

# Lycoming Connecting Rod Bushing AD Primer



Reviewing AD 2026-04-11 changes and common misinterpretations

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	2024-21-02 (superseded)	2026-04-11 (new)
<b>Affected Part #'s</b>	LW-13923, LW-11750, 78030, LW-13865, 77450, LW-13422, LW-13937, LW-15288	Adds <b>LW-19332</b> to the list
<b>Affected Part Date Range</b>	Between Jan 2009 – 2015, 2016, and 2017	Expands the range for ALL part #'s from <b>Jan 2009 to Sep 2021</b>
<b>Known Affected Engines</b>	The affected parts are known to be installed on Lycoming Model AEIO-320 series, AEIO-360 series, AEIO-390 series, AEIO-540 series, AEIO-580-B1A, AIO-320 series, AIO-360 series, HIO-360 series, HIO-390-A1A, HIO-540-A1A, HO-360 series, IO-320 series, IO-360 series, IO-390 series, IO-540 series, IVO-360-A1A, IVO-540-A1A, LHIO-360 series, LIO-320 series, LIO-360 series, LO-360 series, LTIO-540 series, LTO-360 series, O-233-A1, O-235 series, O-320 series, O-340 series, O-360 series, O-435 series, O-540 series, SO-580 series, TEO-540 series, TIGO-541 series, TIO-360 series, TIO-540 series, TIO-541 series, TIVO-540-A2A, TO-360 series, TVO-435 series, TVO-540-A1A, VO-360 series, VO-435 series, VO-540 series, and VSO-580-A1A engines.	Adds <b>IO-580, IO-720, and O-290</b> to the list
<b>Eligible Replacement Parts</b>	A “part eligible for installation” is any connecting rod bushing having <b>P/N 01K28983</b>	Expands the list to any connecting rod bushing having <b>P/N 01K28983 or AEL13923</b> , and any connecting rod assembly having <b>P/N AEL11750, AEL78030, SL78030, SL77450, SL13937, SL19332, SL11750, and SL13422.</b>
<b>Incorporated Service Bulletins</b>	<b>480F:</b> “Oil Servicing Guidance” <b>MSB 630A:</b> “Connecting Rod Bushing Inspection”	<b>480F:</b> “Oil Servicing Guidance” Updated with newer <b>MSB 630B</b> References <b>MSB 632B</b> , “Identification of Connecting Rods with Non-Conforming Small End Bushings”, for credit received under 2017-16-11



- 1. This is a recurring AD requiring inspection at every oil change:** you must comply with the inspection outlined in the AD at every oil change until you complete/accomplish the AD with a terminating action.
- 2. Not all prior credit is a terminating action!:** Certain actions give prior credit only for the initial inspection; You must continue to inspect at every oil change until the affected bushings are replaced with an eligible part #.
- 3. O/H alone is not a terminating action unless parts are replaced with an eligible part #:** Overhaul alone is not a terminating action – must match the eligible parts list.
- 4. Replacing the affected parts under AD 2017-16-11 and MSB 632B is not on its own a terminating action** – you must have performed the connecting rod press-out verification procedure! No press-out procedure performed, no credit given.
- 5. Accomplishing 24-21-02 only counts if you replaced the connecting rod assembly/bushing with eligible part #'s.** Otherwise you are still on the hook
- 6. "N/A" entries for 24-21-02 do not count towards credit for 26-04-11:** You must re-do the AD checks against the part numbers and date ranges; this newer AD is broader in its applicability and requires further investigation!
- 7. The AD requires any bronze particulates AND source identification as "the connecting rod bushings" to trigger an inspection.** Note: MSB 480F lists “connecting rod bushings” as the source if any bronze “chips” are found in the oil filter, oil pressure screen, or oil suction screen. While these tables are interpretive (and not definitive), it follows from our reading that bronze particulates would point to the connecting rod bushings as the source with high confidence.
- 8. MSB 630B and the AD conflict in some ways:** MSB 630B outlines an inspection of the connecting rod bushings (Section 1) and a “notch check” check to replace bad parts (Section 2). MSB 630B Section 2 only applies to engines that contain LW-13923 connecting rods and only calls out P/N 01K28983 as the only replacement part, while the AD highlights multiple replacement part #'s and other assembly part #'s.
- 9. The owner/operator can perform the visual inspection at the oil change,** assuming they follow 43.9(a) “Maintenance Record Entries”) and 91.417(a)(2)(v) “the current status of airworthiness directives”. Remind your owner/operators of this as failure to log the entry is a failure to comply with not only the AD, but with parts 39, 43, 91, and 21.181.
- 10. Experimental aircraft are not off the hook!** While the AD lacks the specific language from AC 43-9D of “*all aircraft, etc.*”, if your experimental aircraft has a Lycoming engine that falls under the affected range, we recommend you take this matter seriously.

*“You guys make ADs so easy!”*

