

Hartzell Engine Tech V-Band Clamp

Hartzell Engine Tech V-Band Clamp 490127-0000

FAA-PMA Turbo Exhaust Clamp for Lycoming TIO / TEO / LTO Series Engines

The AeroForce 490127-0000 V-Band Clamp is an FAA-PMA approved replacement for Lycoming turbocharged exhaust systems, including TIO-540, TEO-540, LTO-360, and related applications.

This clamp secures the exhaust-to-turbocharger flange connection, maintaining a tight, continuous seal in high-heat turbo environments. Proper sealing is critical to prevent exhaust leakage, carbon monoxide intrusion, turbocharger inefficiency, and potential engine power loss.

Following AD 2023-09-09, many spot-welded V-band clamps are subject to a 500-hour life limit or recurring 100-hour / 6-month inspections. The Hartzell PMA clamp is not subject to this AD, providing a long-term replacement option for Lycoming operators seeking reduced compliance burden.



Part No. 490127-0000

[CLAMP, V-band](#)

Retail Price: \$1,851.95

Your Price: \$1,481.56

 Add

Hartzell Engine Tech V-Band Clamp 490127-0001

FAA-PMA Turbo Exhaust Clamp for Continental TSIO / TIO Series Engines

The AeroForce 490127-0001 V-Band Clamp is an FAA-PMA approved replacement for Continental turbocharged engines including TSIO-360, TSIO-520, TSIO-550, and related models.

This clamp secures the exhaust-to-turbocharger flange connection, helping maintain proper exhaust sealing in high-temperature turbo applications. A compromised V-band clamp can lead to exhaust leakage, turbocharger performance loss, carbon monoxide risk, and potential engine power loss.

AD 2023-09-09 placed a 500-hour life limit or recurring inspection requirement on many spot-welded V-band clamps. The Hartzell PMA clamp is not subject to this AD, offering Continental operators a durable alternative without recurring life-limit replacement.



Part No. 490127-0001

CLAMP, V-band

Retail Price: \$997.41

Your Price: \$797.92

 Add

Engine	Engine Model	Old P/N	AeroForce P/N	Airframe	Notes
Continental	TSIO-360-RB, LTSIO-360-RB	670105, 646434, 653337	<u>490127-0001</u>	Piper PA-34-220T Seneca V	670105 does not appear in IPC, however part noted supersedes to 670105
Continental	TSIO-360-MB, TSIO-360-SB	670105, 646434, 653337	<u>490127-0001</u>	Mooney M20K-252	670105 does not appear in IPC, however part noted supersedes to 670105
Continental	TSIO-520-BE	670105, 646434, 653337	<u>490127-0001</u>	Piper PA-46-310P	670105 does not appear in IPC, however part noted supersedes to 670105
Continental	TSIO-550-C	670105, 646434, 653337	<u>490127-0001</u>	Textron LC41-550FG, T240	670105 does not appear in IPC, however part noted supersedes to 670105
Continental	TSIO-550-G	670105	<u>490127-0001</u>	Mooney M20TN/M20V	
Continental	TSIO-550-K	670105	<u>490127-0001</u>	Cirrus SR22T	
Lycoming	LTO-360-E1A6D	LW-12093-8	<u>490127-0000</u>	Piper PA-44-180T	
Lycoming	TEO-540-A1A	40D21162-340M	<u>490127-0000</u>	Tecnam P2012 Traveler	40D21162-340M does not appear in IPC
Lycoming	TIO-540-AE2A	40D23255-340M	<u>490127-0000</u>	Piper PA-46R-350T, Piper PA-46-350P	

Engine	Engine Model	Old P/N	AeroForce P/N	Airframe	Notes
Lycoming	TIO-540-AF1A, TIO-540-AF1B	40D21162-340M	<u>490127-0000</u>	Mooney M20M	Coupling 40D21162-340M was removed via SB M20-283A and AD2024-23-17. Aircraft will have 40D23255-340M Installed
Lycoming	TIO-540-AG1A	40D21162-340M	<u>490127-0000</u>	Commander 114TC	Coupling 40D21162-340M was removed via SB 113-33A and AD2000-11-04. Aircraft will have 40D23255-340M Installed
Lycoming	TO-360-E1A6D	LW-12093-8	<u>490127-0000</u>	Piper PA-44-180T	

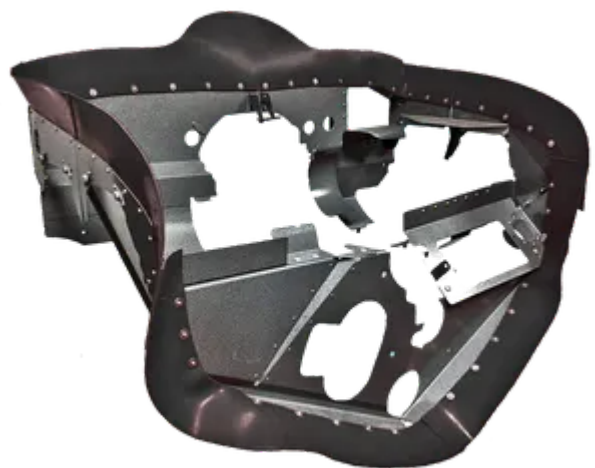
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