

Step 1: Route the attached Gascolator to Fuel Pump Hose beneath the clamp block. See Figure 1. Slip the Gascolator to Fuel Pump Hose beneath the WD-1220 Engine Mount Ring and to the left of the starter. Pass the hose through the triangular shaped support of the engine mount ring. Connect the end of the hose to the elbow on the gascolator.

WARNING: It is possible to install the VA-216 Fuel Return Assy. with the ends reversed which will result in low fuel pressure. DOUBLE CHECK TO VERIFY A PROPER INSTALLATION.

Step 2: Confirm that the VA-216 Fuel Return Assy. was properly manufactured. Since there is no way to visually inspect the banjo fitting orientation use the following technique. Blow air into the end of the hose so that it comes out the banjo fitting. It should be more difficult to blow air through the brass fitting side (the orifice side of the banjo fitting) than through the steel fitting side.

Position the VA-216 Fuel Return Assy. so that the brass fitting is oriented to the right side of the engine as shown in Figure 1.

FIGURE 1: FUEL LINE ROUTING

NOTE: When loosening or tightening the banjo bolts support the clamp block (fuel manifold) appropriately.

Step 3: Attach the VA-216 Fuel Return Assy. to the clamp block using the Rotax hardware called out in Figure 2. See Figure 3 for completed assembly. Torque banjo bolt to 90 in-lbs.

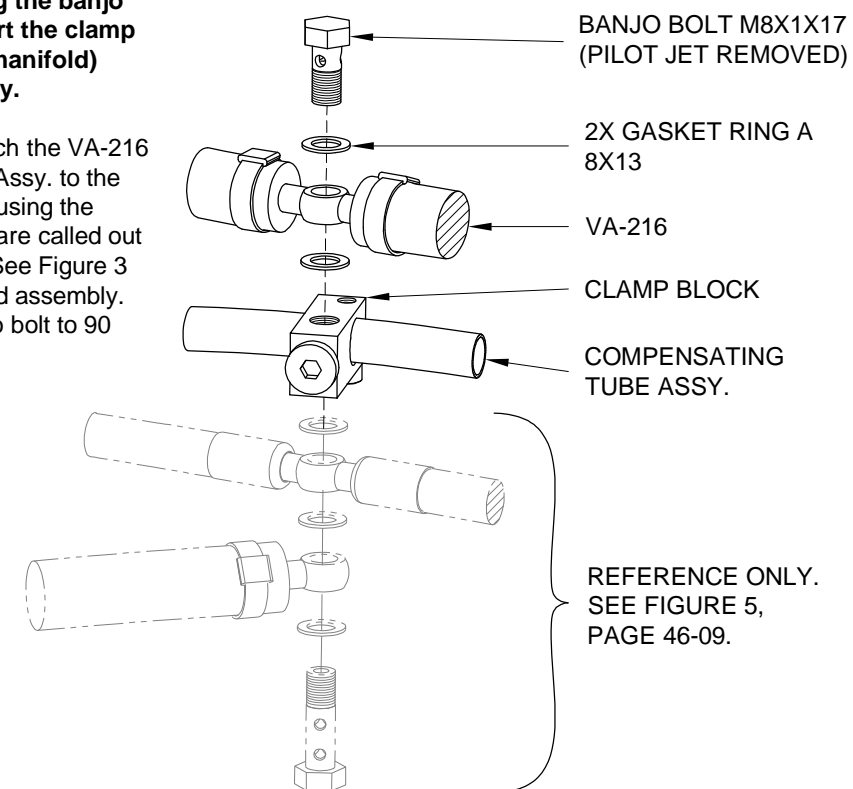


FIGURE 2: ATTACHING FUEL RETURN ASSY.

