



Service Bulletin

For Engines On Experimental Aircraft

airmotiveengineeringcorp.

Title: **AEL18839 Camshaft Marking for O/IO-375 Series Engines**

SB No.: **13-1**

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Issued: 03/15/2013

Revision: 0

Technical portions are approved by Airmotive Engineering Corp.

1. SCOPE AND APPLICATION

Engine Components International (ECi[®]) has determined that several AEL18839 camshafts for use on Experimental AeroSport Power O/IO-375 engines have been marked as “FAA-PMA”. There are 12 camshafts from this production lot that may exhibit this improper marking. This part is not approved for installation into a certified engine. AeroSport Power will notify customers with affected parts.

2. AFFECTED PARTS:

The production lots that are affected by this improper marking were produced from January to May of 2011. The serial numbers and the manufacturing date of the affected parts are listed as follows:

Camshaft Serial Number	Manufacture Date	Engine Serial Number
72046-01	2/11/11	Not Installed
72046-02	5/05/11	1354-SPE
72046-03	1/26/11	1349-SPE
72046-06	3/3/11	1351-SPE
72046-07	4/11/11	1348-SPE
72054-01	2/16/11	1336-SPE
72054-02	2/3/11	1340-SPE
72054-03	2/11/11	1344-SPE
72054-04	1/18/11	1329-SPE
72054-05	2/11/11	1345-SPE
72054-06	1/11/11	1309-SPE
72054-07	2/11/11	1342-SPE

Note: These parts are camshafts marketed by Engine Components International. The design is controlled by Airmotive Engineering Corporation.

3. TIME OF COMPLIANCE:

At the next maintenance opportunity or from 90 days of issuance of this service bulletin, whichever comes first.

