

SERVICE INFORMATION

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IMPORTANT INFORMATION SPARK PLUG FOR ROTAX 2-STROKE AIRCRAFT ENGINES 5 KUL 94 ISSUE DATE NOVEMBER 1994

(A) **INTRODUCTION**

THIS INFORMATION IS INTENDED TO ASSIST THE AIRCRAFT DESIGNER, MANUFACTURER AND BUILDER TO ACHIEVE CORRECT OPERATING CONDITIONS AND ASSEMBLY FOR THE ENGINE AND CONSEQUENTLY OPTIMUM PERFORMANCE AND RELIABILITY.

(B) **TECHNICAL DATA AND GENERAL INFORMATION**

IN ADDITION TO THESE INSTRUCTIONS PLEASE REFER TO:

- OPERATORS MANUAL
- ENGINE DATA SHEET
- POWER, TORQUE AND FUEL CONSUMPTION CURVES
- SPARE PARTS LIST
- ENGINE INSTALLATION CHECK LIST

The following information details changes in spark plugs used on ROTAX 2-stroke engines.

1. 14 mm Spark Plug, ROTAX Part No. 897 050

All Rotax 2-stroke aircraft engines (with the exception of ROTAX 618 UL DCDI) have to be operated only with the 14 mm spark plug, part no. 897 050 for 277/377/447/503/532/582, and part no. 899 055 for model 618, which is used in series, together with resistor spark plug connector, part no. 866 705.

Basically, the 897 050 and 897 055 spark plugs differ from other spark plugs which are offered on the market due to their solid end cap.

For your information, other spark plugs offered on the market normally have end caps which are screwed on. These caps may break away, due to vibrations, resulting in misfiring and subsequent engine stoppage. For this reason the use of spark plugs with a screw on end cap is highly discouraged. Operators should ensure that the correct spark plugs 897 050/897 055 (resistor type for 618) are used.

2. Warning

If you do not understand a section of this information or if you are not otherwise able to carry out the requested checks or repair, please contact your nearest authorized ROTAX aircraft engine distributor.

DANGER!

FAILURE TO COMPLY WITH THIS RECOMMENDATION COULD RESULT IN ENGINE DAMAGE AND PERSONAL INJURY!