

Service Bulletin No: 28-002**Ref No: 44****Modification No: EC-19-0081, EC-19-0191****ATA Chapter: 28****FUEL - DISTRIBUTION****REPLACEMENT OF THE SADDLE CLAMPS AND ALIGNMENT OF THE MOTIVE-FLOW FUEL PIPES****1. Planning information****A. Effectivity**

PC-24 aircraft MSN 101 thru MSN 150.

This modification will be incorporated on MSN 151 and subsequent during production.

B. Concurrent requirements

None.

C. Reason**(1) Problem**

It has been found that when system pressure is applied to the LH motive-flow fuel pipe, the aft fuel pipe moves to the end stop in the coupling. When system pressure is released, the aft fuel pipe returns to its point of origin. This movement can cause damage to the O-rings and it is possible that a fuel leak can occur.

(2) Solution

- (a) Replace the two flexible saddle clamps on the LH motive-flow fuel pipe and the two flexible saddle clamps on the RH motive-flow fuel pipe with fixed saddle clamps. With the fixed saddle clamps installed, the movement of the aft fuel pipe will be reduced to a minimum.
- (b) Replace the four O-rings on the LH and RH motive-flow fuel pipes.

D. Description

This Service Bulletin gives the data and instructions necessary to:

- Replace two flexible saddle clamps (P/N 946.33.22.004) on the LH motive-flow fuel pipe and two flexible saddle clamps (P/N 946.33.22.004) on the RH motive-flow fuel pipe with fixed saddle clamps (P/N 946.33.21.933)
- Replace the screws and washers on the existing saddle clamps
- Replace the four O-rings (P/N 946.91.30.015 / P/N 946.91.30.218) on the LH and RH motive-flow fuel pipe
- Align the LH and RH motive-flow fuel pipe.

E. Compliance

Mandatory.

To be embodied on all affected aircraft within 3 months from the issue date of this Service Bulletin.

F. Approval

The technical content of this Service Bulletin is approved under the authority of DOA No. EASA. 21J. 357.

Pilatus advises Operators/Owners to check with their designated Airworthiness Authority for any changes, local regulations or sanctions that may affect the embodiment of this Service Bulletin.

G. Copyright and legal statement

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H. Manpower

Description	Man-Hours
Preparation	2.00
Modification	2.00
Test (leak check)	2.00
Requirements after job completion	1.00
TOTAL MAN-HOURS	7.00

NOTE: Man-hours do not include the time necessary to cure sealants, paints and adhesives.

I. Weight and balance

(1) Weight Change:

+0.097 lb (+0,044 kg).

(2) Moment Change:

+39.538 lb*in (+0,455 kg*m).

J. Electrical load change data

Not changed.

K. Software

Not changed.

L. References

Aircraft Maintenance Manual (AMM):

PC24-A-A00-50-0000-00A-070A-A	PC24-A-A06-40-0000-00A-040A-A
PC24-A-E20-10-0003-00A-913A-A	PC24-A-E20-20-0001-00A-040A-A
PC24-A-E24-00-0000-00A-913A-A	PC24-A-E34-45-0001-00A-520A-A
PC24-A-E34-45-0001-00A-720A-A	PC24-A-E53-10-0002-00A-520A-A
PC24-A-E53-10-0002-00A-720A-A	PC24-A-E72-00-0000-00A-136A-A.

M. Publications affected

Illustrated Parts Data (IPD).

N. Interchangeability of parts

One way interchangeable. Pre-Service Bulletin parts must not be installed on Post-Service Bulletin 28-002 aircraft.

2. Material information

A. Material - Price and availability

Operators that require additional information and/or Service Bulletin material can contact their authorized Pilatus Service Center, or Pilatus Customer Support on www.pilatus-aircraft.com → contact us.

NOTE: Part numbers given in this Service Bulletin are correct at the time of approval. Pilatus Aircraft Ltd. reserves the right to change the part numbers as necessary. Part numbers of items delivered with the kit are correct when the kit is dispatched. This could lead to differences between those part numbers quoted in this Service Bulletin and the kit if parts are superseded. Operators are requested to check the Illustrated Parts Data (IPD) for delivered parts that differ from those listed in the Service Bulletin materials kit list.

Operators are requested to advise Pilatus Aircraft Ltd. of the Manufacturer's Serial Number (MSN), the flying hours and landings of aircraft that are allocated for this Service Bulletin.

B. Warranty

Credit will be issued for parts and labour for all affected aircraft on approval of a warranty claim, provided the work is accomplished by an authorized Service Center within 3 months of the issue date of this Service Bulletin.

