

We noticed dampness around oil filler base and Mike Pattison pointed out the likely source was the o ring on the dipstick. A closer look shows the flattened outer edge of the 21 year old o ring expanded/oil absorbed compared to the new o ring.



Removal of the old o ring is easy but take care not to score the dipstick. The filler base is drier than previous and the dipstick has noticeably more friction (requires 2 hands) to install, compared to it falling into place past the détente with the old o ring.



Lycoming

O-540-J and -L SERIES PARTS CATALOG

WIDE CYLINDER FLANGE CRANKCASE MODEL ENGINES

3	72312	RING, Oil seal, 1.00 I.D. x 1/8 section
	74065	RING, Oil level gage seal
4	LW-14747	GAGE ASSY., Oil level (cam action)
	LW-14771	GAGE ASSY., Oil level

Dipstick O ring part #
used for cam action type

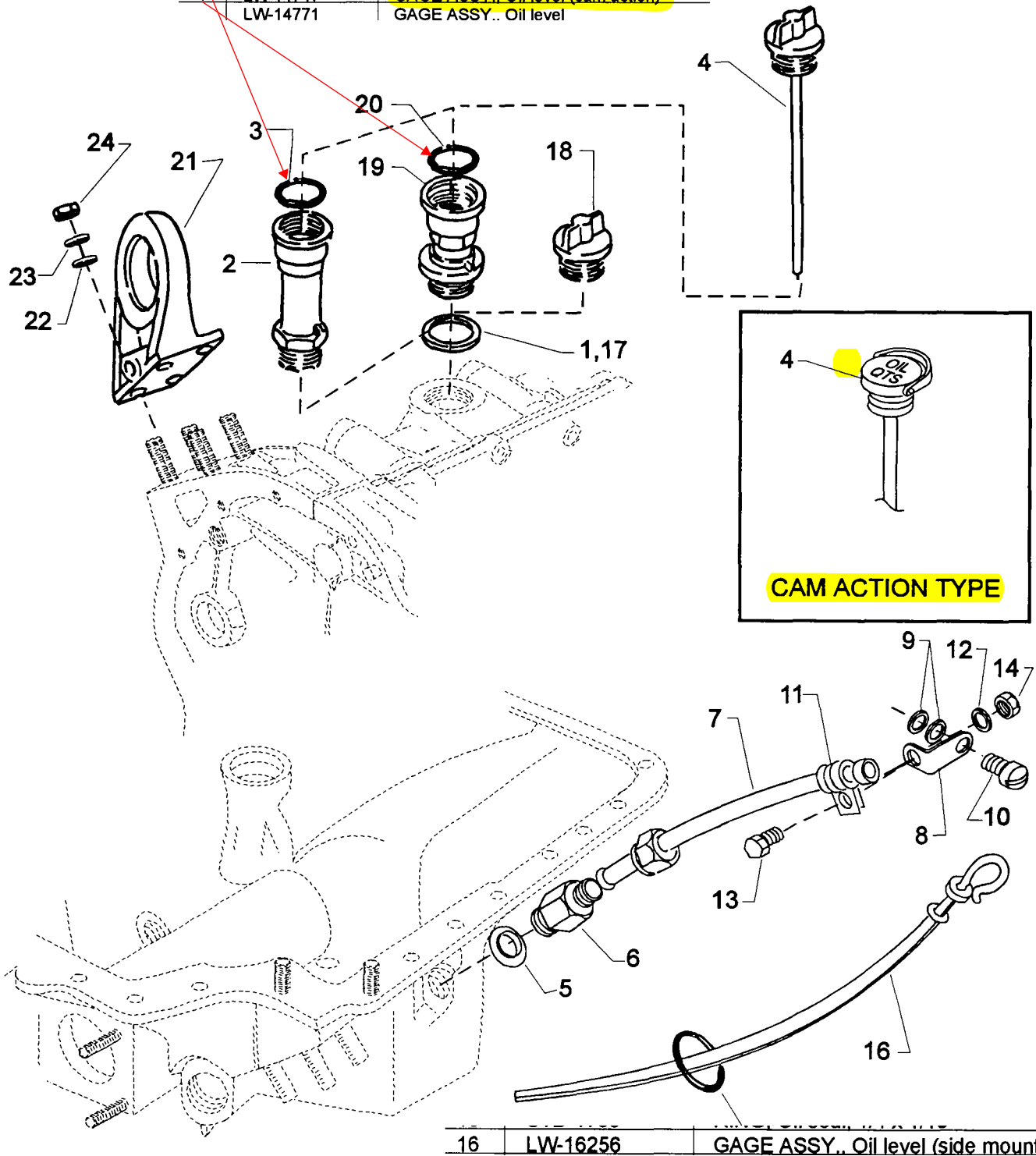


Figure 2. OIL LEVEL GAGE AND ENGINE MOUNTING BRACKET