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# Re-routing of oil return hose - Rotax 912

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<b>Classification</b>	Mandatory
<b>Applicability</b>	Pre-XS Europa aircraft fitted with Rotax 912 engines
<b>Compliance</b>	Before the next flight.

## Introduction

A recent case has occurred involving failure of the oil hose connecting the sump at the bottom of the Rotax 912 engine to the oil tank. The failure occurred as a result of sustained overheating due to the hose passing very close to the silencer where it is fitted to the outlet banjo union at the bottom of the engine. This modification involves re-routing the hose to increase the clearance between the hose and the silencer.

## A. Inspection

Remove the cowlings, and slide back any Firesleeve on the bottom of the oil hose described above. Check the condition of the hose, looking particularly for signs of cracking or hardening due to overheating. If any deterioration is found the hose must be replaced immediately, rerouting it as described below. If there is no deterioration, the rerouting described below must be accomplished within the next 25 flying hours.

## B. Rerouting

1. Disconnect the hose connecting the bottom of the engine to the oil tank at both ends.
2. Loosen the banjo union at the engine sump and reposition it so that it points to port and approximately 10° aft.
3. Route the hose up between the two adjacent coolant hoses, and up past the port carburettor.
4. Reposition the fitting on the oil tank to match the new routing of the hose, and reconnect the hose.
5. Ensure that the hose is protected with Firesleeve (or similar insulating material).

Carry out a check on the condition of the hose at 50 hour intervals following this Modification. If any deterioration or hardening is observed, it must be replaced.