



# SERVICE BULLETIN

## CHECKING OF OIL PUMP ATTACHMENT SCREW FOR ROTAX® ENGINE TYPE 912 A (SERIE) SB-912-034

**MANDATORY**

**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 A (Series) from S/N 3,792.551 to S/N 3,792.943 if Service Bulletin SB-912-032 has been carried out.
- Spare part supplies of oil pump assy. part no. 889590 that were supplied from October 31, 2001 until March 22, 2002 as spare parts.

**1.2) Concurrent ASB/SB/SI and SL**

Further to this Service Bulletin the following additional Service Instructions must be observed and complied with:

- Service Bulletin SB-912-032 "Replacement of oil pump assy. or oil pump shaft assy. on ROTAX® engine type 912 A (Series)", latest edition.

**1.3) Reason**

Allen screws M6x45 instead of machine allen screw M6x50 part no. 241761 were added to oil pump assembly part no. 889590.

**1.4) Subject**

Checking of oil pump attachment screw for ROTAX® engine type 912 A (Series).

**1.5) Compliance**

- At the next 10<sup>th</sup>-check, but in any event at the latest on May 31, 2002 the checking of the attachment screw must be conducted according to the instructions provided in section 3.

**1.6) Approval**

The technical content of this Service Bulletin has been approved by ACG.

**1.7) Manpower**

Estimated man-hours:

engine installed in the aircraft - - - manpower time will depend on installation and, therefore, no estimate is available from the engine manufacturer.

**1.8) Mass data**

- change of weight - - - none.
- moment of inertia - - - unaffected.

**1.9) Electrical load data**

no change

d01791

### 1.10) Software accomplishment summary

no change

### 1.11) References

In addition to this technical information refer to the following documents in their latest edition:

- Operator's Manual (OM)
- Illustrated Parts Catalog (IPC)
- Maintenance Manual (MM)

### 1.12) Other publications affected

none

### 1.13) Interchangeability of parts

At replacement take care of the following:

- Before installation, check screw length of oil pump attachment (see section 3).

## 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

- The damages or costs incurred, namely with respect to shipping costs, down time, loss of income, telephone costs or costs of conversion to other engine versions or any additional work, including simultaneous overhaul, are not covered in this scope and will not be born or reimbursed by ROTAX<sup>®</sup>.

### 2.3) Material requirement per engine

Parts requirement:

Fig. No	New p/n	Qty/engine	Description	Old p/n	Application
(1)	241761	4	allen screw M6x50		oil pump assy.

### 2.4) Rework of parts

none

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

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

▲ **WARNING:** Proceed with this work only in a non-smoking area and not close to 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 (namely lock tabs, self-locking fasteners) be required when undergoing disassembly/assembly, always replace with a new one.

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

#### 3.1) Checking of oil pump screw connection:

(see fig. 1 and 2)

- Remove 4 allen screws (1) and determine screw length. Screws of 50 mm length re-fit according to the Maintenance Manual. At a deviation in length, carry out the following.
- Remove the oil pump assy.
- Clean all 4 internal threads M6 (2) on crankcase (A); and inspect for damage.

#### 3.2) Repairing internal screw-threads M6 (2): (if necessary)

- If the threads (2) on the crankcase should be found damaged, then repair them by means of threaded inserts from Heli Coil<sup>®</sup> or equivalent.

▲ **WARNING:** This work shall only be carried out by qualified persons approved by the respective Aviation Authority. Pay attention to the threaded insert manufacturer's specifications and instructions.

#### 3.3) Installation of oil pump assy: (if necessary)

■ **CAUTION:** Check screw length of oil pump attachment (see fig.2)

- The installation has to be performed in accordance with the relevant Maintenance Manual.

#### 3.4) Test run

- Restore aircraft to original operating configuration.
- Connect negative terminal of aircraft battery.

