



AIRCRAFT ENGINES

# SERVICE INSTRUCTION

## CHECK OF THE FUEL PRESSURE GAUGE KIT PART NO. 874 230 FOR ROTAX® ENGINE TYPE 912 AND 914 (SERIES) AND 2-STROKE UL AIRCRAFT ENGINES

SI-912-007

SI-914-009

SI-2ST-003

### Repeating symbols:

Please, pay attention to the following symbols throughout this document emphasizing particular information.

▲ **WARNING:** Identifies an instruction, which if not followed, may cause serious injury or even death.

■ **CAUTION:** Denotes an instruction which if not followed, may severely damage the engine or could lead to suspension of warranty.

◆ **NOTE:** Information useful for better handling.

### 1) Planning information

#### 1.1) Engines affected

All versions of the engine type:

- 912 (Series)
- 914 (Series)
- all 2-stroke UL-engines

if they are equipped with the genuine ROTAX® fuel pressure gauge kit part no. 874 230. In case of doubt contact your aircraft builder.

All delivery from ROTAX® after 20<sup>th</sup> May 2001 are checked in correlation to this Service Instruction and not further affected.

#### 1.2) Reason

Because of information from a distributor we know that the inner lining was not correctly bonded with the hose of the ROTAX® fuel pressure gauge kit part no. 874 230 on a few cases.

#### 1.3) Subject

Check of the ROTAX® fuel pressure gauge kit.

This information is intended to assist the aircraft builder and operator in achieving the proper operating conditions, correct engine installation and consequently optimum performance and reliability.

## 2) Material Information

### 2.1) Material - cost and availability

Price and availability will be supplied on request by ROTAX<sup>®</sup> Authorized Distributors or their Service Centers.

### 2.2) Company support information

none

## 3) Accomplishment / Instructions

### Accomplishment

All the measures must be taken and confirmed by the following persons or facilities:

- ROTAX<sup>®</sup>-Airworthiness representative
- ROTAX<sup>®</sup>-Distributors or their Service Centers
- Persons approved by the respective Aviation Authority
- Persons with type-specific training (applicable only for non-certified engines)

▲ **WARNING:** Proceed with this work only in a non-smoking area and not close to sparks or open flames. Switch off ignition and secure engine against unintentional operation.

- Secure aircraft against unauthorized operation.
- Disconnect negative terminal of aircraft battery.

▲ **WARNING:** Carry out work on a cold engine only.

▲ **WARNING:** Should removal of a locking device (e.g. lock tabs, self-locking fasteners, etc.) be required when undergoing disassembly/assembly, always replace with a new one.

### 3.1) Instructions

See fig. 1.

- Check the short length of hose (1) between the "T"-piece and the carburetor for free passage. In case of an obstruction the hose has to be renewed.
- Restore aircraft to original operating configuration.
- Connect negative terminal of aircraft battery.

### 3.2) Test run

Conduct test run including ignition check and leakage test in accordance with the current Maintenance Manual of the respective engine type.

Check the fuel pressure gauge while testrun for correct value.

### 3.3) Summary

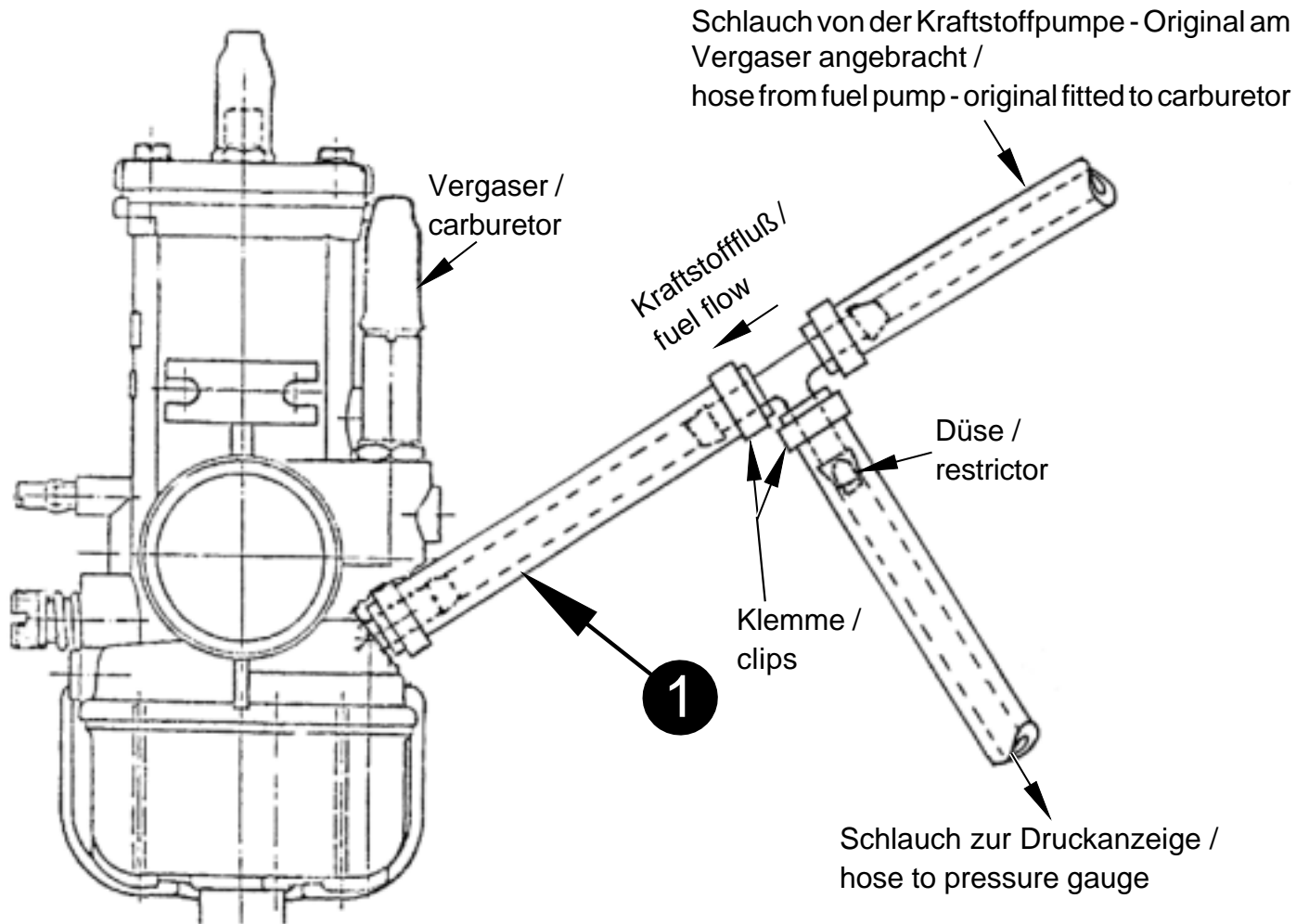
▲ **WARNING:** Non-compliance with these instructions could result in engine damage, personal injury or death!

Approval of translation to best knowledge and judgement - in any case the original text in German language and the metric units (SI-system) are authoritative.

#### 4) Appendix

the following drawings should convey additional information:

### Einbau des Benzindruckprüfkits / installation of fuel pressure gauge kit



05041

fig. 1

- ◆ NOTE: The illustrations in this document show the typical construction. They may not represent full detail or the exact shape of the parts which have the same or similar function. Exploded views are no technical drawings and are for reference only. For specific detail, refer to the current documents of the respective engine type.