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EFFECTIVE DATE: This Service Instruction is effective 02-20-2023

SUBJECT: *PRESSURE SNUBBER INSTALLATION*

MODELS AFFECTED: *CCX-2300 S/N 0001 THRU CCX-2300 S/N 00062*

THIS SERVICE INSTRUCTION IS OPTIONAL BUT RECOMMENDED AND IS NOT REQUIRED FOR CONTINUED SAFE OPERATION. COMPLIANCE WITH THIS SERVICE INSTRUCTION IS SUGGESTED AND IS AT THE SOLE DISCRETION OF THE OWNER / OPERATOR / BUILDER OF THE EXPERIMENTAL AMATEUR-BUILT AIRCRAFT.

PURPOSE: *This document provides instructions for the installation of a pressure snubber on the Manifold Air Pressure and Fuel Pressure Transducers.*

PARTS LIST:

<u>PART</u>	<u>DESCRIPTION</u>	<u>QTY</u>
VP5620-001	Snubber, Pressure, Air	4
RM6032-001	Fuel and Oil System Lubricant (MIL-G-6032D) (Trade name EZ Turn)	AR*

**Supplied by shop*

INSTRUCTIONS:

1. Read all instructions before beginning any work.
2. Pull IGN L circuit breaker to remove power from left ignition module. See Figure 1.

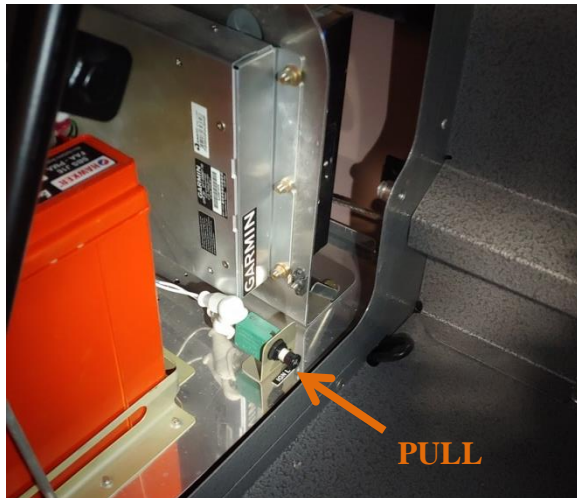


Figure 1: Ign L Circuit Breaker Location

3. Pull IGN R and START circuit breakers on instrument panel.
4. Turn fuel selector to “OFF” position
5. Remove the top engine cowling and lower engine cowling:
 - a. Apply masking tape to upper and lower cowl behind propeller spinner and backing plate to prevent scratches during removal
 - b. Remove upper cowl fasteners and gently lift off. It may be easier to remove in a rocking motion by lifting one side slowly before lifting entire cowl away
 - c. Remove lower cowl
6. Disconnect MAP hose barb fitting (02A29403-CT-Y) from AN910-1 at top RH side of engine mount.
7. Carefully apply RM6032-001 to external threads of hose barb fitting and VP5620-001, ensuring no sealant extends over end of either fitting.

WARNING
 ENSURE THREAD SEALANT REMAINS CLEAR OF POROUS DISC ON MNPT
 END OF VP5620-001. THREAD SEALANT MAY CLOG DISC AND REDUCE
 FUNCTION OF TRANSDUCER

8. Install 2X VP5620-001 between AN910-1 and Lycoming-supplied brass hose barb (02A29403-CT-Y) at MAP transducer. Torque to 2-3 turns beyond finger tight. See Figure 2.

