



SERVICE INSTRUCTION

Important notes for installing the ball bearing into the gearbox of ROTAX® Engine Type 912 i, 912 and 914 (Series)

ATA System: 72-00-00 Engine

1) Planning information

To obtain satisfactory results, procedures specified in this publication must be accomplished with accepted methods and prevailing legal regulations.

BRP-Rotax GmbH & Co KG. cannot accept any responsibility for the quality of work performed in accomplishing the requirements of this publication.

1.1) Applicability

All engines of type:

Engine type	Serial number
912 i (Series/pre-series)	all
912 (Series/pre-series)	all
914 (Series/pre-series)	all

1.2) Concurrent ASB/SB/SI and SL

none

1.3) Reason

Information from the field has shown that in the course of repair or maintenance, the installation of the ball bearing was not carried out properly and also has not been instructed accordingly. Specifically, the ball bearing cage (plastic ball retainer) should be facing towards the propeller. This document should eliminate uncertainties of the corresponding installation position.

NOTE: Obey this information at the next gearbox removal event. It is not necessary to inspect for, or replace a incorrectly positioned bearing until the next gearbox removal.

1.4) Subject

Important notes for installing the ball bearing into the gearbox of ROTAX® engine type 912 i, 912 and 914 (Series).

1.5) Compliance

INFORMATION

This information is intended to help operators, maintenance technicians and aircraft manufacturer to ensure correct operation/maintenance conditions and installation, thereby achieving optimum performance and reliability.

1.6) Approval

The technical content of this document is approved under the authority of DOA ref. EASA.21J.048.

1.7) Labor time

Estimated labor hours:

engine installed in the aircraft - - - labor time will depend on installation and therefore no estimate.

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1.8) Mass data

change of weight - - - none

1.9) Electrical load data

no change

1.10) Software modifications

no change

1.11) References

In addition to this technical information refer to current issue of

- Maintenance Manual Heavy (MMH)

NOTE:

The status of the Manuals can be determined by checking the table of amendments. The 1st column of this table shows the revision status. Compare this number to that listed on the ROTAX® WebSite: www.FLYROTAX.com. Updates and current revisions can be downloaded for free.

1.12) Other Publications affected

none

1.13) Interchangeability of parts

- ball bearings and seals that have been removed are unserviceable and must be scrapped.

2) Material Information

2.1) Material- cost and availability

Price and availability will be provided on request by ROTAX® Authorized Distributors or their independent Service Centers.

2.2) Company support information

none

2.3) Material requirement per engine

parts requirement:

Part no.	Qty/ engine	Description	Application
832578	1	Ball bearing	Gearbox ROTAX® 912 i/912/914
944320	4	Washer	Bearing fixation
941760	4	Hex. screw M7x16	Bearing fixation
950470	1	Oil seal	Gearbox

2.4) Material requirement per spare part

none

2.5) Rework of parts

none

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2.6) Special tooling/lubricant-/adhesives-/sealing compound/price and availability

Price and availability will be supplied on request by ROTAX® Authorized Distributors or their independent Service Centers:

Part no.	Description	Application
876518	Insertion jig	Propeller shaft seal installation ROTAX® 912 i/912/914

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3) Accomplishment/Instructions

Accomplishment NOTE: Before maintenance, review the entire documentation to make sure you have a complete understanding of the procedure and requirements.
All measures must be implemented and confirmed by at least one of the following persons or organizations:

- Persons with approved qualifications for the corresponding engine types. Only authorized persons (iRMT, Level Heavy Maintenance) are entitled to carry out this work.

NOTE: All work has to be performed in accordance with the relevant Maintenance Manual.

Safety notice



Identifies an instruction which, if not followed, may cause serious injury or even fatal injury.



Identifies an instruction which, if not followed, may cause minor or moderate injury.

NOTICE

Identifies an instruction which, if not followed, may severely damage the engine or could void any warranty.

ENVIRONMENTAL NOTE

Environmental notes give you tips on environmental protection.

3.1) Instructions

See also [Fig. 1](#).

The following steps are necessary:

3.1.1) Removal of the ball bearing

Carry out removal of the ball bearing as specified in the latest Maintenance Manual (Heavy).

3.1.2) Installation of the ball bearing

Carry out installation of the ball bearing as specified in the latest Maintenance Manual (Heavy).

NOTICE

Make sure that the cover plate is inserted between the ball bearing and the oil seal and/or the bearing balls are visible during installation.

3.2) Test run

Conduct test run including ignition check and leakage test.

3.3) Summary



A revision bar outside of the page margin indicates a change to text or graphic.

Translation into other languages might be performed in the course of language localization but does not lie within ROTAX® scope of responsibility.

In any case the original text in English language and the metric units are authoritative

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3.4) Enquiries

Enquiries regarding this Service Instruction should be sent to the ROTAX® Authorized Distributor of your area.

A list of all ROTAX® Authorized Distributors or their independent Service Centers is provided on www.FLYROTAX.com.

4) Appendix

The following figure shows the correct installation position of the ball bearing:

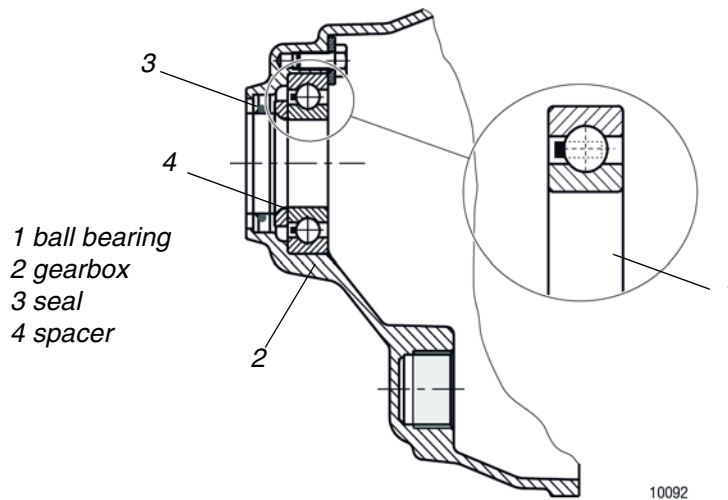


Fig. 1

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 **not technical drawings** and are for reference only. For specific detail, refer to the current documents of the respective engine type.

“Closed” plastic cage.
Must be placed towards the propeller flange.

“Open ball” side must be towards engine.



Fig. 2

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