



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

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Service Bulletin #	JSL 008-1
Superseded Bulletin #	NONE
Issue Date	8/8/2017
Effective Date	8/8/2017
Limitations for Completion	NEXT 50 HOUR or Annual/100 Hour Inspection whichever is first
Make & Model Affected	ALL JABIRU LIGHT SPORT AIRCRAFT
	S/No. Range: ALL
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Service Bulletin	

Background:

- Jabiru Engines use a conventional arrangement of washers and collets to retain the valve spring assemblies (Figure 1).
- By design the valves are free to rotate within the valve collets. The valve actuation mechanism applies a small rotational force to the valve, rotating it to maintain valve sealing.
- Incidents have been reported to Jabiru Aircraft where a valve jammed in the collet, causing the top spring washer to rotate with the valve and wear against the valve spring, eventually causing a failure of the washer and engine stoppage.
- It is likely that dirt or corrosion contamination caused the valve to jam in its collets.
- This document alerts owners and maintainers to the potential issue. The inspections detailed below are mandatory for all Jabiru Aircraft operating in the Light Sport categories and documentation will be included in the next revision of the aircraft Service Manual and LSA annual and 50 hour inspection checklists.
- This document is equivalent to a Service Bulletin for engines operating in Light Sport Aircraft categories.
- This letter has not been mandated (as an AD or similar) by any National Airworthiness Authority at the time of writing.

Requirements:

1 Personnel & Data

- Where inspections or other actions are required they must be carried out by personnel authorized appropriately to the aircraft type and category; for example, by appropriately licensed Aircraft & Powerplant or licensed Light Sport Repairman/Maintenance personnel.
- Where inspections or other actions are required they must be carried out in accordance with the maintenance documentation for the aircraft and engine (Engine Maintenance Manuals, Overhaul Manual, Aircraft Service Manual etc), which can be found at www.jabiruna.com.
- When inspections or other actions are carried out they are to be recorded in the maintenance logbook for the aircraft and/or engine.

3 During Normal Maintenance:

- Normal Maintenance includes a 50 hour inspection using [JSA-50HR-A2 25/50 Hour Inspection Checklist](#) - found at www.Jabiruna.com under LSA Owners Info.
- Normal Maintenance includes a Annual Condition Inspection using [JSA100-HR-A2 Annual/100-Hour Inspection Checklist Guide](#) - found at www.Jabiruna.com under LSA Owners Info.
- Visually inspect the top spring washer. A washer which is being worn may show burrs on the outer edge and the reduced thickness may be evident.
- The thickness of the top valve spring washer may be measured (Figure 3) using vernier calipers (Figure 4). Older washers should measure 1.5mm (0.060"), newer parts 2.0mm (0.08"). 2mm thickness was introduced from S/No. 332486, 22A3514 and 22B263 and spare parts from June 2011). Any measurement below 1.3mm must be investigated and worn parts replaced; failure typically occurs at around 1.0mm.

Note: A depth vernier may be used for measuring a top spring washer in situ.

