

# SERVICE BULLETIN

## GROUND CONNECTION FOR PICK-UP WIRING FOR ROTAX® ENGINE TYPE 912 (SERIES) SB-912-007 UL

### **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 UL from S/N 4,005.300

##### **1.2) Other publications affected**

The following documents must be replaced as a consequence of this Service Bulletin and will become invalid therefore.

- SI-01-1995, "Ground connection for pick-up wiring", latest edition.

For complete instructions and compliance to this Service Bulletin refer to Service Bulletin-SB-912-007, latest edition section 1.2 onward.

- ◆ **NOTE:** Section 1.6) Approval: Is not required for engines of the type UL (series).  
Section 3) Accomplishment: In addition: persons with adequate type-specific training.

**Ground connection for pick-up wiring, ROTAX Engine Series Type 912**

**Mandatory**

- Subject:** Improvement of ground connection for the screening braid of pick-up wiring and charging cable
- Engines affected:** All engines of Series 912 A, beginning with engine no. 4,076.064, since introduction of the SMD-ignition unit.
- Reason:** On the current installation of the ignition unit, troubles could occur in areas with heavy radio transmission. Because of the good result of the respective tests for EMC (electro magnetic compatibility) all the engines affected have to be reworked.
- Compliance:** The necessary rework has to be carried out at the next 100 h check, but at the latest by 15<sup>th</sup> March 1995.
- Remedy:** Optimizing of the grounding in accordance to the instructions overleaf.
- Accomplishment:** The necessary measures to be taken and confirmed by the engine producer or by persons authorized from the Aviation Authorities.
- Approved:** The statement of this Service Information has been approved by ACG on **1. FEB. 1995**

Gunskirchen, 1995 01 30

**Instruction for rework**

- 1) Remove Allen screw ① M5x25 and the clamp ② with rubberlined inside.
- 2) Slide new clamp ③ ( without rubberlining) over the cable-assemblies ④ and ⑤ so far that the screening braid rests completely in the clamp.
- 3) The shorting cables have to be furnished with screening over the complete length. The sceening to be attached via short connection prices on the Allen screw ① together with grounding cable ⑥. On the ignition switch side the screening of the shorting cable has to be securely connected to ground too.
- 4) Attach new grounding cable ⑥ *part-no. 965 787*, clamp ③ *part-no. 851 119* and both electronic modules by Allenscrew to ignition coil bracket ⑦. Tightening torque 5,5 Nm (50 in lb)

■ **ATTENTION:** The shrink tube ⑧ must not rest in clamp.

