The Aviation Consumer®

The consumer report to pilots and aircraft owners

$3.50

December 1, 1982 Vol. XII No. 23

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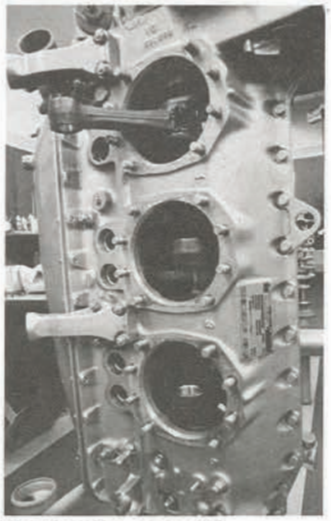

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ple as that. The more parts that are replaced with new items, the higher the quality of your overhaul.

There's only one way to determine precisely what parts will be replaced under what conditions: Ask to see it in writing. Cross-check several shops and see how they compare.

Cylinders

There are lots of ways to overhaul a cylinder. The best way is to simply replace the old cylinder assemblies with brand-new ones—pistons, rings, valves, guides and all. Other options include: **(1) Boring out the cylinder barrel and installing oversize pistons and rings to fit the bigger hole. (2) Inserting a new steel cylinder barrel in the aluminum cylinder head, a complex specialized job that must usually be "farmed out." (3) Chrome plating the cylinder walls to restore the original dimension.**

Chrome-plating is popular and has an aura of quality about it (the phrase "chrome major" often appears in used-plane ads as a selling point), but it has drawbacks. Generally, it takes longer for the rings to seat in a chromed cylinder (due to the hardness of the metal) and oil consumption is sometimes higher after break-in (due to its higher porosity). Chrome cylinders do resist rusting better than steel cylinders, however, so if your aircraft sits outside unused for long periods of time, chrome might be an advantage.

Some people look askance at grinding cylinders oversize. Lycoming does not use rebored cylinders and oversized pistons in its remanufactured engines. Likewise, all Continental reman engines have only new cylinders.

Another grey area in the overhaul decision concerns the engine accessories. Will the magneto, ignition harness, carburetor, alternator and vacuum pump be replaced? In a first-class overhaul job, they should be. Find out precisely what accessories will be

Does the quoted overhaul price *include installation? Most do, but be on the alert for those that don't.*

Recommended Overhaul Shops

Our reader survey of overhaul shops turned up several clear winners and a few losers. Of the 40 or so overhaul shops mentioned by readers, here are the ones that stood out:

Blueprint Aircraft Engines, 500 West 63rd Street, Chicago, Ill. 60607; (312) 581-6162.

"This is the only overhaul shop I know of that would repair my 180-hp Lycoming a second time (free of charge) because of bad parts . . . very pleased with results . . . engine has been super since they worked on it.