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# Service Bulletin

1-29-15

## Auxiliary Airbox Retention

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## Installations Affected:

Engine installations typically installed in Van's aircraft. These are only up draft sump installations with FM-100 or FM-200, FM-200A fuel controls, using Vans filtered air box

Installations that use FM-150, FM-150L or FM-300, 300A fuel controls are not affected. Installations using forward facing sumps are not affected.

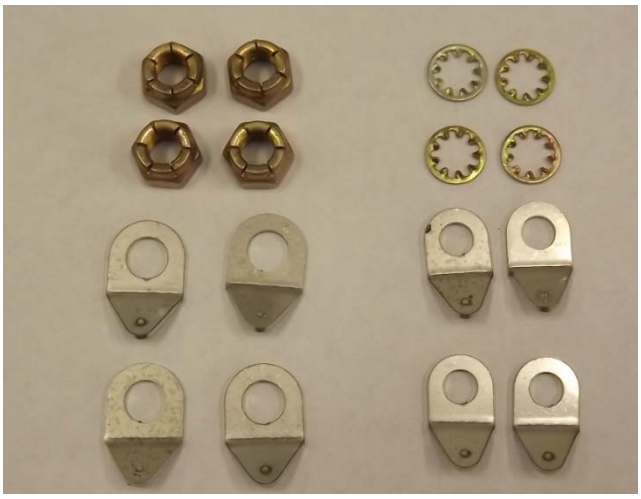
## Compliance

This change is non mandatory and may be accomplished at the next oil change or inspection. The addition of this kit is at the owner's discretion.

## Reason

There have been isolated reports of the air filter box coming loose from the throttle body. This has been determined to be caused by insufficient clearance of the air box to the cowling, incorrect installation of the approach clamp ring, and or tightening the approach clamp ring and air box mount plate in the incorrect sequence. The correct sequence in tightening the assembly is to tighten the approach clamp ring pinch bolt first then tighten the 4 air box mount plate hex bolts.

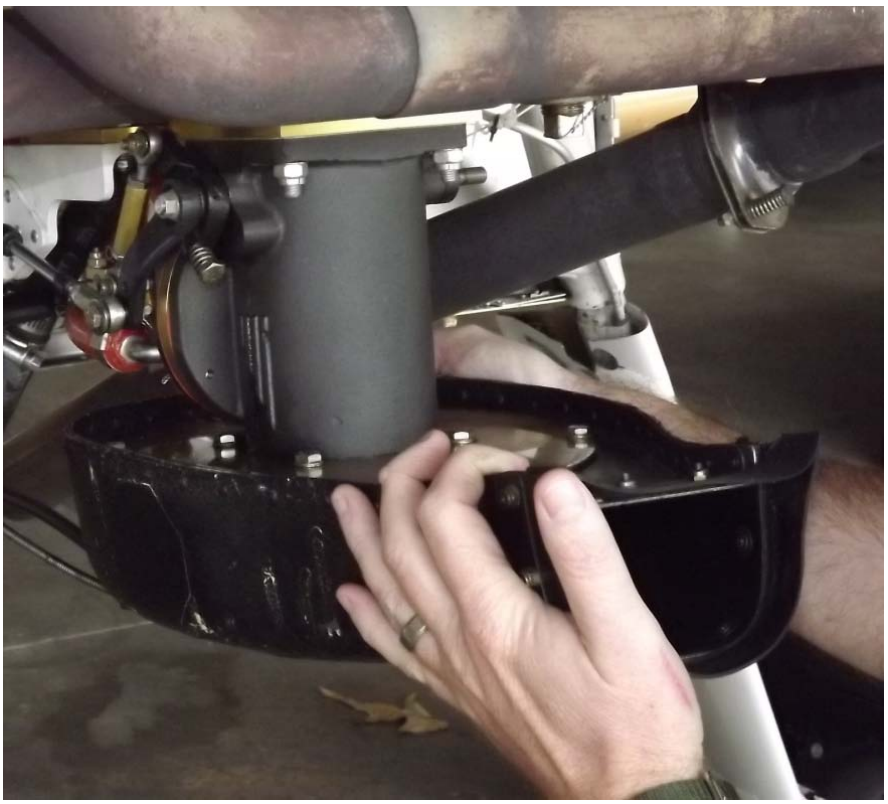
# Installation of the Auxiliary Airbox Retention Kit