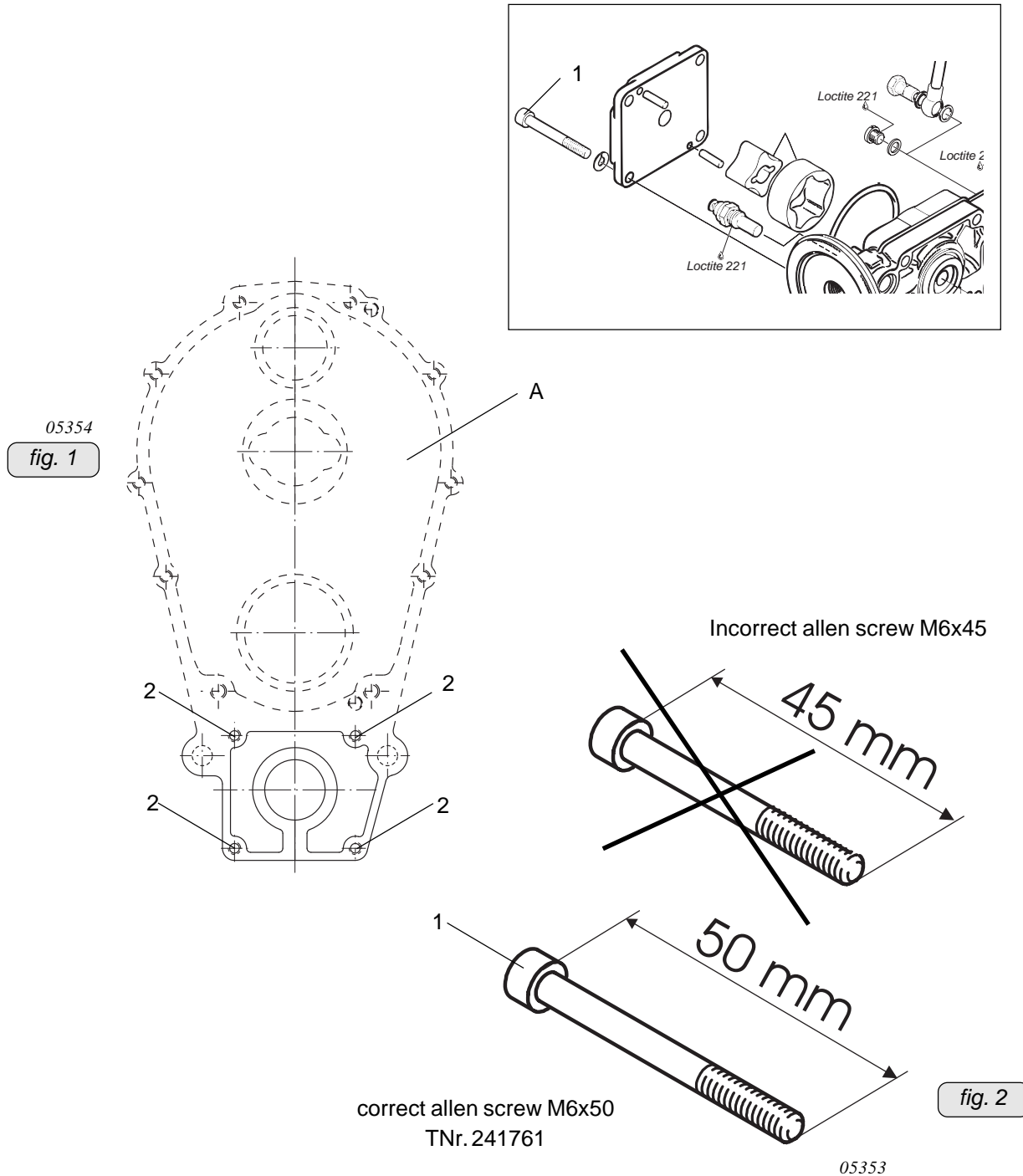
Conduct engine test run including ignition check and leakage test.

#### 3.5) Summary

These instructions (section 3) have to be conducted in accordance with compliance in section 1.5.

#### 4) Appendix

The following drawings should convey additional information:



◆ 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.