C. Material necessary for each aircraft

Modification kit number	Price	Availability
500.50.24.035	Contact as above	Approximately 1 to 2 weeks

(1) Material to order from Pilatus

Modification kit number 500.50.24.035

New part No.	Description	Old part No.	Qty	Disp. code	Fig	Item
528.22.24.105	Shim, small	-	10 (AR)	N	1	16
946.33.21.933	Clamp, saddle, cush, AL, CCC, 19.1	-	4	N	1	12
		946.33.22.004	4	D	1	9
938.78.11.202 (See Note 1)	Washer, supalloy, CD-PL, 4.3*1.5	-	24	N	1	13
		938.77.11.110	-	D	1	10
932.35.10.070 (See Note 1)	Screw, Hex, ST, CD-PL, 4.2*15.9	-	24	N	1	14
		932.35.10.067/ 932.35.10.069	-	D	1	11

Disposition Codes: D - Discard / N - New / R - Return to Pilatus

New part No.	Description	Old part No.	Qty	Disp. code	Fig	Item
946.91.30.015 (See Note 2)	Seal, O-ring, FVMQ, 14.0*1.8	-	6	N	1	5
		946.91.30.015	4	D	1	5
946.91.30.218 (See Note 2)	Seal, O-ring, FVMQ, 31.3*3.5		6	N	1	4
		946.91.30.218	4	D	1	4

Disposition Codes: D - Discard / N - New / R - Return to Pilatus

NOTE 1: The quantity given includes 4 spares.

NOTE 2: The quantity given includes 2 spares.

D. Operator supplied materials

NOTE: Refer to AMM, PC24-A-A00-50-0000-00A-070A-A:

Material No.	Description	Qty	Remarks
P04-030	Grease	AR	Nyco 65 (P/N 908.20.02.101)
P04-041	Aeroshell grease 58	AR	Threads of the screws

E. Material necessary for each spare

Not applicable.

F. Re-identified parts

Not applicable.

G. Tools and equipment

Tools and equipment	Recommended Pilatus part
Tool kit, mechanic	Local supply
Shim (4,00 mm thick) or equivalent	Local supply
Air pressurization kit	Local supply
Air supply	Local supply
Blanking caps (or equivalent)	Local supply

3. Accomplishment instructions

WARNING: BE CAREFUL WHEN YOU DO WORK ON THE ELECTRICAL SYSTEM OR A SYSTEM THAT USES THE ELECTRICAL POWER. MAKE SURE THAT IT IS SAFE BEFORE YOU APPLY ELECTRICAL POWER TO THE AIRCRAFT OR ENERGIZE THE AIRCRAFT ELECTRICAL SYSTEMS. THE ELECTRICAL POWER CAN CAUSE DEATH OR INJURY TO PERSONNEL AND CAUSE DAMAGE TO EQUIPMENT.

WARNING: MAKE SURE THAT THERE ARE NO SPARKS, FLAMES OR OTHER POSSIBLE IGNITION SOURCES AROUND THE WORK AREA. THE MIXTURE OF AIR AND FUEL VAPOR AND AN IGNITION SOURCE CAN CAUSE AN EXPLOSION. AN EXPLOSION CAN CAUSE DEATH OR INJURY TO PERSONNEL AND CAUSE DAMAGE TO EQUIPMENT.

WARNING: USE THE APPLICABLE PERSONAL PROTECTIVE EQUIPMENT WHEN YOU WORK WITH FUEL. OBEY THE LOCAL REGULATIONS WHEN YOU DISCARD CONTAMINATED CLOTHING / EQUIPMENT. FUEL IS POISONOUS AND CAN CAUSE DEATH OR INJURY.

WARNING: BE CAREFUL WHEN YOU USE THE CONSUMABLE MATERIALS. OBEY THE MANUFACTURERS' HEALTH AND SAFETY INSTRUCTIONS.

CAUTION: Make sure that all openings on the fuel system are covered. This will keep dirt, debris or other unwanted material out of the fuel system.

A. Preparation

- (1) Obey the safe maintenance practices as necessary. Refer to AMM, PC24-A-E20-10-0003-00A-913A-A.
- (2) De-energize the aircraft electrical system. Refer to AMM, PC24-A-E24-00-0000-00A-913A-A.
- (3) Put a **"DO NOT CONNECT ELECTRICAL POWER"** placard on the overhead control panel.
- (4) Put **"FUEL LINES OPEN"** placards around the aircraft.
- (5) If installed, remove the Automatic Direction Finder (ADF) 1 antenna with the back-up plate. Refer to AMM, PC24-A-E34-45-0001-00A-520A-A.
- (6) Open/Remove the access panels/fairings in Table 1. Refer to AMM, PC24-A-A06-40-0000-00A-040A-A and PC24-A-E53-10-0002-00A-520A-A.