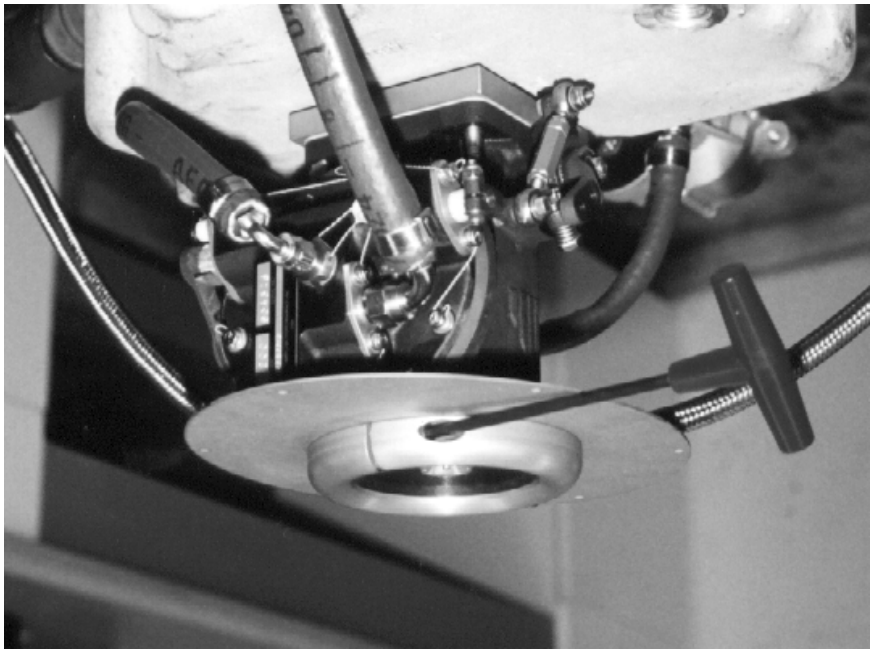


Auxiliary Airbox Retention Parts Kit

Remove the cowl to expose the fuel control and filter air box.

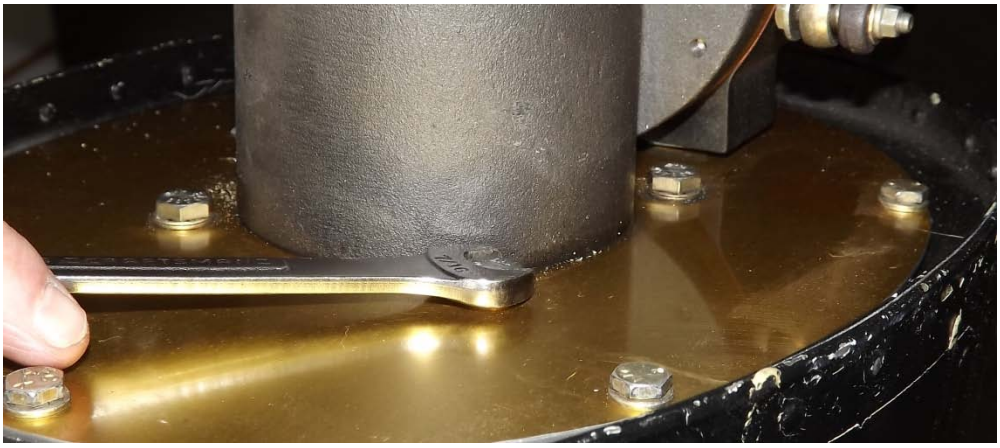
Check the security of the air box assembly by trying to rotate the box relative to the throttle body. Inspect the air box mount plate for cracking around the 4 hex bolt mounting holes. If the air box is secure and the air box mount plate is OK then proceed with step 2.





