

**SUPPLEMENT NO. 7 TO DOC.NO. CR-MM-1-0-00****INSPECTION AND EVENTUAL REPLACEMENT
OF CARBURETOR CIRCLIP
FOR ROTAX® ENGINE TYPE 912 (SERIES)****1 LIST OF AIRPLANES COVERED BY THIS SUPPLEMENT**

Airplane model	Serial No.	Note
PS-28 Cruiser and SportCruiser / PiperSport – operating under EASA rules		ROTAX Service Bulletins no. SB-912-073 UL, no. SB-912-073 Service Bulletin no. SB-CR-075

**CHAPTER 1 GENERAL**

No Change

CHAPTER 2 LIMITATIONS / MAINTENANCE CHECKS

No Change

CHAPTER 3 FUSELAGE

No Change

CHAPTER 4 WING

No Change

CHAPTER 5 TAIL UNIT

No Change

CHAPTER 6 CONTROL SYSTEM

No Change

CHAPTER 7 EQUIPMENT

No Change

CHAPTER 8 LANDING GEAR

No Change

CHAPTER 9 FUEL SYSTEM

No Change

CHAPTER 10 POWER UNIT

10

10.1 General

Power unit of PS-28 Cruiser airplane is the ROTAX 912 S2 or 912 ULS2 engine and
- Woodcomp Klassic 170/3/R ground adjustable 3-blade propeller or
- Sensenich 3B0R5R68C ground adjustable 3-blade propeller

10.1.1 Replacement of carburetor circlip**Type of maintenance:** Heavy**Authorization to perform:**

Certifying staff in accordance with EU 1321/2014

Tools needed:

Common maintenance tools

10.1.1.1 Before work:

Move the aircraft to a suitable place to perform the work.
Remove the engine upper cowling (see the CR-MM-1-0-00, latest revision).
Disconnect the battery terminals (see the CR-MM-1-0-00, latest revision).
Cut the tapes fixing throttle and choke Bowden cables.



10.1.1.2 Disassembly

Fig.1:

- 1) Unclamp the return spring (1).

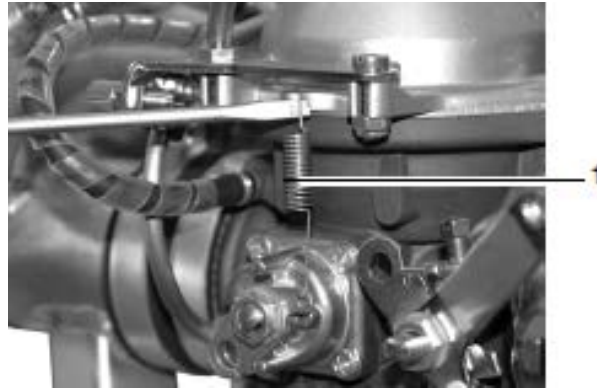


Fig 1

Fig.2:

- 2) Remove countersunk screw M5x12 (7) and oval head screw M5x20 (8) with distance sleeve (9).