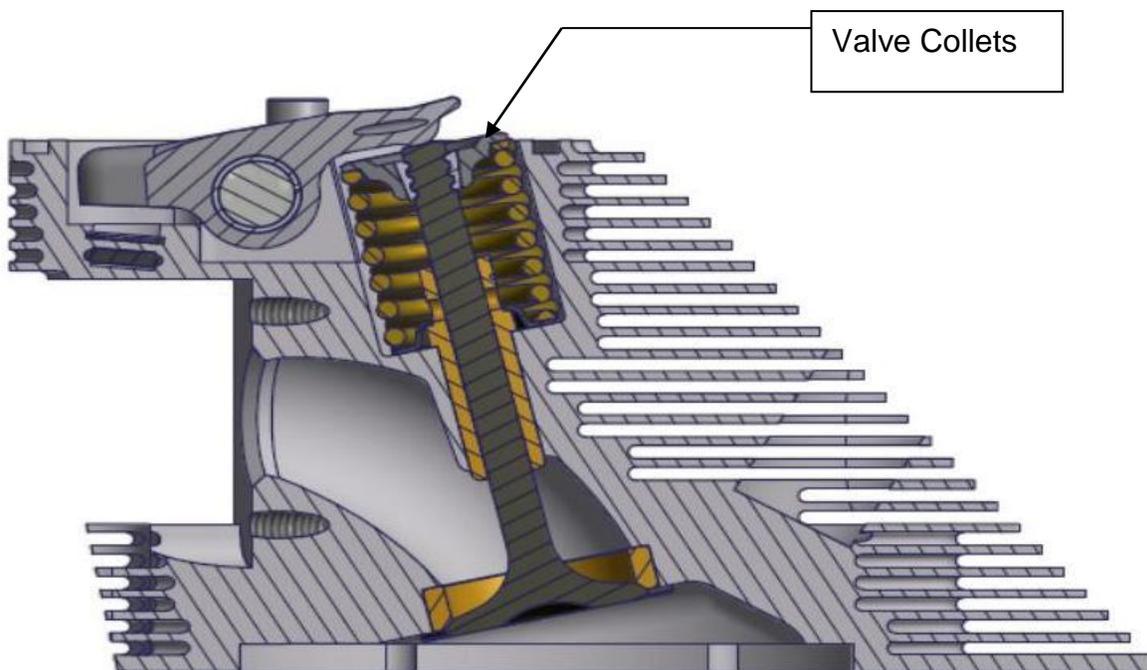


Figure 1 – Valve & Spring Cross Section

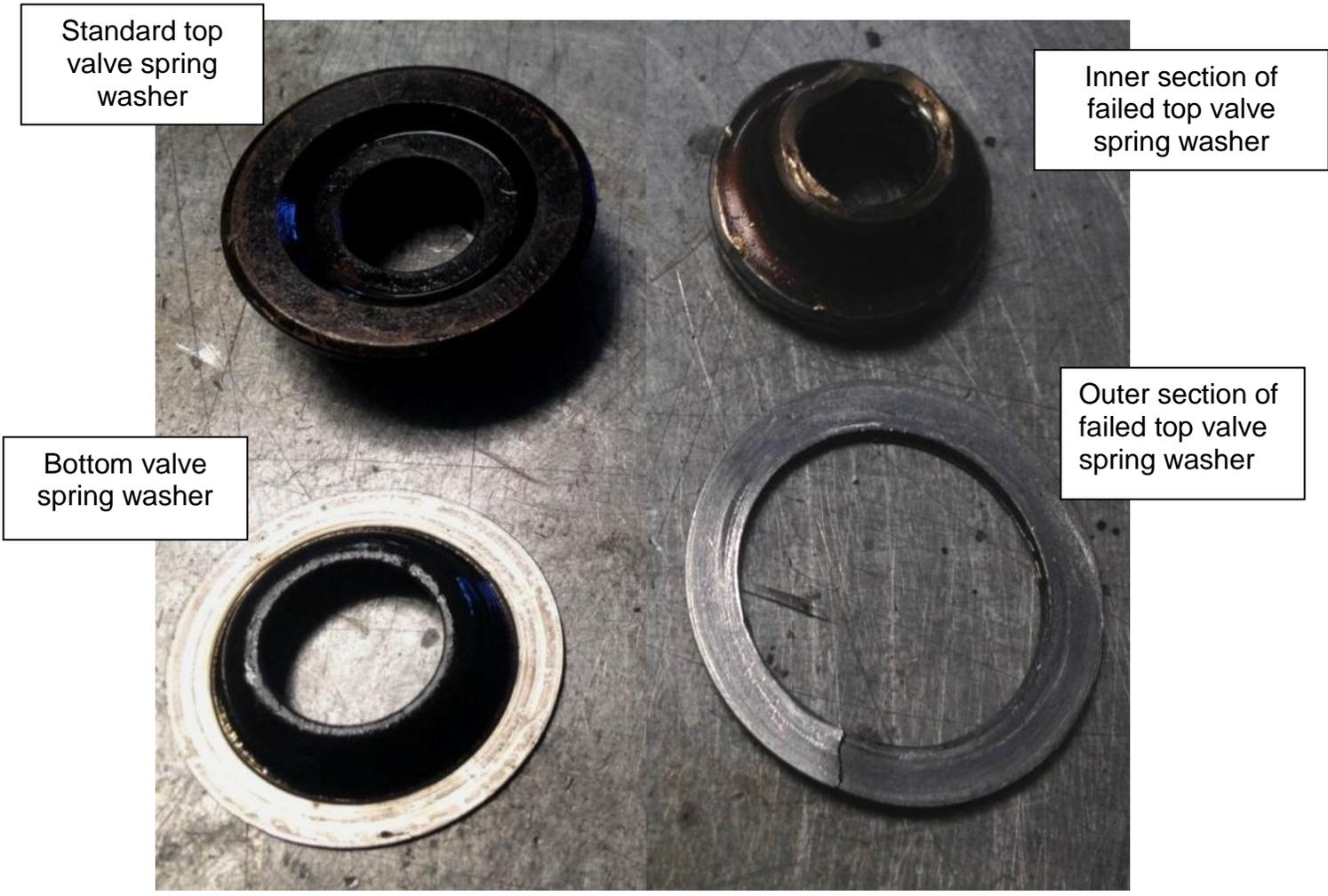


