PACIFICAEROSPACE

Pacific Aerospace Limited
Airport Road, Hamilton
Private Bag 3027, Hamilton 3240, New Zealand
TEL +64 7 843 6144 FAX +64 7 843 6134
EMAIL pacific@aerospace.co.nz
WEB www.aerospace.co.nz

**MANDATORY SERVICE BULLETIN**

**PACSB / XL / 113**
**ISSUE 2**

# ENGINE FUEL FEED LINE

## 1. PLANNING INFORMATION

**A. EFFECTIVITY**

| MODEL | S/N |
|---|---|
| 750XL | 101 thru 215, 220 |
| 750XL | 8001, 8002 |

(Aircraft provisioned for or installed with Air Conditioning and/or Standby Alternator)

**B. REASON**

During a review of the installation of the Powerplant Fuel Lines and Electrical Installations (forward of the Engine Firewall), it was found that the Engine Fuel Feed Line and Fuel Pressure Transducers could potentially chafe against adjacent Electrical Wiring and the Ignition Exciter.

**C. DESCRIPTION**

PART A: Inspection of the Engine Fuel Feed Line and adjacent Electrical Wiring.

PART B: Corrective actions (if required).

**D. COMPLIANCE**

PART A: Carry out visual inspection within 165 flight hours.

PART B: Corrective action must be carried out within 300 flight hours.

If chafing is found which penetrates the (orange) outer covering of the Fuel Line Firesleeve or if chafing or damage is found to Electrical Wiring, corrective actions are to be carried out **before further flight**.

**E. APPROVAL**

By delegated authority.

**F. TOOLING**

N/A

**G. WEIGHT AND BALANCE**

Negligible.

**H. REFERENCE**

750XL Maintenance Manual.

**I. HOURS REQUIRED**

Part A – 1 Hour.
Part B – 4 Hours.

**J. WARRANTY COVER**

Normal Warranty conditions apply.

## 2. ACCOMPLISHMENT INSTRUCTIONS

NOTE: The procedures below are detailed specifically for aircraft with revised Fuel Line and Ignition Exciter installations to provision for installation of Air Conditioning and/or Standby Alternator as detailed in Figure 1 below.

For Aircraft fitted with the Fuel Feed Hose and/or Ignition Exciter located in a different location from that detailed in Figure 1, it is recommended that a survey of the Fuel Lines and adjacent Electrical Wiring are carried out for signs of chafing.

### PART A – Inspection of Engine Fuel Feed Line

1) Initial inspection may be carried out in conjunction with the normal 150 hour inspection procedures detailed in the Approved Maintenance Manual.

2) If the Engine Fuel Feed line and Ignition Exciter are installed in the configuration shown in Figure 1 below, then carry out inspection detailed below.