Table 1: Access panels/fairings to be closed/installed

Panel number	Panel name
143ABL	Panel, wing fairing, MLG, FWD, LH
143ABR	Panel, wing fairing, MLG, FWD, RH
143BBL	Panel, MLG bay aft, wing fairing, LH
143BBR	Panel, MLG bay aft, wing fairing, RH

Panel number	Panel name
143DBL	Panel, bottom, LH
143DBR	Panel, bottom, RH

B. Modification

(1) Disassemble the slider shroud and coupling on the LH and RH motive-flow fuel pipe. Refer to Figure 1 (Sheet 1, View B)

NOTE: The procedure to disassemble the slider shroud and coupling on the LH and RH motive-flow fuel pipe is the same.

- (a) Put a container below the LH and RH motive-flow fuel pipe at the slider shroud (8) and coupling (7) installation position.
- (b) Remove the slider shroud nut (1) from the slider shroud (8).
- (c) Move the slider shroud (8) onto the motive-flow fuel pipe sufficiently to get access to the two O-rings (4) that are installed on the two large ferrules (2).
- (d) Release and remove the coupling (7) from the motive-flow fuel pipe.
- (e) Move the sleeve (6) onto the motive-flow fuel pipe sufficiently to get access to the two O-rings (5) that are installed on the two small ferrules (3).
- (f) Remove and discard the:
 - Two O-rings (5) (P/N 946.91.30.015) that are installed on the two small ferrules (3)
 - Two O-rings (4) (P/N 946.91.30.218) that are installed on the two large ferrules (2).

CAUTION: Make sure that all openings on the fuel system are covered. This will keep dirt, debris or other unwanted material out of the fuel system.

- (g) Install blanking caps (or equivalent) on all openings.
- (h) Do the above procedure again to disassemble the slider shroud (8) and coupling (7) on the other motive-flow fuel pipe.

(2) Replace the saddle clamps on the LH and RH motive-flow fuel pipe. Refer to Figure 1 (Sheet 2, View C)

NOTE: The procedure to replace the two saddle clamps on the LH motive-flow fuel pipe and the two saddle clamps on the RH motive-flow fuel pipe is the same. Do the procedure below to replace the two saddle clamps on each side.

- (a) Hold the saddle clamp (9), remove the two screws (11) and the two washers (10).
- (b) Remove the two parts of the saddle clamp (9) from the structure and the motive-flow fuel pipe.

(c) Discard the:

- Two parts of the saddle clamp (9) (P/N 946.33.22.004)
- Two screws (11) (P/N 932.35.10.067 / P/N 932.35.10.069)
- Two washers (10) (P/N 938.77.11.110).

WARNING: BE CAREFUL WHEN YOU USE THE CONSUMABLE MATERIALS. OBEY THE MANUFACTURERS' HEALTH AND SAFETY INSTRUCTIONS.

(d) If necessary, apply a thin layer of aeroshell grease 58 (Material No. P04-041) to the threads of two new screws (14) (P/N 932.35.10.070).

(e) Put the two parts of the new saddle clamp (12) (P/N 946.33.21.933) in position on the structure and the motive-flow fuel pipe.

NOTE: It is not necessary to torque the screws at this time.

(f) Loosely install two new washers (13) (P/N 938.78.11.202) and the two new screws (14) (P/N 932.35.10.070).

(g) Do the above procedure again to replace the two saddle clamps (9) on the other motive-flow fuel pipe.

(3) Replace the screws and washers on the existing saddle clamps. Refer to Figure 1 (Sheet 2 and 3, View D, E and F)

NOTE: The procedure to replace the screws and washers on each of the six existing saddle clamps is the same.

(a) Hold the applicable saddle clamp (15), remove and discard the two screws (11) (P/N 932.35.10.069) and the two washers (10) (P/N 938.77.11.110).

(b) Remove the two parts of the saddle clamp (15) from the structure and the motive-flow fuel pipe. Keep the two parts of the saddle clamp (15).

WARNING: BE CAREFUL WHEN YOU USE THE CONSUMABLE MATERIALS. OBEY THE MANUFACTURERS' HEALTH AND SAFETY INSTRUCTIONS.