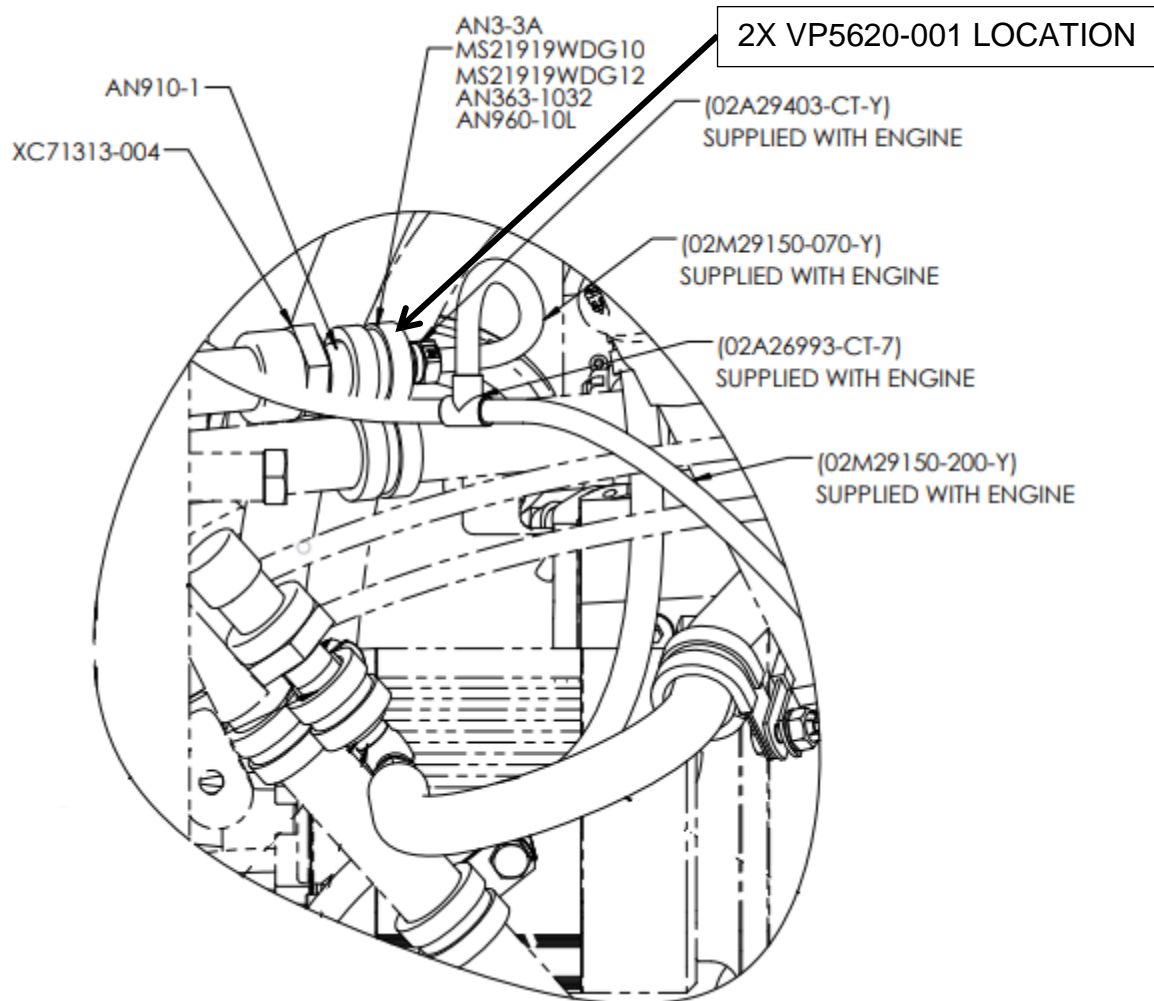


Figure 2 - MAP Pressure Snubber

9. If removed, reinstall clamp supporting AN910-1 and MAP sensor fittings.
10. Open gascolator drain valve and drain fuel downstream of fuel selector into suitable container.
11. Slide off Teflon sleeve covering fuel pressure transducer and set aside for reuse.
12. Disconnect fuel pressure transducer connector
13. With suitable container below gascolator, partially remove fuel pressure transducer and allow any remaining fuel to drain.
14. Close gascolator drain valve and fully remove fuel pressure transducer
15. Carefully apply RM6032-001 to external threads of fuel pressure transducer and VP5620-001, ensuring no sealant extends over end of either fitting.

WARNING

ENSURE THREAD SEALANT REMAINS CLEAR OF POROUS DISC ON MNPT END OF VP5620-001. THREAD SEALANT MAY CLOG DISC AND REDUCE FUNCTION OF TRANSDUCER

16. Install 2X VP5620-001 between AN912-1J and fuel pressure transducer. Torque to 2-3 turns from finger tight. See Figure 3.

