



# SERVICE BULLETIN

SK-SB010

Rev NC

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## Cub Crafters, Inc. Considers Compliance Mandatory

**EFFECTIVE DATE:** 1/6/2022

**SUBJECT:** *INSPECTION & REPLACEMENT OF IGNITION COIL CONNECTORS.*

**MODELS AFFECTED:** *CCX-2000-0001 to -0114, CCK-2000-0001 and on; if 90° style ignition coil connectors are installed.*

**COMPLIANCE TIME:** *RECOMMEND WITHIN NEXT 25 HOURS OF OPERATION. Compliance with this Service Bulletin is suggested and is at the sole discretion of the owner/operator of the Experimental Amateur-Built aircraft.*

**PURPOSE:** *Cub Crafters has been made aware of some instances of the ignition coil connectors becoming loose or failing. This document provides instructions to inspect ignition coil wire connectors and replace connectors or adjust harness length if necessary to alleviate future issues.*

**PARTS LIST:**

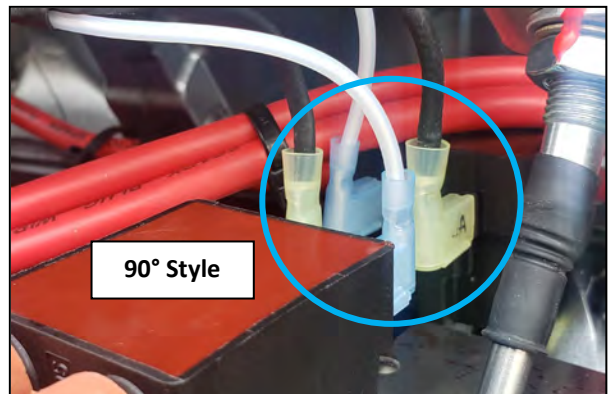
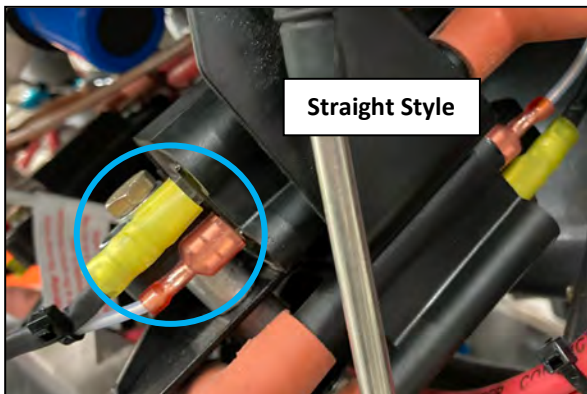
<u>PART</u>	<u>DESCRIPTION</u>	<u>QTY</u>
VP6002-023	Disconnect, Female 16 to 14G .250 Tab 90°	4
VP6002-024	Disconnect, Female 12 to 10G .250 Tab 90°	4

**WARRANTY:** For CCX aircraft: In cases where Aircraft is under warranty and a discrepant condition is found to be present in the delivered configuration, labor reimbursement for an approved shop will be provided if needed (up to two hours).