(c) If necessary, apply a thin layer of aeroshell grease 58 (Material No. P04-041) to the threads of two new screws (14) (P/N 932.35.10.070).

(d) Put the two parts of the saddle clamp (15) (that you kept) in position on the structure and the motive-flow fuel pipe.

NOTE: It is not necessary to torque the screws at this time.

(e) Loosely install two new washers (13) (P/N 938.78.11.202) and the two new screws (14) (P/N 932.35.10.070).

(f) Do the above procedure again to replace the screws (11) and washers (10) on the other existing saddle clamps (15).

(4) **Align the LH and RH motive-flow fuel pipes (as necessary). Refer to Figure 1 (Sheet 2 and 3, View C, D, E and F)**

NOTE: Due to the installation of the four new saddle clamps (P/N 946.33.21.933), the position of the LH and RH motive-flow fuel pipes has moved by approximately 0.06 in (1,5 mm). It is possible that it will be necessary to install (or remove) shims and/or adjust the position of the existing saddle clamps to correctly align the LH and RH motive-flow fuel pipes.

NOTE: This alignment procedure is very important. The permitted offset limits for the alignment of the LH and RH motive-flow fuel pipes are as follows:

- Axial offset must be between 0.12 and 0.16 in (3,00 and 4,00 mm)
- Radial offset must be a maximum of 0.02 in (0,50 mm).

(a) On the LH motive-flow fuel pipe:

Refer to Figure 1 (Sheet 1 and 2, View A, C and D).

- 1 Remove the blanking caps (or equivalent).
- 2 Put a shim (0.16 in thick (4,00 mm)) (or equivalent) in position between the two ends of the LH motive-flow fuel pipe. Make sure that the two ends of the fuel pipe are fully against the shim.
- 3 Torque the two screws (14) plus the run-down torque (refer to AMM, PC24-A-E20-20-0001-00A-040A-A) at the:
 - Saddle clamp (12) (between Frame 35 and Frame 36)
 - Saddle clamp (15) (between Frame 31 and Frame 32).
- 4 Remove the shim (or equivalent) from between the two ends of the LH motive-flow fuel pipe.
- 5 Torque the two screws (14) plus the run-down torque (refer to AMM, PC24-A-E20-20-0001-00A-040A-A) on each of the two saddle clamps (12) and (15) that are installed nearest to (fwd and aft of) the coupling (7) installation position.
- 6 Do a check (at the coupling installation position) to see if the two ends of the LH motive-flow fuel pipe are correctly aligned.
- 7 Determine if, and/or where, it is necessary to install shims (16).
- 8 If necessary:

NOTE: The procedure to install shims is the same for each of the saddle clamps.

- i Hold the applicable saddle clamp, remove the two screws (14) and the two washers (13).

NOTE: A maximum of two shims can be installed below each of the saddle clamps.

ii Install one or two new shims (16) (P/N 528.22.24.105), as necessary, below the saddle clamp.

iii Install the two washers (13) and the two screws (14).

iv Torque all of the screws (14) plus the run-down torque. Refer to AMM, PC24-A-E20-20-0001-00A-040A-A.

9 Do a check again (at the coupling installation position) to make sure that the two ends of the LH motive-flow fuel pipe are correctly aligned. Refer to the permitted offset limits.

10 Do the above procedure again, as necessary:

- For the other saddle clamp(s)
- Until the alignment is within the permitted offset limits.

(b) On the RH motive-flow fuel pipe:

Refer to Figure 1 (Sheet 1, 2 and 3, View A, C, E and F).

1 Remove the blanking caps (or equivalent).

2 Put a shim (0.16 in thick (4,00 mm)) (or equivalent) in position between the two ends of the RH motive-flow fuel pipe. Make sure that the two ends of the fuel pipe are fully against the shim.

3 Torque the two screws (14) plus the run-down torque (refer to AMM, PC24-A-E20-20-0001-00A-040A-A) at the:

- Saddle clamp (12) (between Frame 35 and Frame 36)
- Saddle clamp (15) (next to Frame 32).

4 Remove the shim (or equivalent) from between the two ends of the RH motive-flow fuel pipe.

5 Torque the two screws (14) plus the run-down torque (refer to AMM, PC24-A-E20-20-0001-00A-040A-A) on each of the two saddle clamps (12) and (15) that are installed nearest to (fwd and aft of) the coupling (7) installation position.

6 Do a check (at the coupling installation position) to see if the two ends of the RH motive-flow fuel pipe are correctly aligned.

