



SERVICE BULLETIN

AIRCOOLED MOTORS INC.

SYRACUSE 8, NEW YORK

DATE: 10/28/47

NO. FSB 60

SUBJECT: CONVERSION OF EARLY MODEL 6A8-215-B8F FRANKLIN ENGINES AS USED IN THE SEABEE INSTALLATION TO INCORPORATE THE FLOATING BEARING ASSEMBLY AT THE PROPELLER END AND LARGE OIL PUMP AND BY-PASS PLATE ASSEMBLY

We have received numerous requests in the field regarding conversion of early 6A8-215-B8F Franklin engines to permit removal of the reverse pitch engine speed limitation placard in Seabee aircraft equipped with engines up to and including serial #23280.

We have approval for such a conversion since engines up to and including #23280 maybe modified by installing the propeller shaft nose plate and floating thrust bearing assembly to make these engines the same in this respect as engines #23281 to #23500.

Parts are available for such an installation and they may be procured through Aircooled Motors, Inc. by ordering the floating ball thrust replacement parts which are sold at approximately \$77.00 list price. To order these parts, simply furnish the engine number and request the floating ball thrust replacement parts. Installation instructions will be furnished with the kit of parts and the only change, outside of installation of the parts furnished by Aircooled Motors, Inc., would be counterboring the holes in the propeller cylinder itself to take seal rings, which are part of the kit of parts furnished. Size and depth of counterbore will be furnished with our instructions.

In the event the floating ball thrust installation is made on engines up to and including #23280, then the engine serial number on the name plate must include the suffix "F". Example: #23174F.

If desired, engines may also be modified to incorporate the larger capacity oil pump and by-pass plate assembly.

If you desire to order parts for this installation, please furnish the engine number and request parts necessary to convert the oil pump and by-pass plate assembly. These parts will not include the oil inlet pipe kit as listed in Franklin Service Bulletin #59 and, if required, this kit should be ordered separately. The larger oil pump assembly and by-pass plate assembly parts required sell for a list price of approximately \$30.00.

If the floating ball thrust and oil pump conversions are both made on any individual engine, then the suffix to go with the engine number would be "FP". Example: #23174FP. Since the floating ball thrust was used beginning with engine #23281, and since from this point up to engine #23375 the small oil pump and by-pass plate assembly were used, in the event the oil pump and by-pass plate assembly are changed on this group of engines, then the engine number should carry the suffix "P". Example: #23297P.

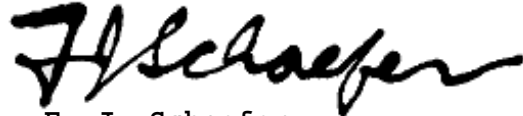
It is presumed that none of the engines will be changed over to the latest type of ball thrust and split ignition which started at engine #23500 since this would involve change of propeller shaft, propeller housing, ignition system and so forth and would be too expensive an operation. However, should such a change be made at any time in the field, then the engine number should carry the suffix "B". Example: #23468B.

Identification should be made in accordance with the above instructions and has the approval of the C.A.A.

In any case where parts are ordered from Aircooled Motors, Inc. to cover one or both of the above conversions, your request should indicate that conversion units are desired and the engine serial number should be supplied. This will permit us to bring our records up to date and insure that you receive the proper parts to cover any subsequent orders after conversion has been made.

In view of the number of requests we have received covering conversions, it was felt that you would desire this information.

AIRCOOLED MOTORS, INC.



F. J. Schaefer

Service Engineering Manager