





*Issues*

**MANDATORY BULLETIN No. EV 97 – 007 a  
SPORTSTAR – 002 a**

1. **CONCERNING TO :** Insufficient clearance between a left rubber hose of engine radiator and front left cylinder exhaust manifold.
2. **REASON :** Engine radiator left rubber hose burn-out caused by a waveguide of the front left cylinder exhaust manifold occurred in service. The cause was an insufficient clearance between the hose and the exhaust manifold waveguide. Insufficient clearance was caused during replacement of oil filter, when the exhaust manifold of front left cylinder should be loosen and turned slightly to allow removal of the oil filter. Minimum safe clearance of 20mm (4/5“) between the exhaust manifold and radiator left rubber hose must be ensured when the exhaust manifold re-installed.
3. **REQUIRED ACTION :** It must be ensured during every replacement of the oil filter, that after re-installation of the front left cylinder exhaust manifold the minimum safe clearance of 20mm (4/5“) from the engine radiator rubber hose and 5mm (1/5“) from the oil filter is kept; see Enclosure of this Bulletin. A visual inspection for undesirable interaction between the cooling system hoses and exhaust manifold to be performed during pre-flight inspections. Damaged hoses to be replaced prior to the nearest flight. Clearance between the cooling system hoses and exhaust manifold to be checked during periodical inspections.
4. **LATEST DATE OF THE ACTION:** **Prior to the nearest takeoff, at every periodical inspection, and after every replacement of oil filter** a check of minimum required clearance of 20mm (4/5“) between the front left cylinder exhaust manifold and engine radiator hose and 5mm (1/5“) from the oil filter to be performed; see Enclosure of this Bulletin. **Damaged hoses to be replaced prior to the nearest flight.** Accomplishment of the Bulletin to be recorded in the Airplane Log Book and Bulletin inserted in the Airplane Maintenance Manual. **During pre-flight inspections** a visual inspection for condition and undesirable interaction between the cooling system hoses and exhaust manifold to be performed.
5. **ACTION CARRIED OUT BY :** The pilot, airplane owner or by him entrusted mechanic.
6. **COSTS COVERED BY :** Airplane owner
7. **NECESSARY MATERIAL :** None is required.
8. **WORK PROCEDURE :** see Enclosure.
9. **ENCLOSURES :** Oil filter replacement procedure
10. **ELABORATED BY :** Petr Javorský

  
Petr JAVORSKY  
Manufacturer's Representative

03/10/2005  
Date:

  
Jiri VYCHOPEN  
Light Aircraft Association  
Expert supervisor

03/10/2005  
Date:



#### 4.5.1.5 Oil Filter Replacement

Remove engine cowlings. Unscrew the elbow on the left front (as viewed in flight direction) exhaust pipe using nut wrench size 12. Loose a clamp of that pip on the exhaust muffler using wrench 13. Disconnect the elbow from the engine and turn the exhaust pipe slightly to move it from the oil filter. Replace oil filter by a new one. See Maintenance Manual (Line Maintenance) for ROTAX Engine Type 912 Series for replacement instructions. Connect the elbow to the engine and tighten the nuts slightly by fingers. Set exhaust pipe clearance from the radiator hose and oil filter. Clearance from the radiator hose must be min. 0.8 in (20 mm) and approximately 0.2 in (5 mm) from oil filter. When clearances are set, tighten the elbow and clamp. Re-install the engine cowlings after oil re-filling.