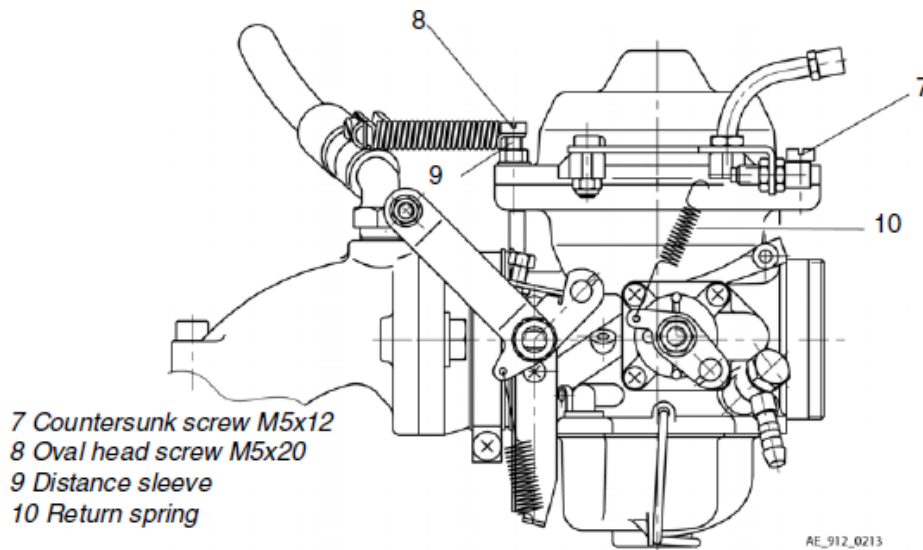


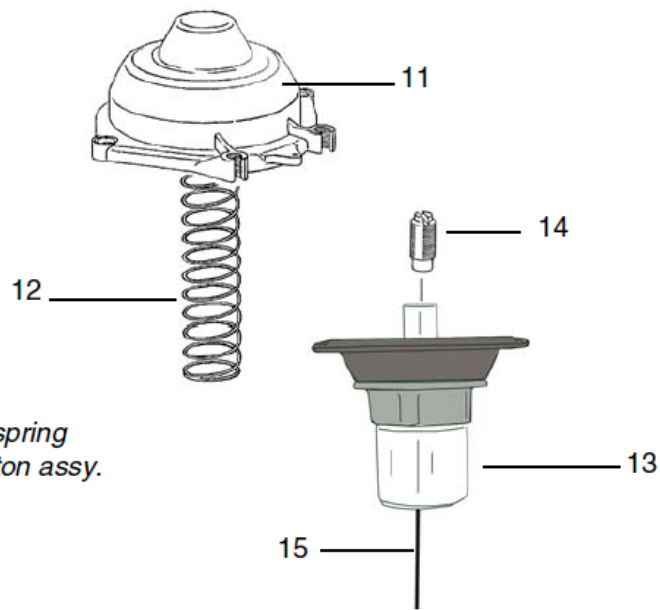
Fig.2

Fig.3:

- 3) Lift chamber top (11) from carburetor. Remove throttle valve spring (12) and pull carburetor piston assy. (13) from carburetor.

NOTE: Fixation screw is held in place with LOCTITE 243. Make sure to use proper size of screw driver to not damage the aluminum fixation screw! Heat may be applied to the piston to aid removal.

- 4) Remove fixation screw (14) from piston.

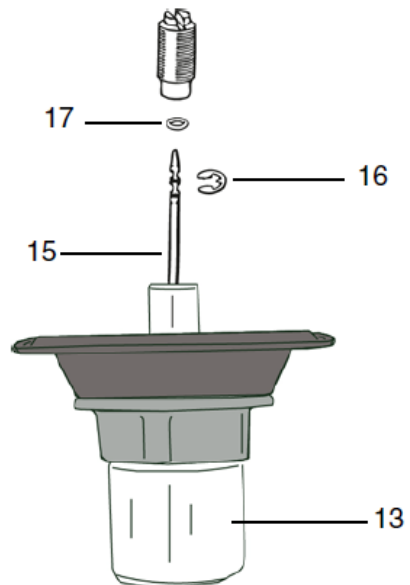


- 11 Chamber top
- 12 Throttle valve spring
- 13 Carburetor piston assy.
- 14 Fixation screw
- 15 Jet needle

Fig.3

Fig.4:

- 5) Remove jet needle (15) with circlip and O-ring from piston assy. (13).
 - 6) Remove original O-ring (17) and circlip (16) from the jet needle (15) and discard.
- NOTE: Take note of the circlip's original needle position.



- 13 Carburetor piston assy.
- 15 Jet needle
- 16 Circlip
- 17 O-ring 2.5x1.5

Fig.4

10.1.1.3 Assembly:

Fig.5:

- 7) Place the new circlip (1) into the same needle position. Place O-ring (2) over the jet needle (3).

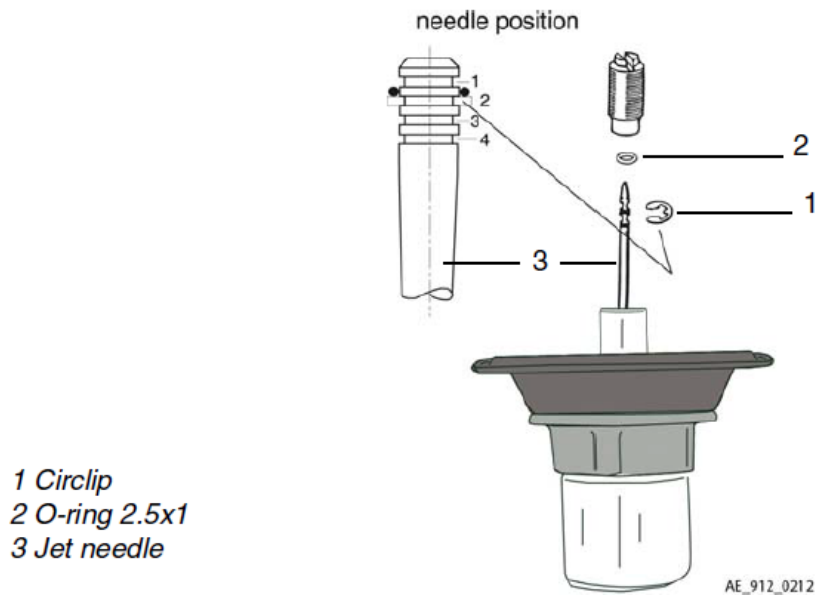


Fig.5

Fig.6:

8) Place the jet needle assy. (3) into the carburetor piston (4) so that the needle protrudes through the piston.

9) Fix the fixation screw (5) with a small amount of LOCTITE 243 and tighten in place.

NOTE: The jet needle is held in position by the circlip and its movement is dampened by the O-ring.

10) Place the piston assy. (4) into the carburetor body. The diaphragm's alignment tab (6) must be seated within the carburetor body recess (6).

