sleeve by means of the resilient driver.
- 3) Apply the tubular sleeve into the respective recess of the piston, put in the rigid circlip driver and finally by a shock on the driver force the circlip into the piston pin circlip groove.

- 4) Then by means of a screwdriver duly check whether the circlip is perfectly fitted in its retaining groove. Even any little clearance and movement of it in the groove is not allowed!
- 5) After having the piston fitted to the connecting rod and after having slid in the piston pin, force in the other piston pin circlip too, applying thereto the operations specified here above under 2nd, 3rd and 4th paragraph.

Every circlip is allowed to be installed no more than once only. When having been removed from the piston, it must be replaced with a new one.

4 parts of the applicable driving jig assy, Part No. Z2-01503-01



Jig for  
putting-on  
the piston

Tubular  
sleeve

Resilient - rigid  
driver

THE PRECAUTION IS TO  
BE REALIZED UNTIL :

At the next partial overhaul of the aeroengine.

THE PRECAUTION IS TO  
BE CARRIED OUT BY : the commercial user.

APPLICABLE MATERIAL :

Spare circlips are included in the primary set of enginespare parts.

The driving jig assembly is, however, to be ordered from the engine manufacturer.

The present Service Bulletin extends and details the instructions of the previous Information Bulletin No. M 4-III/18, M 6-III/13, M 332/30, M 337/18, issued in the year 1961.

Letňany near Prague, 16th Sept. 1966