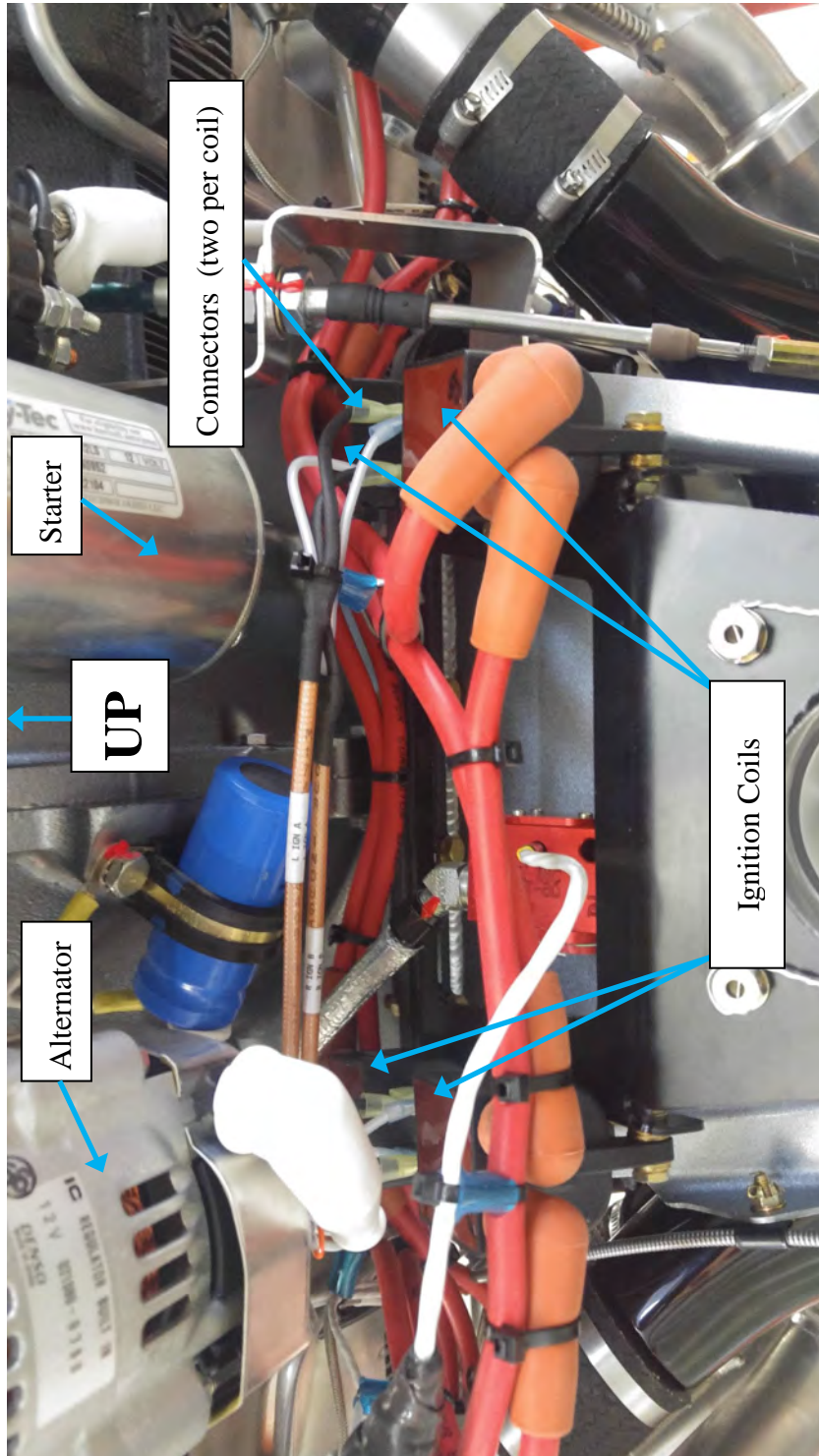
**INSTRUCTIONS:**

**NOTE:**  
**The aircraft will have one of two possible styles of ignition coil connectors; 90° or Straight**

1. Turn off fuel selector.
2. Ensure ignition key switch is OFF position.
3. Pull START circuit breaker.
4. Pull IGN L and IGN R circuit breakers on front of seat base.
5. Remove engine cowl per Aircraft Maintenance Manual.
6. **Identify if the aircraft is configured with the 90° ignition connectors (if “straight style” connectors are installed, this document does not apply).**



