

# Cold Air Plenum Installation

<b>Classification:</b>	Mandatory
<b>Applicability:</b>	All Europas with pre-XS Rotax 912/912S engine installations
<b>Compliance:</b>	Before next flight

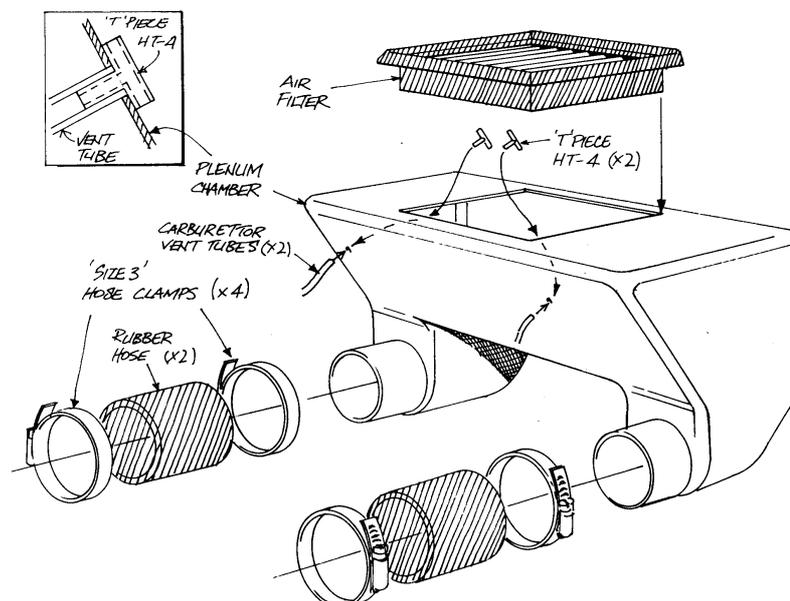
## Introduction

It has been found that, with the carburettor vent tubes in their original position - secured between the float bowl and its clip - the engine may falter due to incorrect fuel/air mixture. Issue 2 of Modification No. 42 (Cold Air Inlet Plenum Installation) does not specify that the carburettor vent tubes are to be installed into the plenum chamber. Issue 3 of Mod 42 specifies that the vent tubes be installed within the plenum chamber. This has been found to prevent any engine falter previously found.

## Action

The 6mm diameter plastic vent tubes on the starboard side of each carburettor must be inserted onto the plenum chamber for the engine to run properly. Position the plenum chamber with the carburettors and, checking that the tubes will reach, mark and drill a 1/4" hole into the sloping face of the plenum about 4-5cm (1.5" - 2") down from the upper face. See figure. Take care to ensure that no swarf is left inside the plenum which could enter the carburettors.

Insert the carburettor vent tubes into their respective holes and, from the inside of the plenum, push into them a plastic tee piece (part no. HT-4) to secure them. Push the tee into the hole so that the tube is clamped onto it. It is essential that the tube and tee are a tight push fit in the hole. See inset drawing.





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### **Carburettor Needle Jet Setting**

The needle jet in the carburettors is factory set. If this has been changed, return the needle jet to its original setting. Refer to the Maintenance Manual.

### **Engine Run**

Prior to flying the aircraft, carry out an engine run on the ground to ensure there is no rough running. After properly warming the engine and with the aircraft properly chocked, increase power to wide open throttle (propeller pitch fully fine for those fitted with variable pitch propellers). Maintain full throttle for 60 seconds and check for any engine faltering. If any faltering is detected, do not fly the aircraft until the cause has been found and the fault rectified.

### **Test Flight**

The initial flight, after compliance with this Service Bulletin, should be carried out solo. Check for engine faltering in the climb, cruise and finally diving to Vne (Classic 150kts/ XS 165kts) with partial throttle set. Ensure that maximum engine rpm are not exceeded.