

HOMOLOGATION AND TECHNICAL SPECIFICATION UPDATE BULLETIN

| | | | |
|--------------|------------------------|------------------|-------------|
| HOMOLOGATION | IAME KA100 Reedjet | HOMOLOGATION NO. | 106H |
| BULLETIN NO. | 106H – 8 | BULLETIN DATE | 16 May 2018 |
| SUBJECT | Crankshaft Restoration | | |

The information and specifications contained in this Homologation and Technical Specification Update Bulletin are to be read in conjunction with and form part of the homologation detailed herein.

EXPLANATORY NOTES SUPPLIED BY THE MANUFACTURER.

The KA100 engines have been in use in Australia since early 2015 and many are reaching the hours of use where the crankshaft bearing journals and sealing surface may be worn beyond the optimal tolerance, therefore necessitating the replacement of the crankshaft.

If desired, **as a more cost-effective option, it is permitted to Hard Chrome the worn surface** to restore the crankshaft to the original factory tolerances.

This will allow the usable life of the component to be extended at a significantly reduced cost to the end user while providing a more durable wear surface.

The process of Hard Chroming would not result in any performance advantage in comparison to a new component, as the surface is just being renewed to the original specification to regain the optimal clearance between the crankshaft, main bearings and crank seals.

This Homologation Update Bulletin identifies the only areas of the crankshaft that are permitted to be Hard Chromed and the maximum permitted dimensions of the Hard Chroming that is allowed.

Homologation Document Reference

Appendix A to KA100 Homologation Documents

J. Crankshaft

- It is permitted to hard chrome the crankshaft in the areas highlighted (in red) below to restore the surface to original factory specification.

