

Jabiru Service Bulletin: Jabiru Mechanical Fuel Pump			JABIRU AIRCRAFT PTY LTD P.O. Box 5792 Bundaberg West Queensland, Australia. Phone:+61 7 4155 1778 Fax:+61 7 4155 2669 Web: www.jabiru.net.au Email: info@jabiru.net.au		
JSB 040-2	Release Date: 19 th December 2017	Effective Date: 19 th December 2017	Affected Models: See Applicability	S/No. Range: See Applicability	Page 1 of 5

SERVICE BULLETIN: JSB 040-2

Issue: 2

Release Date: 19th December 2017

Effective Date: 19th December 2017

Subject: Jabiru Mechanical Fuel Pump

Affected Models: All engines up to S/No. 22A3811 & 33A2768.

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Changes from previous issue shown in red text.

Issue 1 of this Service Bulletin (JSB040-1) which was released on 16th September 2016 is now superceded by JSB040-2.

1 Applicability

All models of Jabiru engines.

Note: For aircraft in Light Sport Aircraft categories this Bulletin is equivalent to a Manufacturer’s Safety Direction.

2 Background:

- During routine maintenance a brass intake hose tail connection on a Jabiru mechanical fuel pump body was found to be loose.
- This service letter acts as a precautionary service message to inform maintainers and operators of this potential condition and prescribes an inspection to check that the brass intake hose tail connection is securely fitted to the body of the fuel pump.
- This service bulletin has been brought into effect as a means of assessing the prevalence of this condition in the Jabiru engine fleet.
- **Since the issue was discovered all new mechanical fuel pumps produced by Jabiru have screwed in brass hosetails to avoid this issue.**

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3 Compliance – Implementation Schedule

- As of the 30th September 2016, the inspection detailed in section 4 of this service bulletin must be conducted before the next flight and at regular service intervals (25 hourly, 50 hourly, 100 hourly or Annual Inspection) until otherwise instructed by revision to this service bulletin (JSB040).
- The Time-In-Service for which service intervals are determined is the accumulated time the engine has been run, not Airswitch time. Jabiru Service letter JSL010 provides details on service time interval requirements.
- **If the engine is fitted with a mechanical fuel pump that has 2 screwed hose tails no further inspections are required.**

4 Inspection procedure

As of the 30th Sept 2016, the inspection detailed in this section is to be carried out **before the next flight** and at the service intervals prescribed in section 3.

- 1) Remove the aircraft cowls.
- 2) Locate the mechanical fuel pump (the position on engine is shown in Figure 1).
- 3) Inspect the brass fuel inlet hose tail to fuel pump body connection for security of attachment.

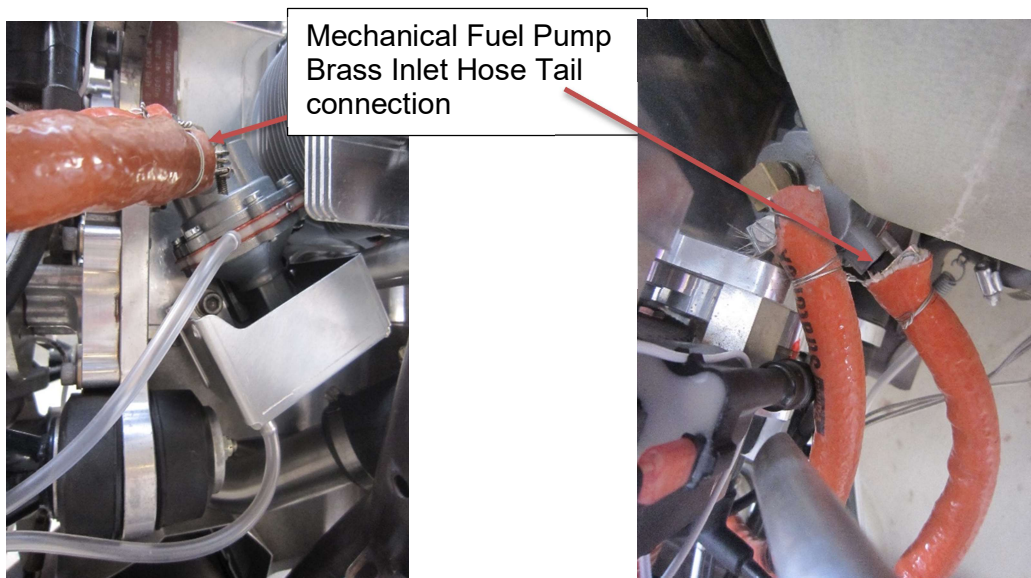


Figure 1 Mechanical Fuel Pump Brass Inlet Hose Tail location

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Inspect the security of the fuel brass inlet hose tail in the body of the fuel pump

Figure 2 Mechanical Fuel Pump



Figure 3: Pump with both fittings screwed in. (No further inspection required)

5 Corrective action

If it is found that the hose tail is loose in the body of the fuel pump, this condition must be corrected **before further flight**. Contact Jabiru Aircraft if this situation is encountered and complete a Continued Operating Safety Reporting Form that can be found at the following web address: <https://jabiru.net.au/wp-content/uploads/2018/05/COSM-3.pdf>

6 Airworthiness Note:

- All work called for by this Service Bulletin must be carried out by authorised personnel. For the aircraft detailed herein this may mean the owner, an RA-Aus Level 2 holder, a Licensed Aircraft Maintenance Engineer (LAME) or equivalent – as appropriate to the aircraft's registration and use (Private or Air Work operations).

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- On completion of the work prescribed, the authorised person must note the completion of the actions required by this bulletin in the aircraft's maintenance logbook. This note should include the date of the work, the service bulletin number (i.e. JSB040-2) and the identity (including licence number where appropriate) of the person carrying out the work.

