



SERVICE BULLETIN

SB00032

Rev A

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Cub Crafters, Inc. Considers Compliance Mandatory

**This Service Bulletin is issued per the requirements of ASTM F2295-10.
It is a Safety Directive for the purpose of compliance with 14 CFR §91.327(b)(4).**

- EFFECTIVE DATE:** This Service Bulletin is effective **October 16, 2015.**
- SUBJECT:** *ENGINE INDUCTION HOSE REPLACEMENT*
- MODELS AFFECTED:** *ALL CC11-160 THROUGH S/N 00384*
- COMPLIANCE TIME:** *INSPECTION REQUIRED BEFORE NEXT FLIGHT
INSTALLATION DUE AT NEXT MAINTENANCE ACTION*
- PURPOSE:** *Induction leaks have been reported as a result of induction hose disbonding. New induction tube couplers provide better overall functionality.*
- WARRANTY:** Aircraft under warranty will be provided parts at no cost and receive up to 3 hours of labor, if work is performed at a Cub Crafters Authorized Service Center. Please contact Cub Crafters Customer Support for assistance.

PARTS LIST:

| <u>PART</u> | <u>DESCRIPTION</u> | <u>QTY</u> |
|-------------|--|------------|
| AN936-A416 | LOCK WASHER, 1/4 | 8 |
| HDW-100-213 | HOSE CLAMP, MINIATURE, 1-11/16" – 2-1/4" | 8 |
| RM1071-006 | CABLE TIES, 12", BLACK | 6 |
| SP50208-001 | SILICONE O-RING | 4 |
| SC56053-001 | COUPLER, INDUCTION TUBE | 4 |

INSTRUCTIONS:

1. Read all instructions before beginning any work.

NOTE

Prior installation of Lycoming Intake Hoses (P/N 69603) in conjunction with equivalent aerospace stainless steel hose clamps (1-11/16" to 2-1/4") is an acceptable alternate method of compliance for this SB. Make logbook entry stating compliance with SB00032 Rev A. is shown through prior installation of Lycoming Intake Hoses (P/N 69603) and stainless steel hose clamps.

2. Remove cowl, retaining all fasteners. (Ref. AMM 6.3.14).
3. Inspect for any wear, corrosion, or damage that would cause an unsafe condition for operation.
4. Check for evidence of any fuel leaks around the induction hoses (see Figure 1). If no leaks are obvious, replacement may be completed at the next maintenance action. Proceed to replacement steps if leaks are apparent.



FIGURE 1 – Leaking Hose

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5. Cut off existing induction hoses and cable ties from induction tubes. Ensure the blade is parallel to the tube so as not to gouge the tube (see Figure 2).

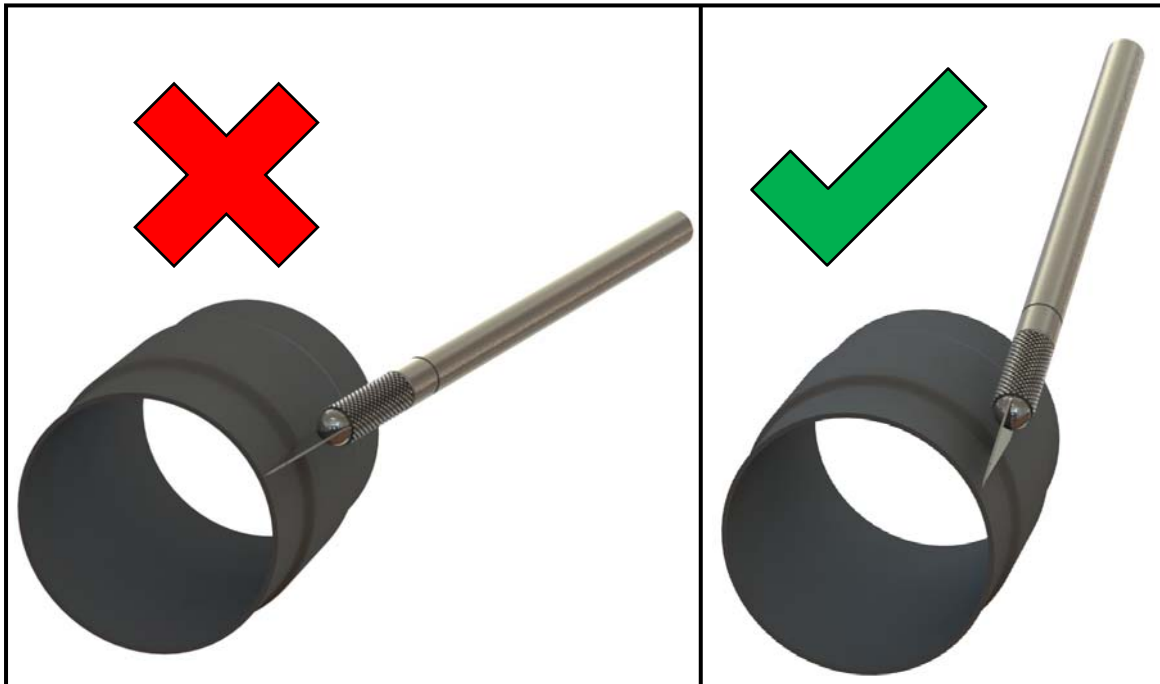


FIGURE 2 – Cutting Induction Hose

6. Remove and retain hardware from the flange of each induction tube. Loosen and remove primer line clamp from the left aft induction tube. Discard old lock washers and replace with new parts.

