

SERVICE BULLETIN



FUJI HEAVY INDUSTRIES LTD.

JCAB APPROVED

HEAD OFFICE ; SUBARU BLDG.
SHINJUKU, TOKYO, JAPAN

NO. 200-004 DATE 57-10-8 (SUPERSEDES NO.)
REV. DATE (SUPERSEDES NO.)
REASON

1. SUBJECT : Engine Driven Fuel Pump Outlet Tee, Inspection and Replacement of
2. AIRCRAFT AFFECTED : All FA200-180 aircraft S/N 12 and sub (excluding-180AO)
3. PRIORITY : Mandatory
4. REASON : There have been instances reported whereby crack has been found in the engine driven fuel pump outlet tee (AN783-6). In the interest of flight safety, we are directing inspection and replacement of the subject tee.
5. DESCRIPTION : (1) Leak Check :
- With mixture lever in "Cut-Off" position, turn auxiliary fuel pump "ON", and check engine driven fuel pump outlet tee for fuel leakage at the position as shown in the attached figure 2. If fuel leakage is found, replace the tee (AN783-6) with new serviceable item.
- (2) Dye Penetrant Check :
- Remove engine driven fuel pump outlet tee, and, using a dye penetrant inspection method, ensure no cracks exist in the location as shown in the figure 2. If crack is found, replace the tee (AN783-6) with new serviceable item.
- (3) Replacement :
- Replace engine driven fuel pump outlet tee (AN783-6) with new serviceable item. Discard the removed tee.
6. ACCOMPLISHMENT : (1) Airplanes with less than total 3000 hours:
- Within the next 100 flight hours after receipt of this bulletin, conduct dye penetrant inspection as described in para 5.(2). At total 3000 hours, replace tee as described in para 5. (3).

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- (2) Airplanes with total 3000 hours or more and less than 4500 hours:

Within the next 50 flight hours after receipt of this bulletin, conduct dye penetrant inspection as described in para 5.(2). Within the next 100 flight hours, replace tee as described in para 5. (3).

- (3) Airplanes with total 4500 hours or more:
- (a) Immediately upon receipt of this bulletin, conduct leak test as described in para 5.(1).
 - (b) Within the next 10 flight hours, conduct dye penetrant inspection as described in para 5. (2).
 - (c) Within the next 50 flight hours, replace tee as described in para 5. (3).

Note

If replacement parts are not available within the specified operating hours, repeat dye penetrant inspection every 25 hours until replacement parts become available.

7. APPROVAL : JCAB Approval (NO-Tokyo-57-005) October 4, 1982

8. PARTS REQUIRED :

P/N	NAME	QTY	REMARKS
MS29512-06	"O" Ring	2	Note 1
AN783-6 or 203-929110-3	Tee	1	Note 2

Notes: 1. Required for inspection per para 5.(2) and replacement per para 5.(3).

2. Required for replacement per para 5.(3).

9. SPECIAL TOOL : Dye-check liquid 1 set (Commercial)

10. WEIGHT AND BALANCE : No change.

11. REFERENCE : Not applicable.

12. DETAILED INSTRUCTIONS :

A. Perform leak check as follows:

- 1) Position fuel selector (or cock) in R or L (or Open) position.
- 2) Position mixture lever in "Cut-Off" position.
- 3) Turn master switch "ON".
- 4) Operate auxiliary fuel pump, and check for evidence of fuel leakage at the position as shown in the figure 2.
- 5) Turn auxiliary fuel pump and master switch "OFF", and position fuel selector (or cock) in "OFF" position.

B. Perform dye penetrant inspection and replace tee as follows: (See figure 1)

- 1) Open upper cowlings. Remove upper cowling (if FRP cowling is installed).
- 2) Loosen nut connecting engine driven fuel pump (1, figure 1) and AN783-6 tee (2).
- 3) Loosen nut connecting check valve (3) and tee (2).
- 4) Loosen nut connecting tee (2) and hose (4), and remove hose (4).
- 5) When tee (2) is replaced, always install new serviceable part. Discard the removed tee.
- 6) When dye penetrant inspection is performed, inspect tee (2) for cracks as shown in the figure 2. If crack is found, replace tee with new serviceable item.
- 7) Reverse the preceding steps 4) through 1), and reinstall loosened or removed parts with new "O" rings.
- 8) Bleed trapped air from the system, and then perform leak check in accordance with para 12. A described above.

