

Service Bulletin

S.B. No: 163

Title: INSPECTION OF FUEL VALVE TORQUE SHAFT UNIVERSALS

Classification: This Service Bulletin has been classified by SAL as Highly Recommended

Compliance: At next 150 hour check or 100 flying hour check, as applicable.

Applicability: T67C Post Mod M156, T67M-MkII, T67M200, T67M260 and T67M260-T3A Pre Mod M830

INTRODUCTION:

There have been two cases found of "worn" universal joints in the fuel selector valve torque shaft on the T67M260 type aircraft.

This universal joint is also used on the T67C Post Mod M156 (wing tank) T67M-MkII and T67M200 type aircraft. Though the torque shaft on these aircraft only uses one universal joint as opposed to two per shaft on the T67M260.

This is a one time inspection and rectification.

ACTION:

1. At the next 150 hour check (or 100 hour check) gain access to the fuel selector valve torque shaft situated behind the forward console fascia. Ref Fig. 1 and Fig. 2.
2.
 - i) Inspect the pivot area of the universal joint/s for wear; do not use excessive force.
 - ii) Inspect the pivot area of the universal joint/s for physical damage e.g. splayed forks, hammer marks, pivot pin damage, using torch and mirror.
3. If no evidence of wear or physical damage are found, annotate logbook "SB163 accomplished".
4. a. T67M260 and T67M260-T3A

If there is any evidence of wear or physical damage then remove the torque shaft assembly T67G-57-232 and replace either the torque shaft assembly or the relevant universal joint (T67M-57-569) on the shaft. Reassemble torque shaft assembly back into the aircraft. Annotate logbook "SB163 accomplished".

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b. T67C Post Mod M156, T67M-MkII and T67M200

If there is any evidence of wear or physical damage to the universal joint then remove the universal joint, (T67F-57-511 Pre Mod M300, T67M-57-569 Post Mod M300) from fuel selector valve and shaft adapter assembly. Reassemble back into aircraft new relevant universal joint.

Note: The universal joint should be treated as a line replaceable unit and should not be dismantled.

For shaft and universal joint removal and re-fitting, refer to paragraph 5 below.

5. Removals and Re-fitting:

- i) Take note of shaft/universal joint orientation prior to removing shaft. Remove shaft or universal joint by pushing/squeezing out the tension pins. Do not hammer to remove pins. Ensure shaft is fully supported.
- ii) T67M260 and T67M260-T3A only: Take note of universal joint orientation prior to removing from shaft. Adequately support the shaft assembly and drill out the 1/8" dia steel rivets (SP76/411).
- iii) T67M260 and T67M260-T3A only: Replace old universal joint with new item. Ensure when riveting that the universal joint is fully supported, correctly positioned on the shaft and after assembly is seen to have full and free movement.
- iv) Replace torque shaft assembly or universal joint back into the aircraft by using new tension pins (126-25-012). Ensure shaft is fully supported when pushing/squeezing tension pins into shaft. Do not hammer to replace pins.

Should any work be undertaken in the vicinity of the fuel selector torque shaft, ensure shaft is not disturbed or if work is undertaken relevant to shaft having to be removed, observe dismantling and re-assembly requirements in paragraph 5.

The above assembly and reassembly cautions are to be added to the Maintenance Manual at next amendment.

6. T67C Post Mod M156, T67M-MkII and T67M200 only: IPC is incorrectly drawn ref universal joint. Figure 2 shows correct configuration. IPC will be amended in due course.

For replacement parts contact SAL Product Support Department.

