



FIELD SERVICE NEWS

FUJI HEAVY INDUSTRIES LTD.

HEAD OFFICE

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SHINJUKU, TOKYO, JAPAN

NO : FAN-025

DATE : May 17, 1972

BENDIX FUEL INJECTION SYSTEM, RSA SERIES, TROUBLE
SHOOTING TECHNIQUE FOR IDENTIFYING FUEL TO AIR SEAL
LEAK, WHICH COULD AFFECT ENGINE IDLE.

Due to the worn or damaged seal between the fuel and air chamber, fuel may leak into the air chamber, causing overrich idle mixture. In this case, it is necessary to periodically reset the idle adjustment leaner and the idle cutoff characteristics are undesirable.

Lycoming Service Instruction No. 1166A recommends that the fuel injector be checked for internal leaking if the above symptom is indicated, and provides instructions for leak check as follows:

1. Remove the four (4) cap screws holding the air inlet duct to the injector.
2. Disconnect the outlet fuel line from the injector to the flow divider at the injector.
3. Cap the injector outlet fitting at the injector.
4. Place the throttle in the wide open position.
5. Place the mixture control lever in Full Rich.
6. Turn on boost pump for a period of three (3) minutes.
7. Observe the air inlet to the injector at the venturi and impact tubes for the presence of fuel.

8. If no fuel is present in the venturi at the end of three (3) minutes, shut off boost pump, return throttle and mixture control to the off position, remove cap from injector outlet fitting and reconnect flow divider line. Replace the four (4) inlet duct cap screws and wire.
9. If fuel leakage appears in the venturi section, the injector must be removed for repair in accordance with RS Bulletin No. 27 or No. 28 before further flight.