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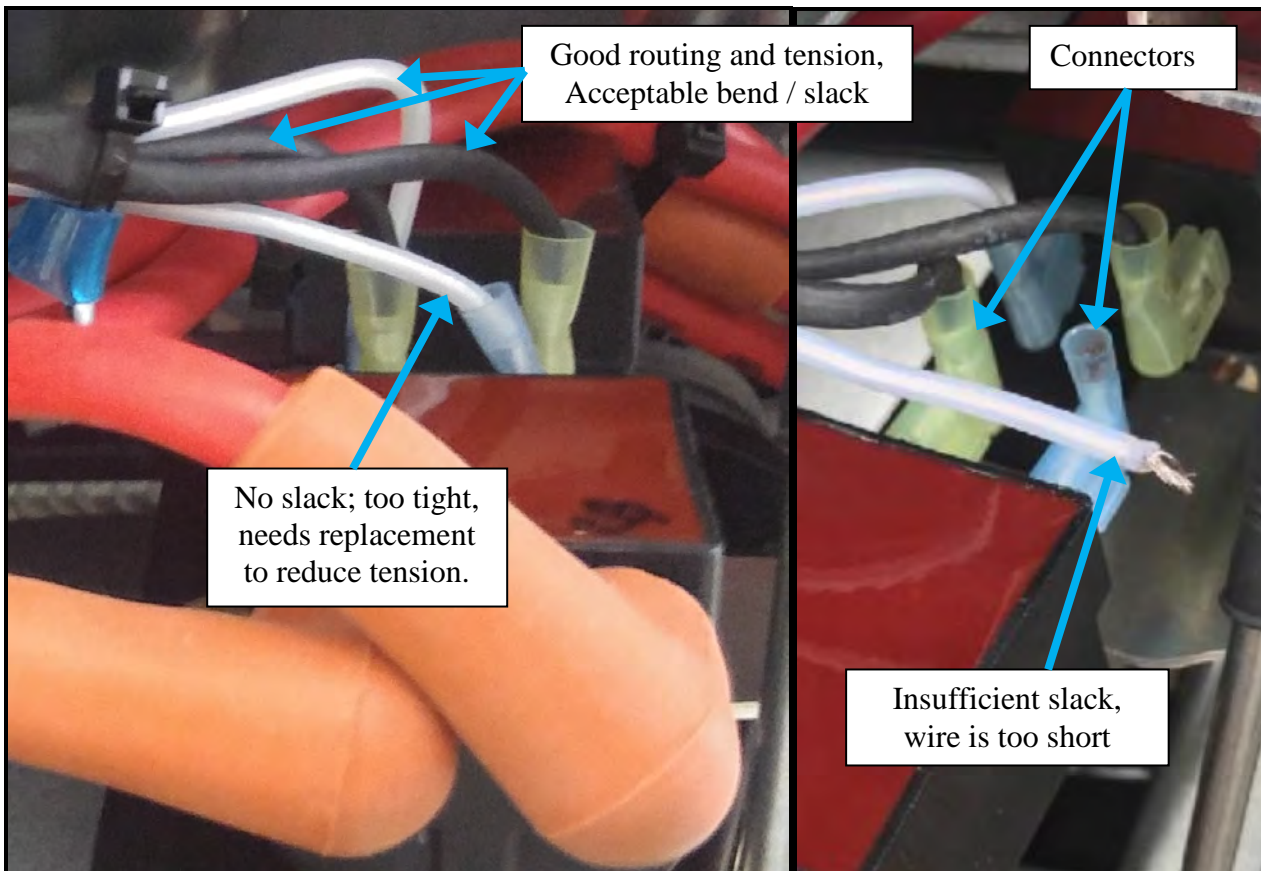


**FIGURE 1: (Looking Aft) Engine Ignition Coils Location and Identification.**

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7. Inspect connections to ignition coils to ensure:
  - a. Wire is not taut
  - b. Appropriate bend in wire, up to connector
  - c. Connector does not easily slip off coil terminal

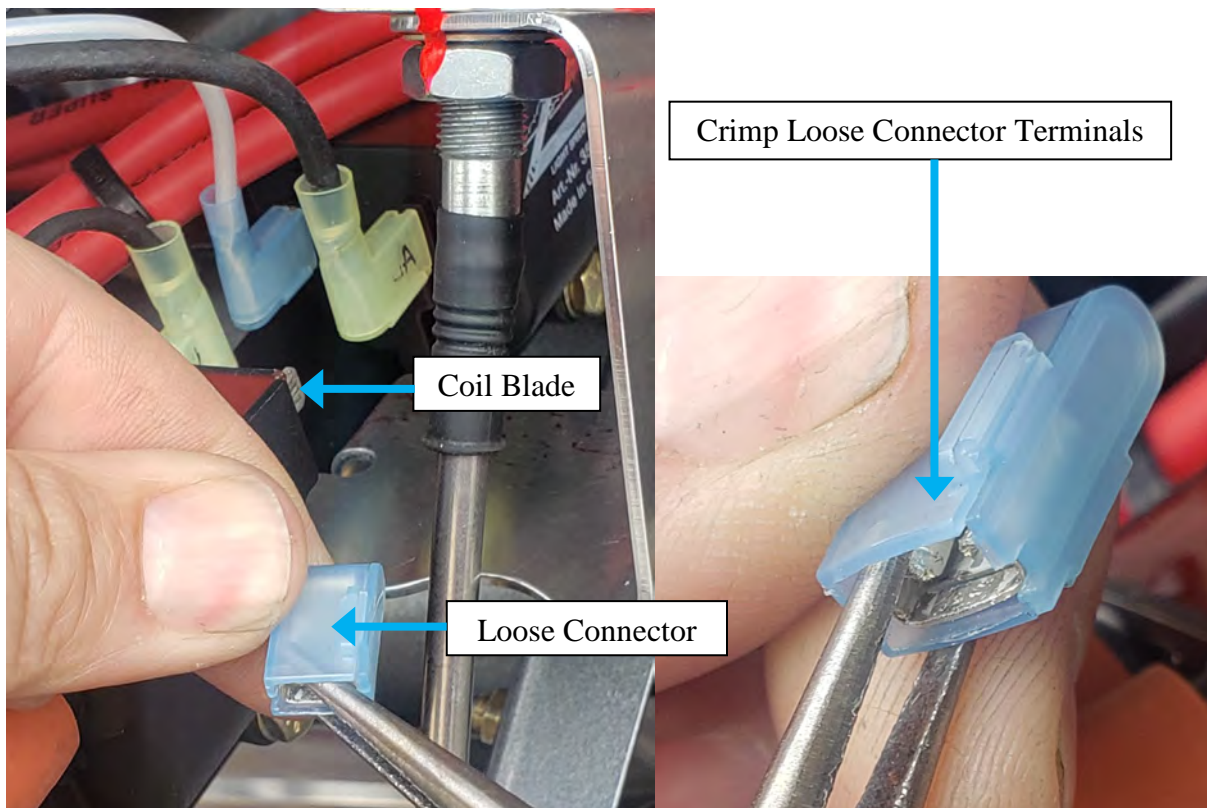
If the above items are inspected and found to be satisfactory, proceed to step 10.