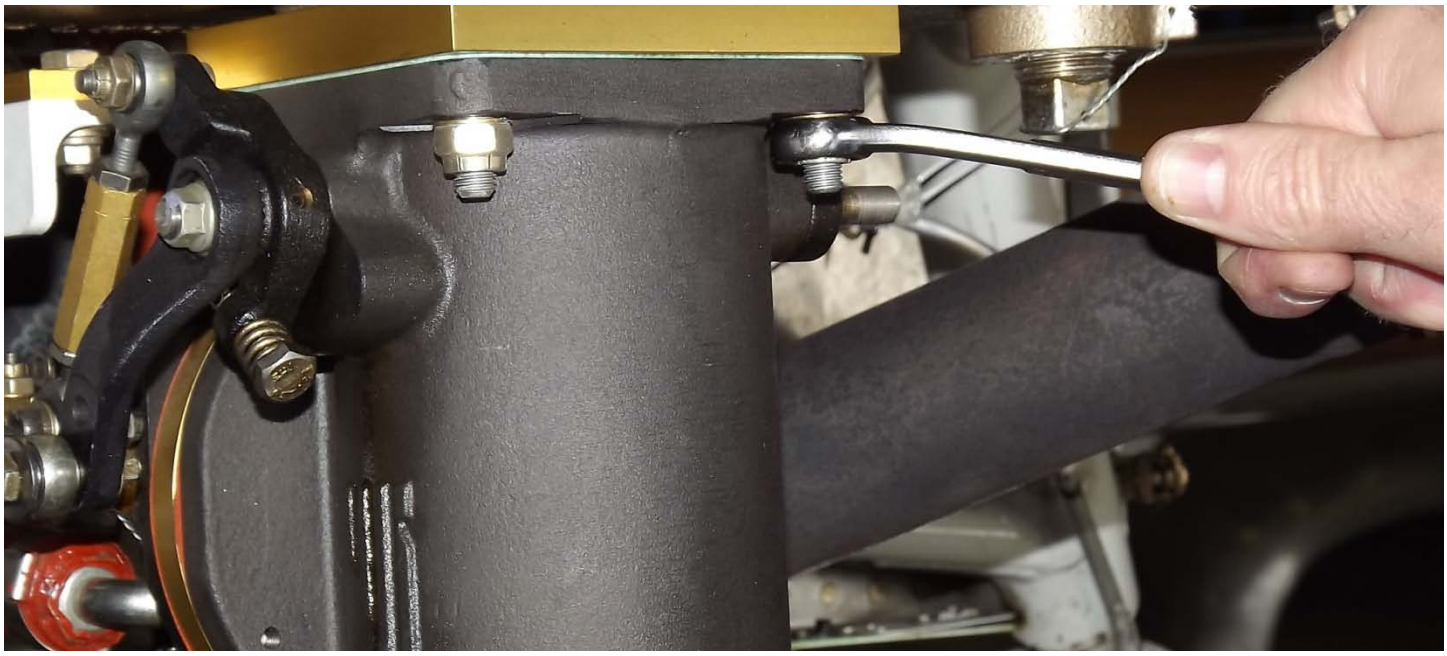
1.) If the assembly moves, mark the correct position of the box mount plate relative to the throttle body so that the air box correctly lines up with the opening on the cowl. Remove the fiberglass portion of the air box to expose the approach clamp ring. Loosen the 4 hex bolts holding the air box mount plate to the approach clamp ring. Inspect the throttle body for damage. If the contact portion of the throttle body is damaged where the approach clamp ring attaches, Contact Airflow Performance for further instructions. Apply thread locker (Locktite 243 or equivalent) to pinch bolt cap screw and torque the ¼-20 socket head cap screw pinch bolt to 75-80 in-lbs. Before re-installing the fiberglass air box clean and inspect this venture in the throttle body. The boost venture can be cleaned with a Q-tip wetted with Brake Kleen or lacquer thinner. Clean the main venture with a rag wetted with Brake Kleen or lacquer thinner. Do not use any sharp objects to clean these components. Inspect the air filter and clean if necessary. Re-install the fiberglass air box.

2.) Remove each ¼-20 hex bolt from the air box mount plate.



3.) Disgard the flat washer and install a new star washer under the bolt head. Install the ¼" tab washer on the bolt and apply thread locker to the bolt threads (Locktite 243 or equivalent).

4.) Screw the assembly to the air box mount plate and approach clamp ring. After all 4 bolts are installed torque the ¼-20 hex bolts to 60-65 in-lbs.



5.) Remove the 5/16-24 lock nut from the fuel control mounting flange. Disgard the lock nut and flat washer. Install a 5/16 tab washer and new 5/16-24 lock nut. After all the tab washers and new lock nuts are installed torque the 5/16-24 lock nuts to 110-115 in-lbs.

6.) Double strand using .025 to .032 stainless steel safety wire, the top tab washer to the bottom tab washer.

7.) Inspect the throttle and mixture control linkage connections and movement. Insure that all linkage operates without interference.