Figure 2 – Valve Spring Washers

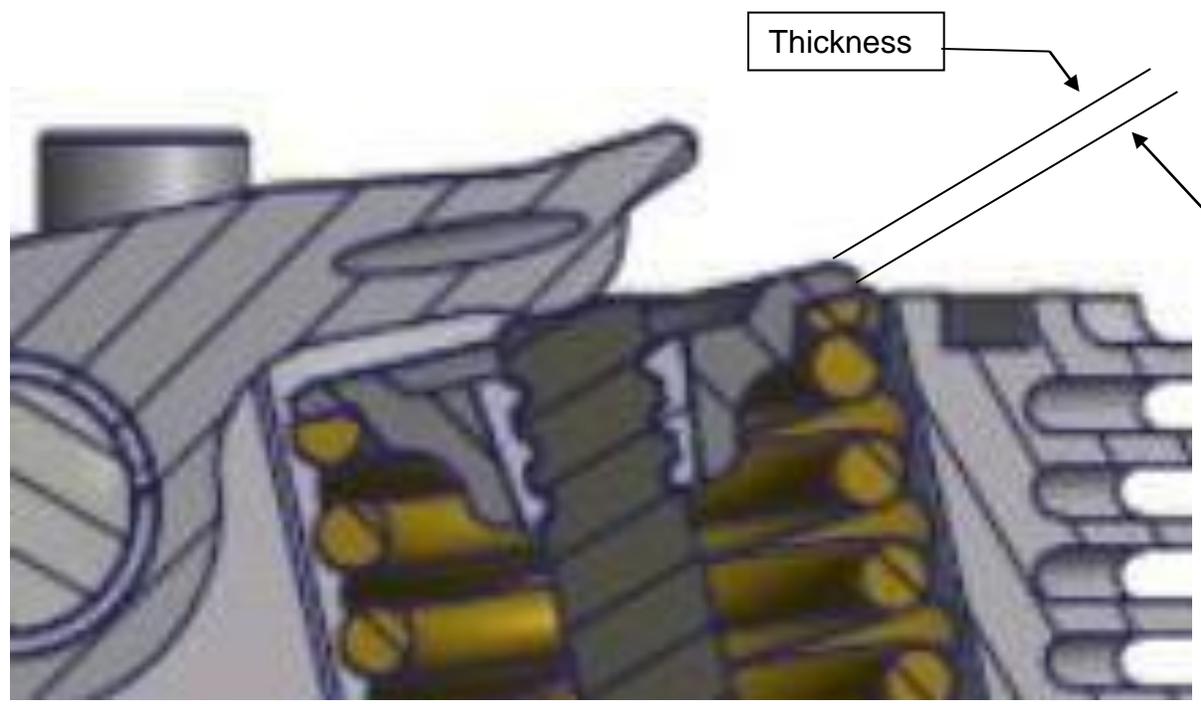


Figure 3 – Washer Thickness Measurement



Figure 4 – Vernier Depth Caliper