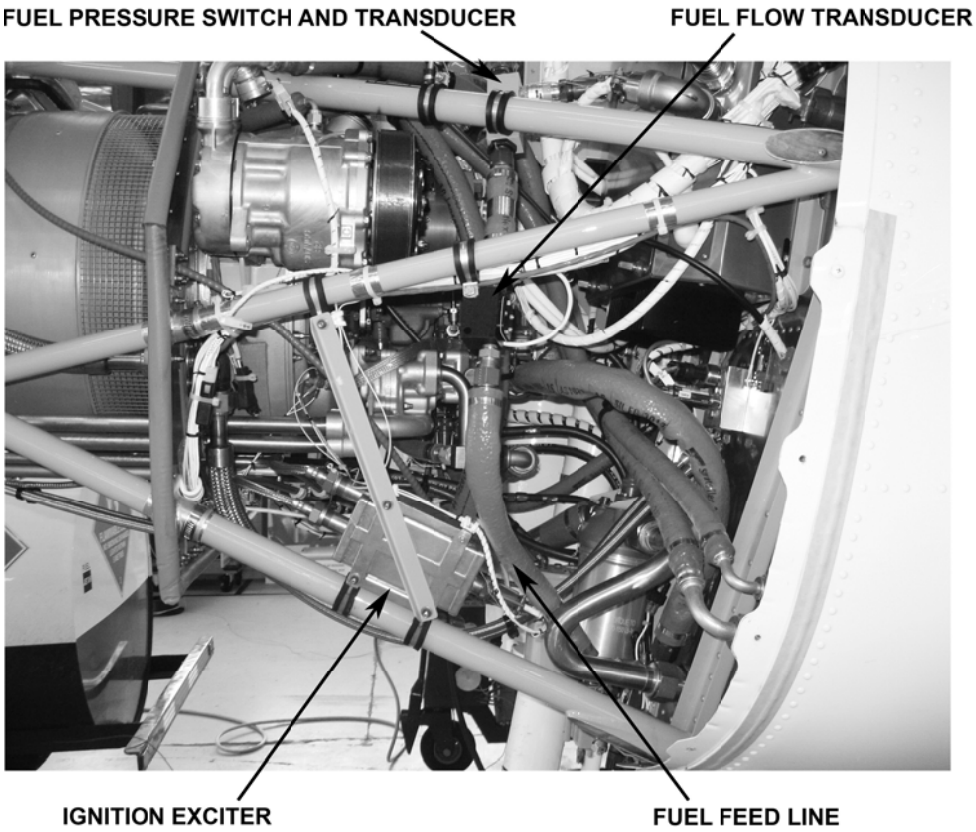


**FIGURE 1 INSPECTION AREA – L.H.S OF POWERPLANT**

3) Inspect the Fuel Feed Line hoses from the Firewall to the Oil/Fuel Heater for signs of chafing, paying particular attention to the areas adjacent to the Ignition Exciter and Connector and the Battery Power Cable.

4) Inspect the Electrical Wiring Loom adjacent to the Fuel Pressure Switch and Transducer Connectors and along the Engine Mount Tubing for signs of chafing.

5) If chafing is found which penetrates the (orange) outer covering of the Fuel Line Firesleeve or if chafing or damage is found to Electrical Wiring, corrective actions detailed in PART B are to be carried out before further flight.

6) If no chafing is found, corrective actions are to be carried out in accordance with Part B within 300 hours.

**PART B – Corrective Action**

1) With reference to 750XL Maintenance Manual Chapter 28, carry out normal preparation procedures for fuel system maintenance.

2) Remove the Fuel Feed Line (running from the Engine Firewall Tee Fitting to the engine mounted Fuel Heater inlet) including all attaching P Clips and Tyraps (if used). Remove the inlet and outlet Fuel Hoses (P/Ns 156F003-8D-0154 and 156F003-8D-0140) from the Fuel Flow Transducer and the Fuel Pressure Switch/Transducer Manifold. Untie Wiring Looms as required to allow repositioning of Fuel Transducers and Switch.

3) If inspection in PART A has identified chafing of the Fuel Hose Fire Sleeving, remove the affected Fire Sleeve and inspect the Fuel Hose for chafing. A chaffed Fire Sleeve or Fuel Hose requires replacement in addition to the corrective action detailed below.

4) Reinstall the (longer) P/N 156F003-8D-0154 Hose to run from the Pressure Switch/Transducer Manifold to the engine. Reinstall the (shorter) P/N 156F003-8D-0140 Hose to run from the Firewall Tee to the Fuel Flow Transducer inlet. Reinstall the Fuel Flow Transducer and the Fuel Pressure Switch/Transducer Manifold. Refer to Figure 2 and Figure 3 below.

5) Attach the Pressure Switch/Transducer Manifold to the Upper Engine Mount Tube re-using the existing hardware (P/N MS21919WDG16 P Clip, P/N AN3-17A Bolt, P/N AN960-10L Washer and P/N MS21042L3 Nut).

6) Ensure all Fuel Lines are routed to prevent chafing against adjacent components and electrical wiring prior to tightening the fittings and installing the P Clips. Ensure the Main Battery Leads are P-clipped to the Fuel Feed Hose to ensure positive separation (See Figure 3).

