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# Mandatory Service Bulletin

**Date:** 08/28/21

**Topic:** Six-cylinder ignition rotor screw torque

**Models Affected:** 200-6XL (Lycoming style) and 200-6XC (Continental style) shipped prior to 8/28/21

**Urgency:** High

**Background:**

We've seen one instance where the screw holding the ignition drive rotor loosened after an extended period of operation. This allowed the drive rotor to vibrate against the shaft alignment splines and eventually spin on the shaft. We have reviewed the design for rotor attachment (rotor screw, locking ramp washers (2), shaft/rotor splines) and have re-confirmed the design is suitable for the task. It's impossible to rule out the possibility a process (torque) error during assembly may have played a role in the loosening occurrence.

**Actions Required:**

Rotor screw torque is easy to check. It is accessible on the front (nose) end of the ignition – see pictures below. Torque rotor screw (3/16" allen-head) to 16 ft/lbs. No additional restraint (loc-tite, lock-washers, etc.) should be used.

Removal of the screw and ramp washers is not necessary and is not recommended. In the event you do need to reassemble, it's critical that ramp washers are stacked so their ramp faces are together – see picture (Continental style shown).