C. Log Book Entry:

- 1) When check and/or replacement is accomplished per para 5.(1), (2), or (3), make entry in aircraft log book indicating check was performed or new parts were installed in accordance with Service Bulletin 200-004.

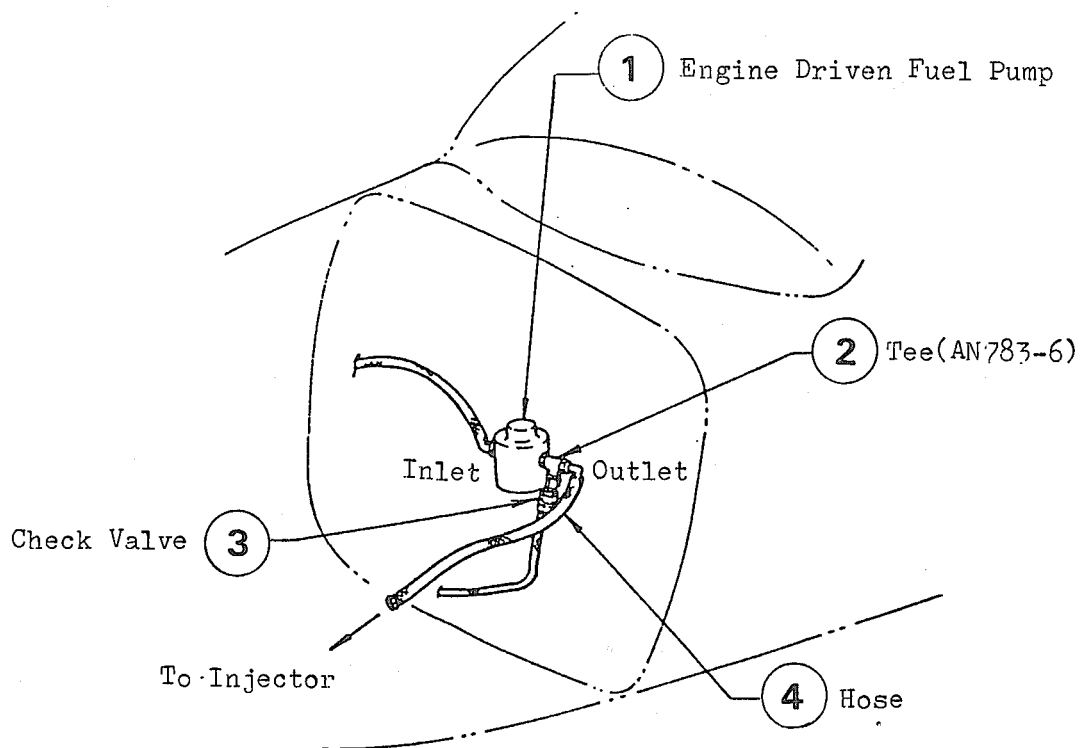
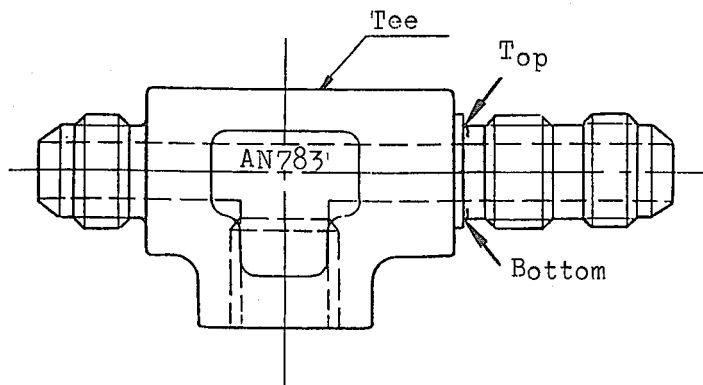


Figure 1. Installation of Engine Driven Fuel Pump



Inspect tee for crack or leakage around area indicated by arrows, paying particular attention to top and bottom.

Figure 2. Inspection of Tee (AN783-6)