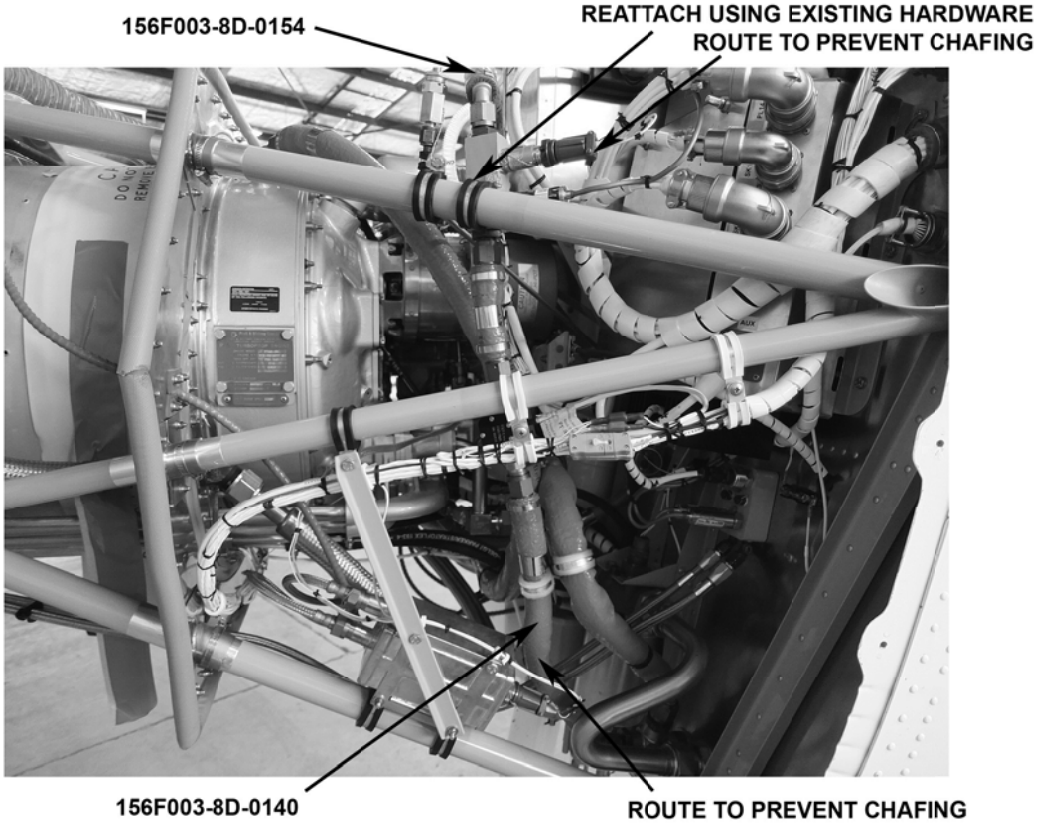


**FIGURE 2 RELOCATED HOSES – L.H.S. OF POWERPLANT**

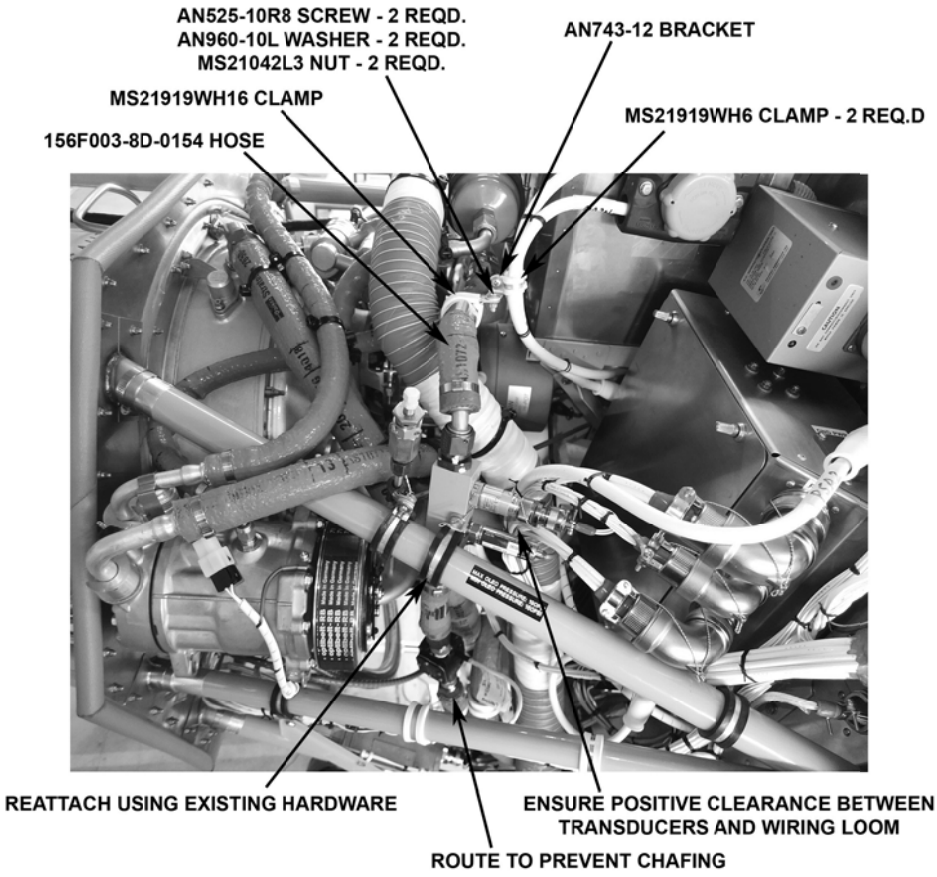


**FIGURE 3 RELOCATED HOSES – L.H.S. OF POWERPLANT**

7) P Clip the lower Fuel Hose (P/N 156F003-8D-0140) to the Fuel hose which runs from the Engine Driven Fuel Pump to the Firewall Tee Fitting. P Clip the Oil Cooler Hose to the Fuel hose which runs from