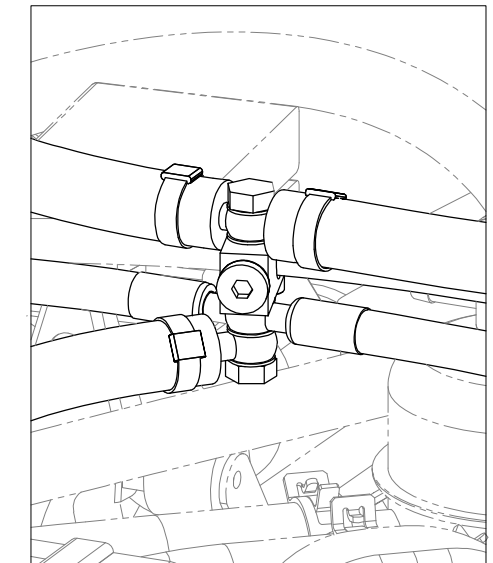


FIGURE 3: AS ASSEMBLED

Step 4: Attach the VA-216 Fuel Return Assy. to the union bulkhead fitting on the F-1201B Firewall Shelf. See Figure 4.

Step 5: Loosen the cushioned clamp mount screw and slide out the fuel pressure sensor. Attach the the elbow to the fuel pressure sensor using a small amount of pipe thread sealant. See Figure 4.

With the fuel pressure sensor returned to the clamp, rotate the clamp counterclockwise 45 degrees from vertical (clocked to 4:30). Attach the Fuel Return Assy. to the elbow.

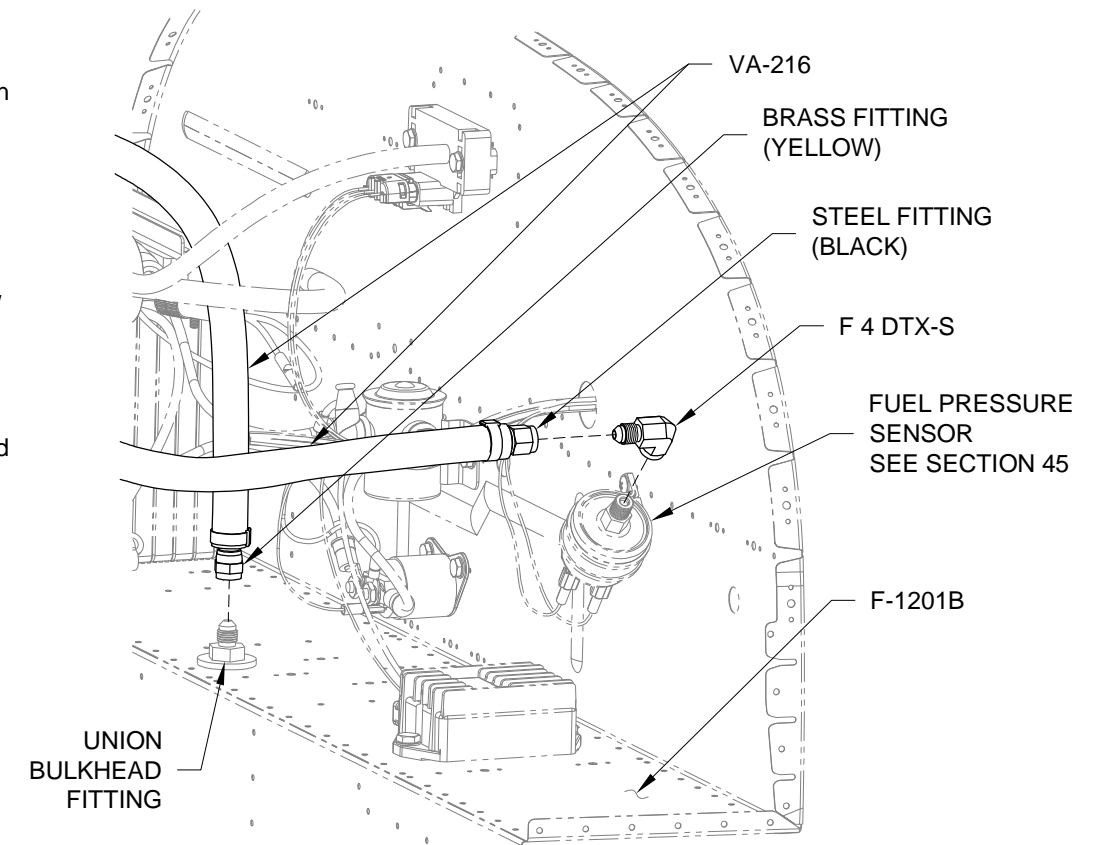


FIGURE 4: CONNECTING FUEL RETURN ASSY.