



TECHNICAL NOTE

No. 505-01

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Subject : Studs 840 585 (M8 x 177) connecting cylinders to crankcase (8x).

Models affected : Motorised glider engines type 505, engine no. 3,332.580 to 3,332.689.

Reason : Breakage of studs.

Priority, tasks : After receipt of this information.

1) Checking the studs:

First indication of broken studs are signs of oilleaks between cylinder and cylinder head. If the socket nuts are also used for suspension purpose or the nuts are not accessible, request and pay attention to advises of aircraft manufacturer.

2) In case of any broken studs you must not start engine anymore.

3) Exchange of studs 840 585 according to following instruction.

Weight and center of gravity : Not affected.

Items : 8x stud 840 587
4x alignment tube 974 521
2x cylinder head gasket 831 880

Remarks : This kind of service has to carried out by a competent person and confirmed in the aircraft logbook.

GunsKirchen, 1985 12 10

Approved by
Bundesamt für Zivilluftfahrt

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BOMBARDIER-ROTAX GMBH, A-4623 GUNSKIRCHEN, AUSTRIA

Instruction for exchange of the 8 studs connecting cylinders to crankcase

- 1) Remove socketnuts item 7 (see illustr. on page 3) diagonally and remove spacers (item 6).
- 2) Take off cylinder head. keep cylinders in position.
- 3) Remove cylinder head gaskets and if present, compression shims.
Don't reuse gaskets, always exchange for new ones.
- 4) Carefully remove carbon deposits from top of piston and combustion chamber.
- 5) Exchange studs (item 30) diagonally across.

Attention: Insert alignment tubes (2 per cylinder, positioned diagonally). Fit studs with shorter threaded end right to bottom of tapped blind hole.

- 6) Refit cylinder heads, using new gaskets.

Attention: Fit nuts and compensating washers in same position as prior to disassembly.

Tighten socketnuts diagonally with 20 Nm.

- 7) In case of stud breakage remove any remaining parts from the tapped hole in the crankcase.