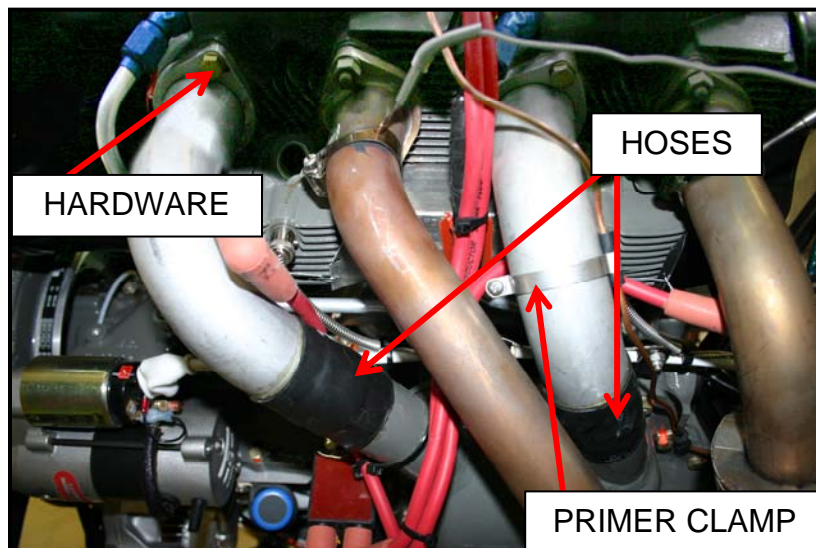


FIGURE 3 – Induction Tube Assembly

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7. Check the clearance on the right side of the engine to see if removing the exhaust heat muffers is required. If necessary, loosen all clamps on ducting and leave in place. Remove and retain clamps from heat muffers. Remove heat muffers from exhaust tubes and set aside.
8. Remove induction tubes and discard the old O-rings.
9. Clean each induction tube, hardware, and tube lead on the oil sump with Acryli-Clean (or similar). Remove any adhesive and fuel residue on the tube and tube lead and smooth sharp edges with Scotch Brite. Some fuel staining may remain.
10. Apply lubricant (DC4) onto the O-ring and slide onto top of the tube. Measure 1" from the bottom edge of the tube and mark line. Install induction tube coupler onto induction tube, using alcohol if required. Slide two HDW-100-213 clamps onto the coupler (see Figure 4).
11. Position the top of the induction tube into the cylinder and reinstall hardware finger tight. Ensure there a minimum 1/16" (maximum 1/4") gap between induction tube and sump induction tube (see Figure 5).



FIGURE 4 – Tube Assembly



FIGURE 5 – Gap Width Example

12. Slide induction tube coupler onto sump induction tube, centering the coupler over the two tubes. Use the 1" mark as a guide. Secure in place with clamps, torque to 10-14 in-lbs.
13. Torque the induction tube bolts to 70-80 in-lbs. Use cable ties to create anti-chafe standoffs for ignition wiring as required.
14. Repeat steps 8-13 for the remaining three induction tubes.

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15. Reinstall primer line clamp, heat muffs, clamps, and connecting ducting (if removed in step 8). Ensure there is adequate clearance between the coupler and heat muff. If required, use a flat screwdriver to gently bend the shroud out of the way to prevent chafing (see Figure 6).
16. Perform a run up (per AFM 4.4.3.1) and check proper engine function. Check for leaks post-run up.
17. Reinstall cowl per AMM 6.3.14 after verifying there are no leaks.
18. Make logbook entry stating that the induction hoses were replaced with P/N SC56053-001, O-rings and lock washers were changed, and SB00032 Rev A was complied with. The changes to weight and balance are considered negligible.

If you are no longer in possession of this aircraft, please forward this information to the present owner/operator and notify Cub Crafters, Inc. Contact the customer service department at:

Cub Crafters, Inc.
1918 S. 16th Avenue
Yakima, WA 98903.
1-509-248-9491 or 1-877-484-7865
support@cubcrafters.com



FIGURE 6 – Shroud Relief

Please include the aircraft registration number, serial number, current name, and address of the owner and/or operator.