**FIGURE 2: Example of insufficient slack (90° Style Shown).**

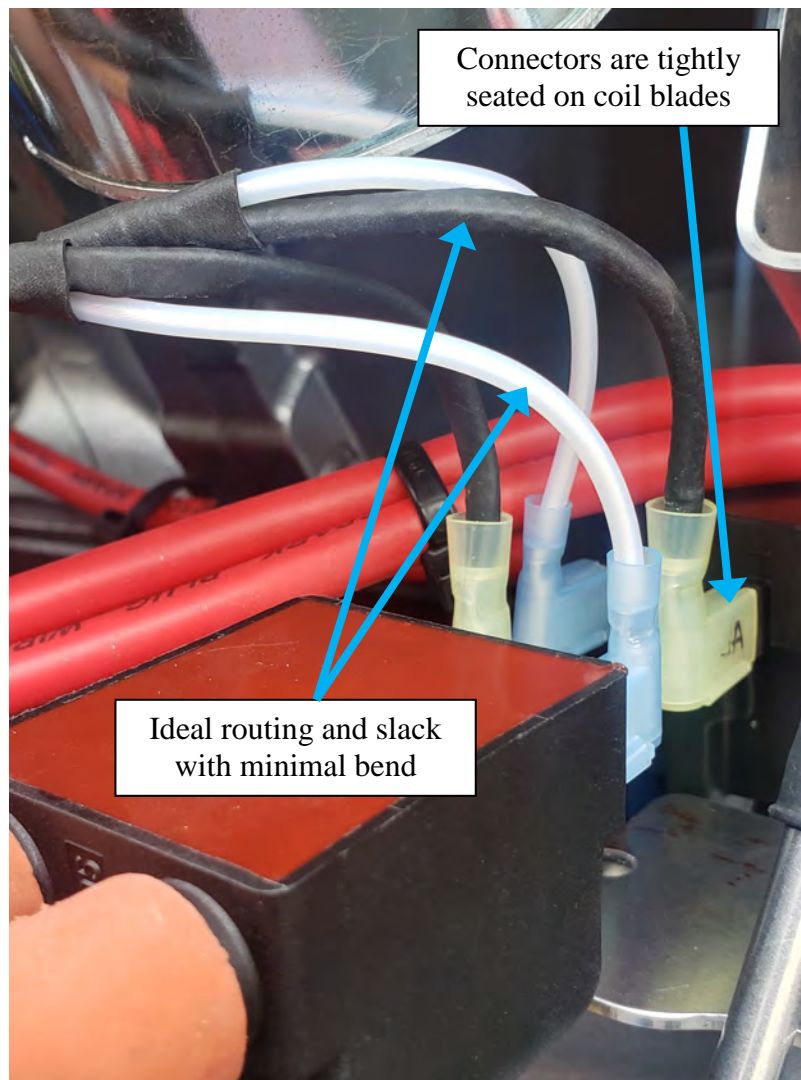
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8. Correct any issues found:
  - a. If wire is too taut, reroute and secure wire such that there is slack at connector
    - i. Ensure wire cannot chafe against anything along its length
  - b. If connector slides off easily:
    - i. Using thin needle-nose pliers, crimp inside of the terminal so it seats tightly on the coil blade. If the connector remains loose after crimping, crimp a new connector. The yellow connectors for the braided shield wires are covered with black heat shrink, the blue connectors for the center conductor wires have clear insulation.



**FIGURE 3: Loose Connector Terminals (90° Style)**

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**FIGURE 4: Example of sufficient slack.**

9. Perform ground run and confirm proper operation per Airplane Flight Manual: “Before Takeoff Electronic Ignition check”.
10. Reinstall engine cowling
11. Make appropriate logbook entry, recording inspection and parts replacement as applicable per this Service Bulletin. There is no weight and balance change associated with this document.
12. Reference Aircraft Maintenance Manual for Continued Airworthiness Instructions.



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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](mailto:support@cubcrafters.com)

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