



**North America's
Full Service
Jabiru Center**

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2842 Highway 231 North, Shelbyville, TN 37160

SERVICE BULLETIN	
Service Bulletin #	JSA-005
Superseded Bulletin #	N/A
Issue Date	10/07/2010
Effective Date	10/07/2010
Limitations for Completion	Contingent Upon Inspection
Make & Model Affected	J250-SP – All through s/n 585
	J230-SP – All through s/n 679
	J170-SP – All through s/n 186
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Service Bulletin JSA-005 has been issued to correct a bolt-clearance problem in the brake/wheel pant bracket assembly that will cause abnormal brake wear and loss of brake effectiveness over time.

1. Applicability:
 - All Jabiru J230-SP
 - All Jabiru J250-SP
 - All Jabiru J170-SP

2. Background:

During annual inspection of an aircraft with worn brake pads, the mechanic noticed contact between the upper brake caliper bolt and the inner wheel pant bracket (see Figure 1) when brakes were applied. The interference prevented the outer brake pad from contacting the brake disc, which caused abnormal wear of the inner brake pad and reduction of brake effectiveness. The problem was corrected by drilling a relief hole in the inner wheel pant bracket to allow the bolt to pass through the bracket with no contact.

3. Inspection and Reinstallation
 - a. Level of expertise required: A&P, LSA Repairman / Maintenance, or FAA-Certified Repair Station
 - b. Tools Required
 - i. Standard wrench set
 - ii. Screw drivers
 - iii. Drill with Uni-Bit
 - iv. Aluminum cutting/filing hand tools as required

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- c. Materials and Parts Required
 - i. 4 x AN365-428 Locking nuts (new)
- d. Remove main wheel pants as per applicable aircraft service manual.
- e. Apply and lock parking brake. Examine the upper caliper bolt clearance to the wheel pant bracket. If the bolt hits the bracket (see Figure 1) or clearance is less than 1/16", the clearance hole must be drilled before the next flight. If the clearance with brake applied is 1/16" or more on both brake assemblies, the relief hole may be drilled at the next 100-hour or annual inspection.

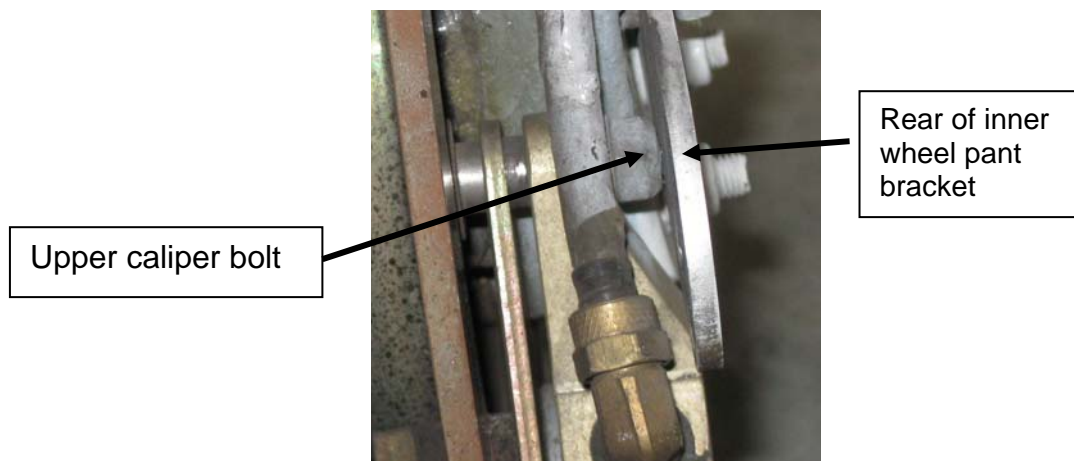


Figure 1: Rear view of left caliper and bracket. With brake applied, caliper bolt contacts bracket. (Note slight bow in bracket.)

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- f. If clearance is less than 1/16", remove inner wheel pant bracket. If the bolt has contacted the bracket, there may be a mark which can be used to locate the clearance hole. If no mark is present, drill a pilot hole approx. 1 1/8" from the center of the aft bolt hole and 3/8" up from the bottom edge of the bracket (see Figure 2). Enlarge the hole to at least 9/16" using the Uni-Bit. If the edge of the clearance hole is less than 1/8" from the lower edge of the bracket, it is acceptable to remove the material and create a rounded notch, rather than a hole. Deburr and polish edges of hole/notch.



Figure 2: Mark on outside of right-hand inner wheel pant bracket caused by contact with caliper bolt.

- g. Reinstall inner wheel pant bracket using new AN365-428 nyloc nuts and standard AN torque specifications. Apply full brake and inspect to ensure there is no further contact between bolt and bracket.

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4. Compliance:
The inspections and actions called out in section 3.0 are to be carried out at or before the next flight if clearance between the bolt and bracket is less than 1/16". If full-brake clearance is more than 1/16", the Service Bulletin may be carried out during the next scheduled 100-hour or annual.
5. Notation of the inspection and action must be entered in the aircraft log with the signature and certificate number of the inspector/mechanic.



Figure 3: Completed relief hole with wheel and pant reinstalled.