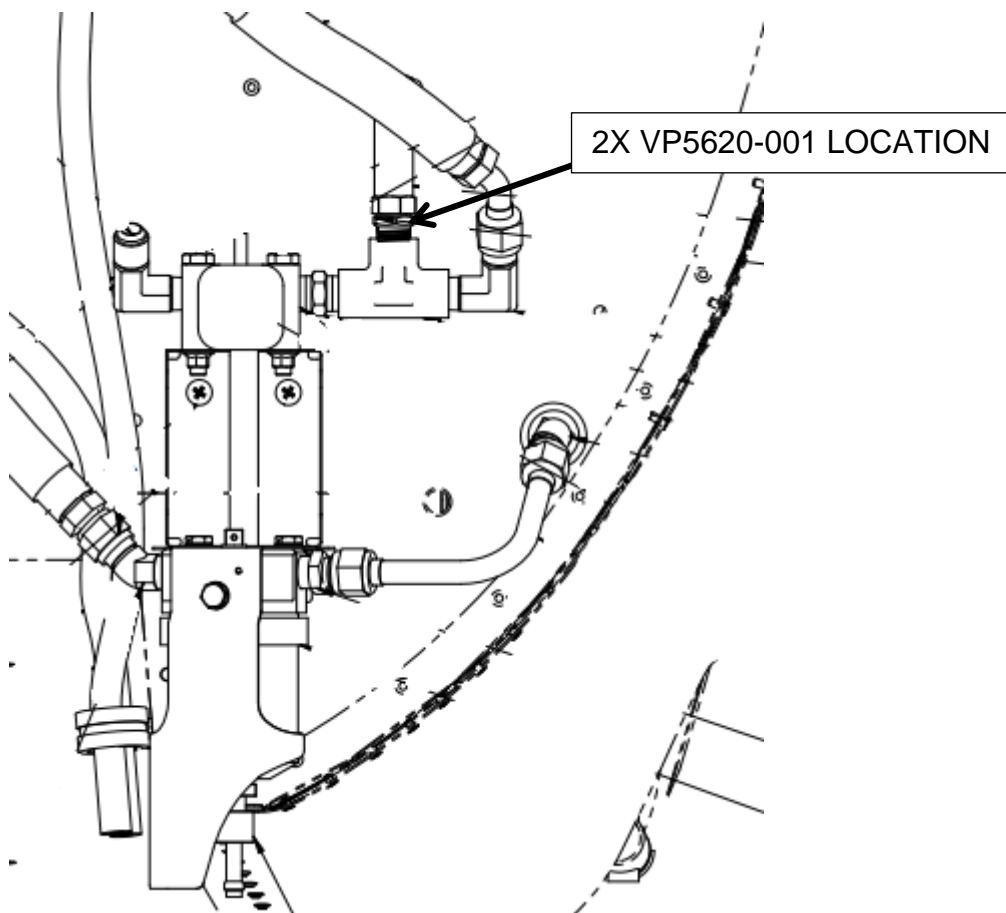


Figure 3 - Fuel Pressure Snubber

17. Turn fuel selector to “LEFT” or “RIGHT” position, whichever side has the highest fuel level.
18. Cycle electric fuel pump until operating pressure is reached and check for leaks. Tighten fittings if any leaks are detected.
19. Reconnect fuel pressure transducer connector and replace Teflon sleeve.



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20. Reinstall lower engine cowl.

- a. Take extra precaution to avoid propeller spinner backing plate fasteners as chipping of the composite cowl may occur.
- b. Ensure forward baffle seal overlaps are in the appropriate direction. Side seals should be flexed up and in toward the center of the upper plenum. Forward baffle seals should underlap lower cowl inlet flanges.

21. Reinstall top engine cowling.

- a. Reinstall upper cowl. Take extra precaution to avoid propeller spinner backing plate fasteners as chipping of the composite cowl may occur.
- b. Ensure all baffle seal overlaps are in the appropriate direction. All seal sections should be flexed up and in toward the center of the upper air plenum
- c. Tighten and cross-check that all cowl fasteners are installed and tight and the all ducting has been reconnected. Recommended order is to tighten all fasteners between the top and bottom cowl, then start at the top cowl center fastener and work downward around the boot cowl attachment.
- d. Remove masking tape from cowling behind propeller spinner and backing plate

22. Reset circuit breakers.

23. Start engine and verify operation of MAP and fuel pressure indication.

24. Once at operating temperature, run engine up to 2500 RPM and verify smooth indication of MAP and fuel pressure.

25. Shutdown engine.

26. Make a logbook entry pressure snubbers installed per XK-SI003. This modification does not create any notable change to weight and balance of the aircraft.

27. Instructions for Continued Airworthiness:

At every annual, or when the top engine cowl is removed,

- a. Check connections for any signs of leaks.

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.
1-877-484-7865 or 1-509-248-9491
support@cubcrafters.com

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