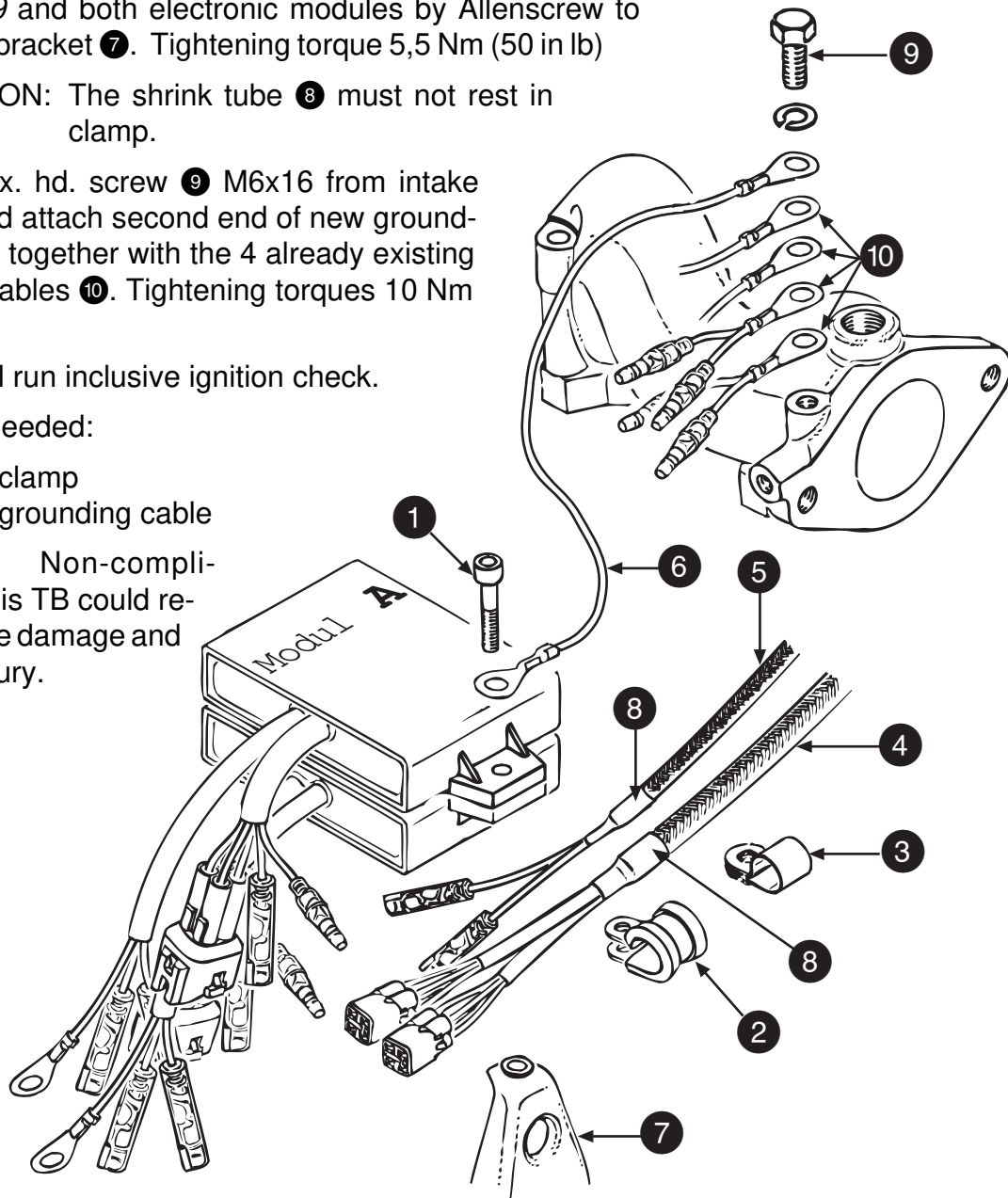
- 5) Remove hex. hd. screw ⑨ M6x16 from intake manifold and attach second end of new grounding cable ⑥ together with the 4 already existing grounding cables ⑩. Tightening torques 10 Nm (90 in lb)

- 6) Perform trial run inclusive ignition check.

- 7) New parts needed:

- 1x 851 119 clamp
- 1x 965 787 grounding cable

▲ **WARNING:** Non-compliance with this TB could result in engine damage and personal injury.



**Ground connection for pick-up wiring, ROTAX Engine Series Type 912**

**Mandatory**

**Subject:** Improvement of ground connection for the screening braid of pick-up wiring and charging cable

**Engines affected:** All engines of Series 912 A, beginning with engine no. 4,076.064, since introduction of the SMD-ignition unit.

**Reason:** On the current installation of the ignition unit, troubles could occur in areas with heavy radio transmission. Because of the good result of the respective tests for EMC (electro magnetic compatibility) all the engines affected have to be reworked.

**Compliance:** The necessary rework has to be carried out at the next 100 h check, but at the latest by 15<sup>th</sup> March 1995.

**Remedy:** Optimizing of the grounding in accordance to the instructions overleaf.

**Accomplishment:** The necessary measures to be taken and confirmed by the engine producer or by persons authorized from the Aviation Authorities.

**Approved:** The statement of this Service Information has been approved by ACG on **1. FEB. 1995**

Gunskirchen, 1995 01 30

**Instruction for rework**

- 1) Remove Allen screw ① M5x25 and the clamp ② with rubberlined inside.
- 2) Slide new clamp ③ ( without rubberlining) over the cable-assemblies ④ and ⑤ so far that the screening braid rests completely in the clamp.
- 3) The shorting cables have to be furnished with screening over the complete length. The sceening to be attached via short connection prices on the Allen screw ① together with grounding cable ⑥. On the ignition switch side the screening of the shorting cable has to be securely connected to ground too.
- 4) Attach new grounding cable ⑥ *part-no. 965 787*, clamp ③ *part-no. 851 119* and both electronic modules by Allenscrew to ignition coil bracket ⑦. Tightening torque 5,5 Nm (50 in lb)

■ **ATTENTION:** The shrink tube ⑧ must not rest in clamp.

- 5) Remove hex. hd. screw ⑨ M6x16 from intake manifold and attach second end of new grounding cable ⑥ together with the 4 already existing grounding cables ⑩. Tightening torques 10 Nm (90 in lb)

- 6) Perform trial run inclusive ignition check.

- 7) New parts needed:

- 1x 851 119 clamp
- 1x 965 787 grounding cable

▲ **WARNING:** Non-compliance with this TB could result in engine damage and personal injury.

