

TOTAL PERFORMANCE VAN'S AIRCRAFT

14401 Keil Road NE, Aurora, Oregon, USA 97002
PHONE 503-678-6545 • FAX 503-678-6560 • www.vansaircraft.com • info@vansaircraft.com
Service Letters and Bulletins: www.vansaircraft.com/public/service.htm

SERVICE BULLETIN 13-08-29

Date Released: August 8, 2013
Date Effective: August 8, 2013
Subject: Nut Retaining Throttle Cable Lead to Throttle Arm
Affected Models: All RV-12 Powerplant Kits and flying RV-12 aircraft
Required Action: Replace Rotax locking nuts with MS21045-3
Time of Compliance: At disassembly of affected hardware or next condition inspection

Supersedes Notice: SB 13-08-08

Synopsis:

VA-219 bolt supplied uses 10-32 threads while nut specified is metric thread. A nut of compatible thread needs to be used.

Method of Compliance:

Step 1: Remove the upper cowling from the aircraft. See KAI Section 38 and Maintenance Manual Section 12. Inspect hardware.

Affected throttle cables were supplied with VA-219 bolts (AN3 bolt with a hole drilled in the shank). Check both the left and right throttle installations using the Figure 1 and your copy of Kit Assembly Instructions (KAI), Page 50-05.

Installations not using VA-219 and using Rotax hardware supplied with the engine are not affected.

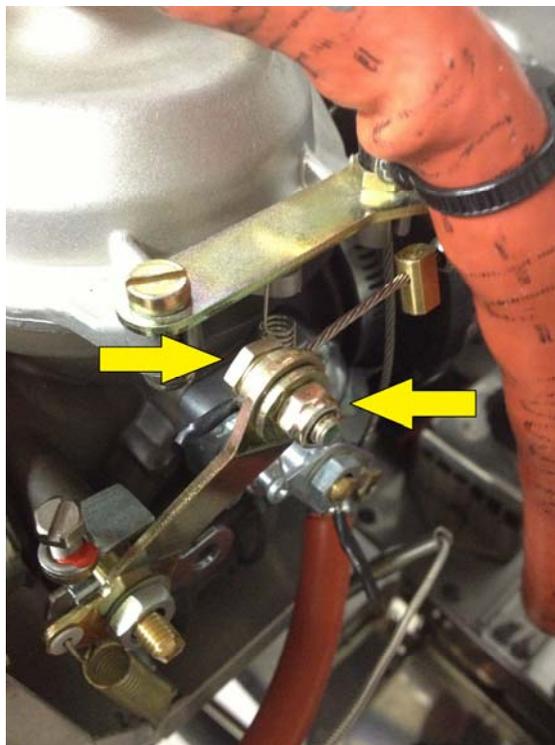


FIGURE 1: VA-219 INSTALLED WITH INCORRECT M5 ROTAX NUT

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Step 2: If VA-219 bolts are installed

Remove both Rotax M5 nuts.

Inspect the threads of the VA-219 bolts and replace if any damage is present.

Replace both M5 nuts with MS21045-3 nuts as shown in Figure 2.

Step 3: Re-sync the carburetors per the Maintenance Manual, Chapter 12 Firewall Forward Carburetor Synchronization.

Step 4: Re-install the upper cowling.

Step 5: Make a logbook entry indicating compliance with this Service Bulletin.

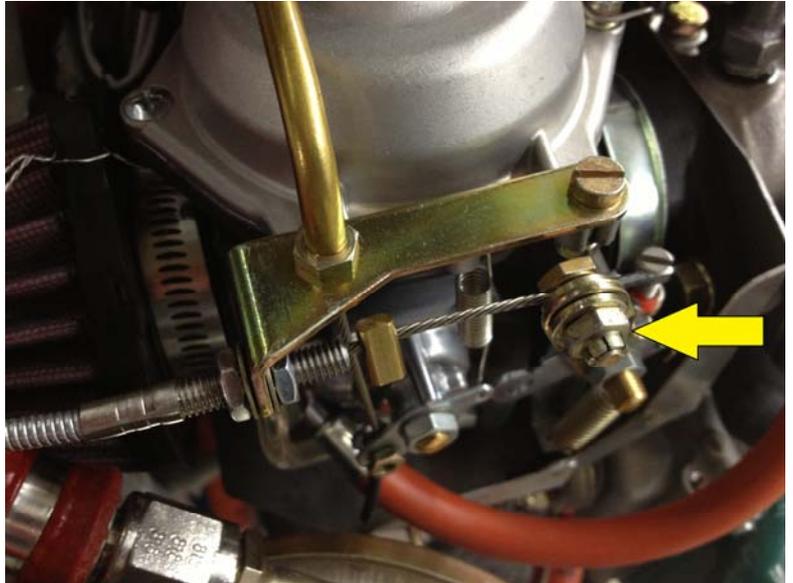


FIGURE 2: MS21045-3 INSTALLED

PART NUMBER

Qty 2 MS21045-3 (Will be supplied by Van's Aircraft at no charge). **Builders do not need to contact Van's.** Parts will be sent to all affected RV-12 builders/owners automatically).