

Service Bulletin No. SB-AG-44

OIL VENT TUBE MODIFICATION

MODELS AFFECTED:

MODEL S2R-G10, S/N G10-101 THRU G10-168

This service bulletin also applies to any airplanes with a "DC" suffix after the serial number.

REASON FOR PUBLICATION:

The airplanes produced to date have used a 74 inch piece of MIL-H-6000 rubber hose for this vent installation. It runs from the right lower aft face of the gear box along the right lower engine mount longeron to an outlet on the shin cowl. The way that it is routed, it passes too close to the hot parts of the engine. The exhaust passes out of the nacelle in this area. This results in rapid deterioration of the first 3.5 ft. of the hose starting at the engine gear box.

COMPLIANCE:

During the next 100 hours of operation.

APPROVAL:

The technical parts of this service bulletin are FAA approved.

BY WHOM WORK WILL BE ACCOMPLISHED:

A&P mechanic or equivalent.

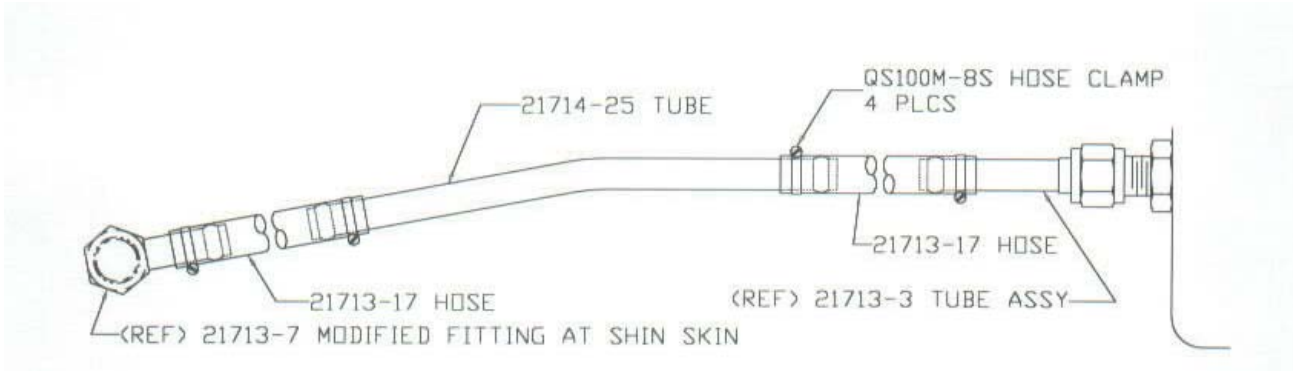
ESTIMATED MANHOURS:

One

ACCOMPLISHMENT INSTRUCTIONS:

1. Remove the rubber hose (MIL-H-6000) used for the oil vent line. It starts at the lower, right aft face of the engine gear box. It is routed along the right lower longeron of the engine mount truss.
2. Replace it with the new line made from ½-inch aluminum tubing. The aluminum line has a segment of high temperature, flexible hose on each end. Two extra hose clamps are part of the kit. See sketch on page 2.

P. O. Box 3050 Albany, GA 31706-3050 Phone : (229) 883-1440 Fax: (229) 439-9790



PARTS DATA:

Parts Kit No. AG-44 is available from the factory or the nearest Thrush Dealer. It consists of:

<u>QTY</u>	<u>ITEM</u>	<u>PART NO</u>
2	HOSE CLAMP	QS100M-8S
10	TY-RAP	MS3367-2-9
1	TUBE	21714-25
2	HOSE	21713-17

RECORD COMPLIANCE:

Make appropriate log book entry. Refer to this Service Bulletin.