the Engine Driven Fuel Pump to the Firewall Tee Fitting (See Figure 4).

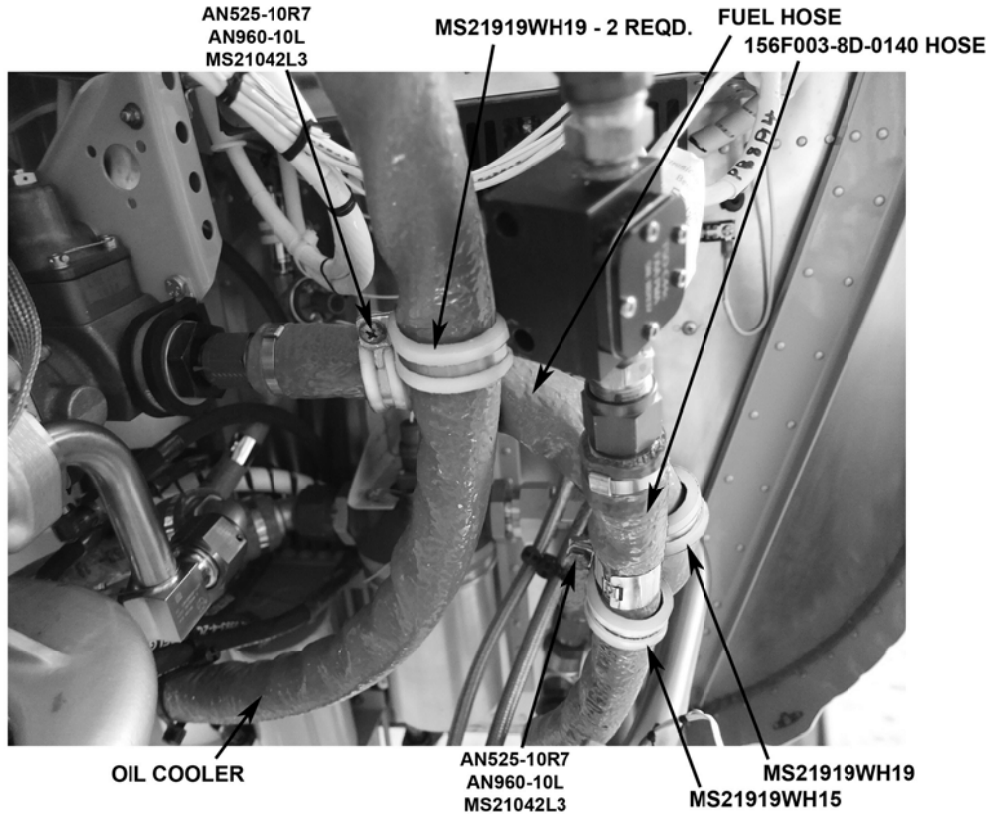


**FIGURE 4 P CLIPPING OF HOSES**

8) Remove Tyraps attaching Electrical Loom to Engine Mount Truss (if fitted) and install P Clips (See Figure 5). Reroute Fuel Transducer and Pressure Switch Wiring to existing Main Looms and tie/secure as required I.A.W. AC43.13-1B Para 11-96.