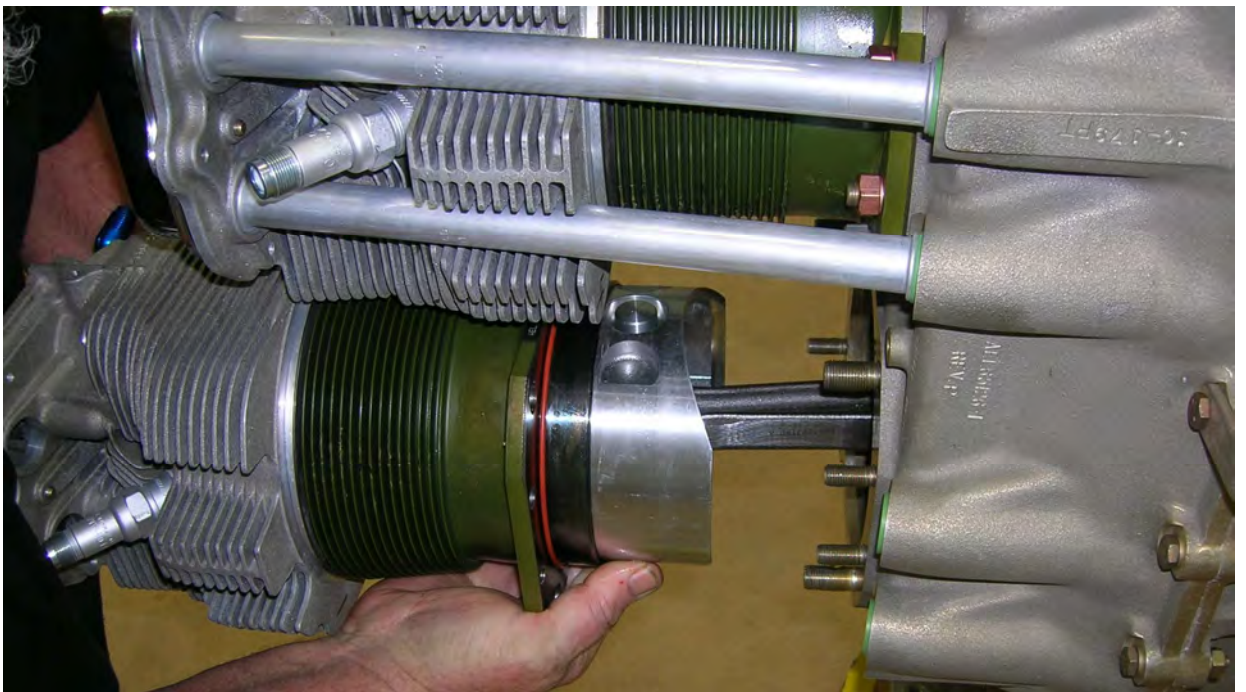


4. BACKGROUND:

The AEL18839 camshaft was designed for use in ECi 370 engine series which includes the AeroSport Power O/IO-375 engines. It is identical to the certified 320/360 camshaft part number AEL18840 except the shaft diameter is smaller by .100" in order to ensure clearance with the connecting rod. Its inner diameter is slightly smaller as well to maintain adequate wall thickness. All manufacturing processes and steps were adhered to during the production of the camshafts, and there is no material or structural problems with the part that would present safety of flight issues. It is mandatory that all affected engines listed in section 2 above with AEL18839 camshafts installed follow the inspection process described below.

5. INSPECTION PROCESS:

Remove cylinder #1 and associated piston and pin from the engine. See the photo below.



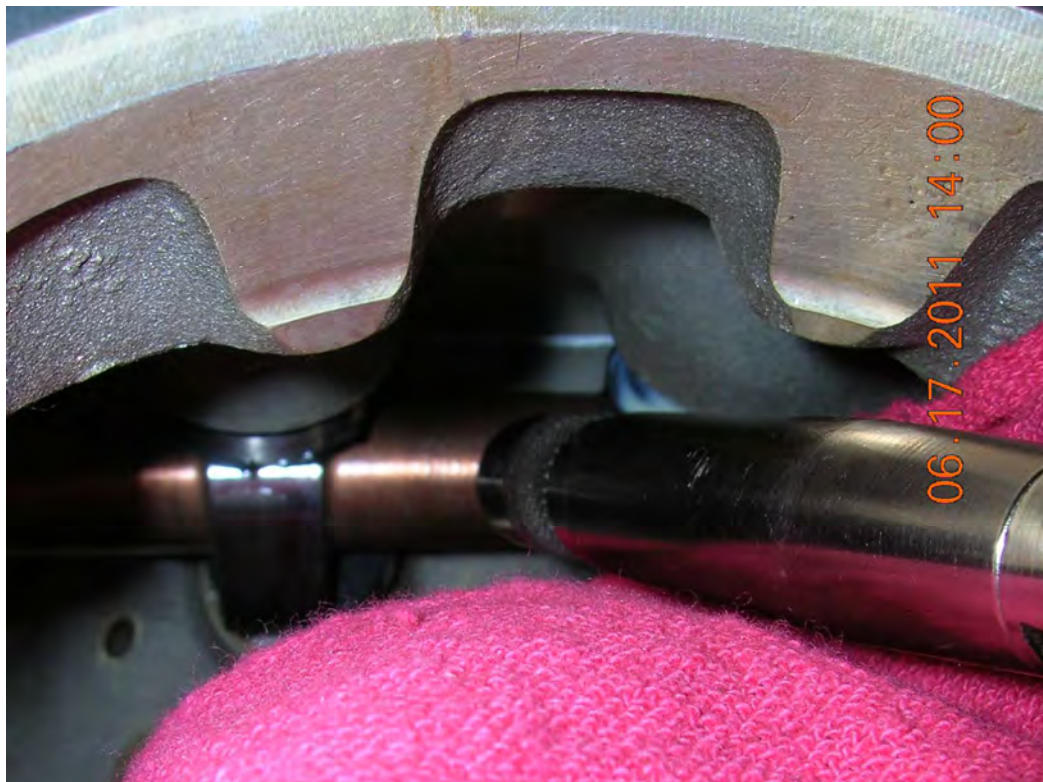


Rotate the camshaft to a position where the marking is accessible. See photo below.



6. MARKING REMOVAL:

Place a rag under the camshaft to catch any metal debris. Using a hand vibropeen or equivalent tool, obliterate the “FAA-PMA” marking. See the photos below.





Visually inspect the marking to ensure the FAA-PMA is completely obliterated, photograph the obliterated marking with legible serial number and return to service.

7. REPORTING:

Mark in the engine log book that this has been accomplished. Send the photograph of the obliterated marking with legible serial number and report that this Service Bulletin has been complied with to the following:

Engine Components International
9503 Middlex
San Antonio, TX 78217

SW-MIDO-43
ATTN: Mr. Steve Laufman
Manufacturing Inspection District Office
10100 Reunion Place, Suite 650
San Antonio, TX 78216
210-308-3361