

Ignition unit of ROTAX engine 912 A

Revision 1

Subject: As known from experience, inadequate ground connection could arise between stator and ignition housing on the engine type 912 A.

Engines affected : All engines up to engine no. 4,076.022. On all subsequent engines, measures have been taken at Rotax already.

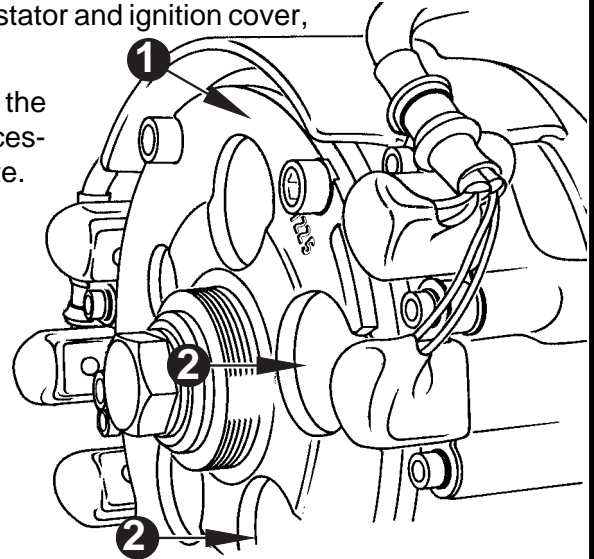
Reason: Isolated formation of corrosion between stator and ignition cover, respectively at attachment screws.

Rework without delay, as requested in the TB 912-02, edition 1993-02-15 is not necessary, based on experience of recent date.

Compliance: **Mandatory.**

On the engines affected, this task has to be carried out at the next maintenance work but, before 31th Jan. 1994 at the latest.

Description: Ensure proper contact between attachment screws and stator by the removal of insulation layers. This can be carried out with engine installed in the aircraft.



Disconnect battery. No need to withdraw magneto housing ① with magneto ring. Remove at least 2 of the 4 Allen screws ③ and lock washers for stator attachment via the openings ② in the magneto housing.

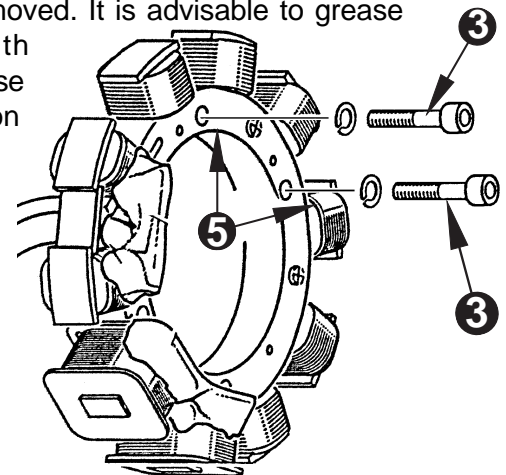
■ **ATTENTION:** Make absolutely sure that no foreign matter (lock washer or screws) will stick to the magneto ring.

Use spot-facing cutter ④ or similar tool to machine contact face ⑤ on stator for the screws ③ removed. It is advisable to grease cutting tool with Lithium-base grease to collect chips on cutter and not on magneto ring.



Refit screws M5 along with lock washer and tighten to 6 Nm. To ensure lasting ground connection, treat contact faces for screws with Lithium-base grease.

Reconnect battery and carry out ignition check.



Accomplishment: The measures have to be taken and certified by the manufacturer of the engine or by persons authorized by the relevant CAA.

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

Gunskirchen, 93 10 25