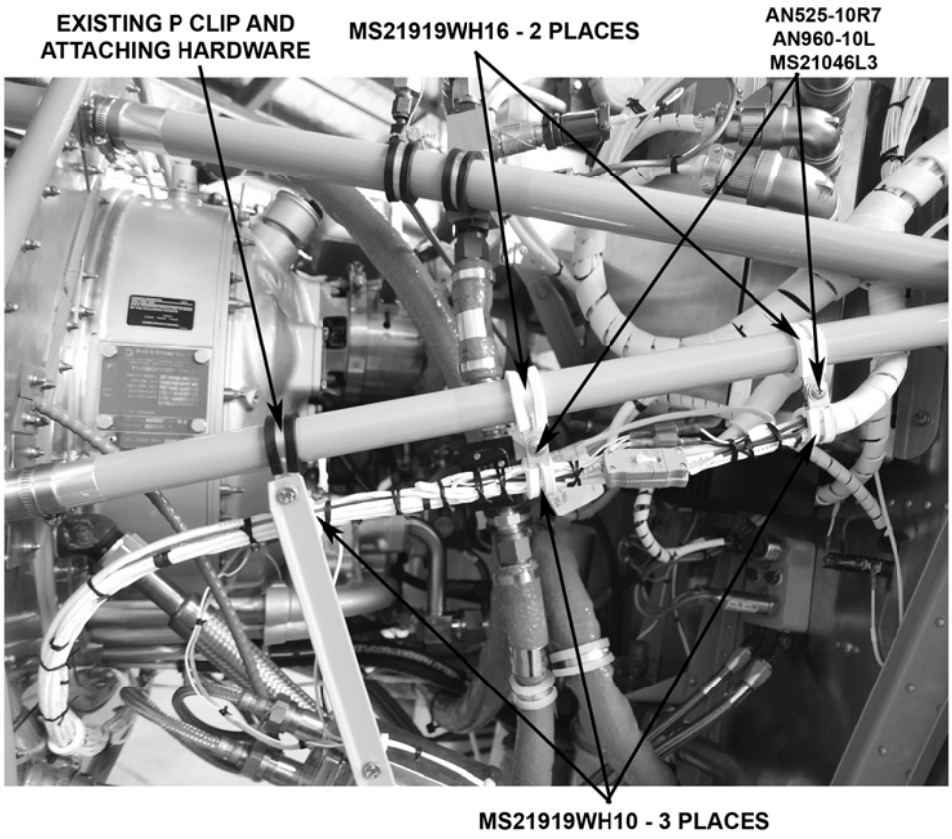


**FIGURE 5 P CLIPPING OF ELECTRICAL LOOM**

## 3. CERTIFICATION

Record compliance with this Service Bulletin in the Aircraft Log Book.

The accomplishment of this Service Bulletin is a terminating action. Thereafter, the repetitive inspection should be performed IAW 750XL Maintenance Manual Section 05-10-00.

## 4. MATERIAL REQUIRED

| Description | Part Number | Qty Required |
|---|---|---|
| P CLIP | MS21919WH6 | 2 |
| P CLIP | MS21919WH10 | 3 |
| P CLIP | MS21919WH15 | 1 |
| P CLIP | MS21919WH16 | 3 |
| P CLIP | MS21919WH19 | 3 |
| BRACKET | AN743-12 | 1 |
| SCREW | AN525-10R7 | 4 |
| SCREW | AN525-10R8 | 2 |
| WASHER | AN960-10L | 6 |
| NUT | MS21042L3 | 6 |

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