



Title: NEW ROCKER ARM BUSHING WITH INTEGRAL OIL GROOVE

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Revision: **3 (10/21/04)**

Technical Portions are FAA DER Approved.

1.0 MODELS AFFECTED:

The following table provides a list of eligible engines in which the rocker arm bushings P/N AEC652129 may be used.

O-470-B, G, K, L, M, P, R, S, U

IO-470-C, D, E, F, G, H, L, M, N, P, R, S, U, V

TSIO-470-B, C, D

IO-520-A, B, BA, BB, C, CB, D, E, F, J, K, L, M, MB,

TSIO-520-AF, B, BB, C, CE, D, DB, E, EB, G, H, J, JB, K, KB, L, LB, M, N, NB, P, R, T, U, UB, VB, WB

IO-550-A, B, C, D, E, F, L

TSIO-550-A, B, C

TSIOL-550-A, B, C

2.0 BUSHING DESIGN FEATURES:

The AEC652129 rocker arm bushing is designed different than the TCM bushing that it replaces. The AEC652129 bushing has a groove machined completely around the outside of the bushing to provide a path for oil under pressure to the valve cooling squirt hole. The current TCM design rocker arm has a groove cut on the inside diameter of the bushing boss. However, all earlier part number rocker arms do not have this feature unless altered. The AEC652129 bushing provides the benefits of a single piece bushing (increased bearing area) and also a path for oil to the squirt hole without the requirement for altering the rocker arm or purchasing a new set of rocker arms. The AEC652129 may be used with 539742 intake rocker arms and 641682 exhaust rocker arms which do not have a groove machined on the bushing boss. The AEC652129 bushing may also be used with rocker assemblies 652130 and 652131, or older part numbers that have been altered to incorporate a groove in the boss. The size of the oil squirt hole limits the oil flow through the rocker arm, so the added flow area does not affect operation.

3.0 BUSHING INSTALLATION:

The bushing should be installed according to TCM Service Bulletin 97-11 and the engine overhaul data. The bushing should be reamed to .7515-.7505 In. Dia. It is essential that the bushings be installed such that the oil holes are located as shown in SB 97-11.