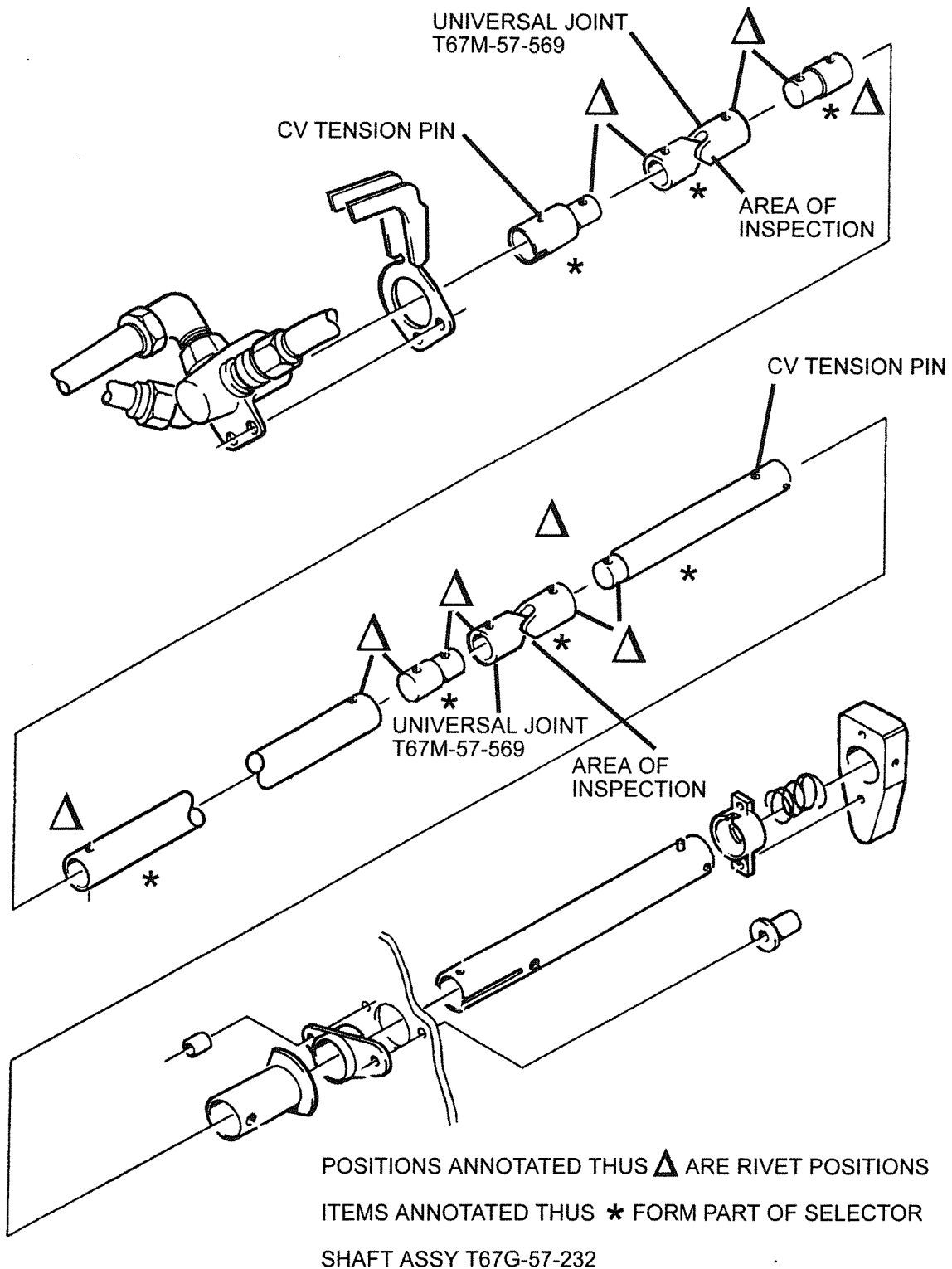
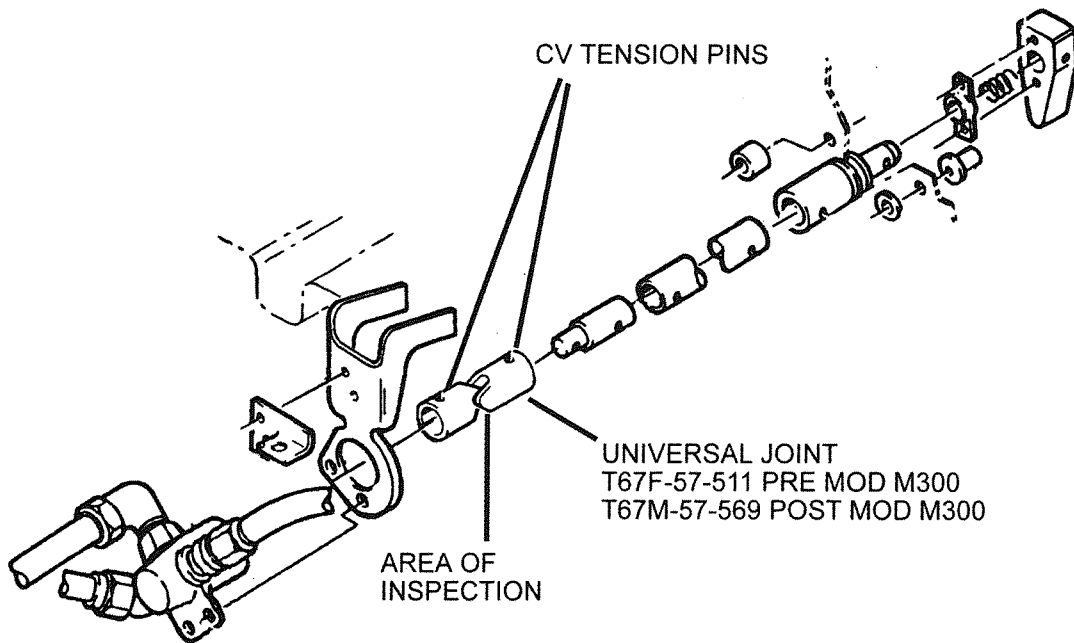


FIG. 1 FUEL SELECTOR VALVE SHAFT DETAIL (T67M260, T67M260-T3A)



**FIG. 2 FUEL SELECTOR VALVE SHAFT DETAIL
(T67C POST MOD M156, T67M-MKII, T67M200)**