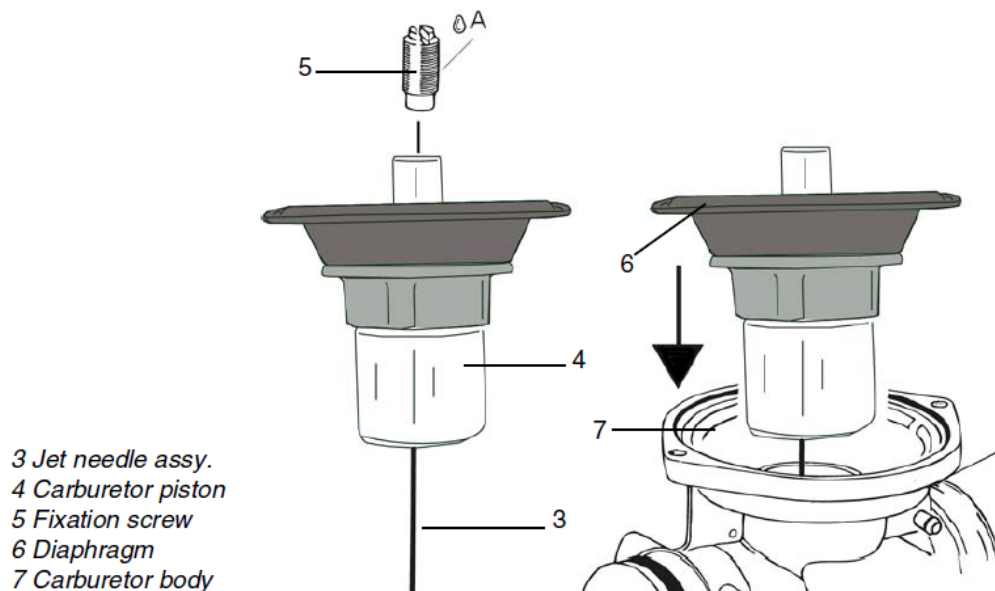


Fig.6

Fig.7:

11) Place the throttle valve spring (8) into the piston and attach the chamber top (9) with countersunk screw M5x12 (10) and oval head screw M5x20 (11) with distance sleeve (12).

NOTE: The piston assy. must remain aligned. Avoid rotating the chamber top while attaching screw.



12) Mount the return spring (13) again.

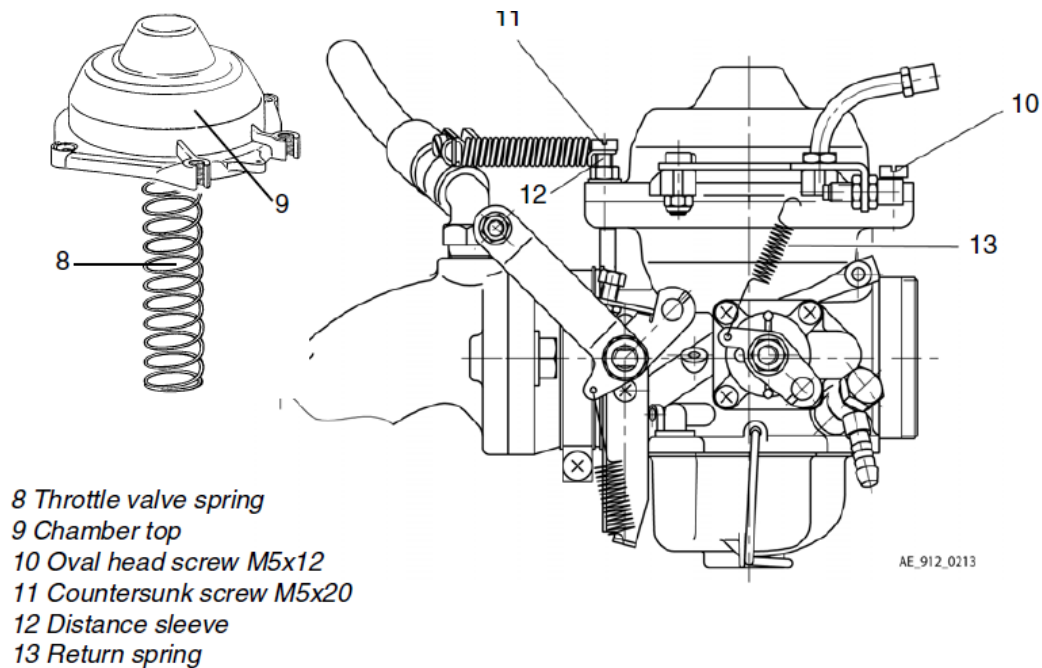


Fig.7

10.1.1.4 Finishing work:

- 13) Use fixing tapes and attach and fix the throttle and choke Bowden cables.
- 14) Restore aircraft to original operating configuration.
- 15) Connect the battery terminals.
- 16) Conduct test run (see the CR-MM-1-0-00, latest revision).

CHAPTER 11 ELECTRICAL SYSTEM

No Change

CHAPTER 12 INSTRUMENTS AND AVIONICS

No Change

CHAPTER 13 VENTING / HEATING

No Change

CHAPTER 14 AIRPLANE HANDLING

No Change

CHAPTER 15 AIRPLANE REPAIRS

No Change

CHAPTER 16 WIRING DIAGRAMS

No Change

CHAPTER 17 APPENDICES

No Change