NOTE: The saddle clamp shown in View F already has a shim installed. It is possible that it will be necessary to remove or replace this shim.

7 Determine if, and/or where, it is necessary to:

- Install shims (16) at the saddle clamps (12) as shown in View C
- Adjust the position of the saddle clamps (15) as shown in View E
- Remove or replace the shim (17) as shown in View F.

8 If necessary, to install shims (16) below the saddle clamps (12). Refer to View C:

i Hold the applicable saddle clamp (12), remove the two screws (14) and the two washers (13).

NOTE: A maximum of two shims can be installed below each of the saddle clamps.

ii Install one or two new shims (16) (P/N 528.22.24.105), as necessary, below the saddle clamp (12).

iii Install the two washers (13) and the two screws (14).

iv Tighten the two screws (14).

v Do the above procedure again, if necessary, for the other saddle clamp (12).

9 If necessary, to adjust the position of the saddle clamps (15) as shown in View E:

NOTE: The adjust procedure is the same for each of the saddle clamps.

i Loosen the two screws (14) sufficiently so that you can adjust the position of the saddle clamp (15).

NOTE: It is possible that it will be necessary to adjust the position of the bracket (where the saddle clamp is installed) to get the correct alignment.

ii Move the saddle clamp (15) up or down (as necessary) to correctly align the RH motive-flow fuel pipe. If necessary, adjust the position of the bracket that the saddle clamp is attached to.

iii Tighten the necessary screws.

iv Do the above procedure again, as necessary, for the other saddle clamps (15).

- 10 If necessary, to remove or replace the shim (17) as shown in View F:
- i Hold the saddle clamp (15), remove the two screws (14) and the two washers (13).
- NOTE:** If necessary, a maximum of two shims can be installed below the saddle clamp.
- ii Remove the existing shim (17) or replace the existing shim (17) with one or two new shims (16) (P/N 528.22.24.105), as necessary, below the saddle clamp (15).
 - iii Install the two washers (13) and the two screws (14).
- 11 Torque all of the screws (14) plus the run-down torque. Refer to AMM, PC24-A-E20-20-0001-00A-040A-A.
- 12 Do a check again (at the coupling installation position) to make sure that the two ends of the RH motive-flow fuel pipe are correctly aligned. Refer to the permitted offset limits.
- 13 Do the above procedures again, as necessary:
- For the other saddle clamps
 - Until the alignment is within the permitted offset limits.

(5) Assemble the slider shroud and coupling on the LH and RH motive-flow fuel pipe. Refer to Figure 1 (Sheet 1, View B)

NOTE: The procedure to assemble the coupling and slider shroud on the LH and RH motive-flow fuel pipe is the same.

- (a) If installed, remove the blanking caps (or equivalent).

CAUTION: Do not lubricate the O-rings before you install them.

- (b) Dry install the:

- Two new O-rings (4) (P/N 946.91.30.218) on the two large ferrules (2)
- Two new O-rings (5) (P/N 946.91.30.015) on the two small ferrules (3).

- (c) Apply a thin layer of grease (Nycos 65) (Material No. P04-030) to the:

- Outer surface only of the two new O-rings (3) that are installed on the two small ferrules (3)
- Outer surface only of the two new O-rings (4) that are installed on the two large ferrules (2)
- Inner surface of the sleeve (6)
- Inner surface of the slider shroud (8).

- (d) Move the sleeve (6) in to position on the two O-rings (5).

- (e) Install and close the coupling (7) on the motive-flow fuel pipe.

- (f) Move the slider shroud (8) in to position on the two O-rings (4).
- (g) Install the slider shroud nut (1) on the slider shroud (8) and tighten with your hand.
- (h) Do the above procedure again to assemble the coupling (7) and slider shroud (8) on the other motive-flow fuel pipe.

C. Test (leak check). Refer to Figure 2

- (1) Make sure that no other work is being done on the aircraft and that the fuel system is fully assembled.

NOTE: The procedure to do the leak check on the LH and RH motive-flow fuel pipe is the same.

- (2) On the LH/RH motive-flow fuel pipe (1)/(2), loosen the hose clamp (5) and disconnect the drain hose (4) from the drain fitting (6).
- (3) Connect the air pressurization kit to the drain hose (4) and tighten the hose clamp (5).
- (4) Connect an air supply to the air pressurization kit.

CAUTION: Be careful when you apply air pressure to the motive-flow fuel pipes. Make sure that you do not apply more than 5.1 psig (0,35 bar) of air pressure. This will prevent structural damage and/or damage to equipment.

- (5) Slowly apply air pressure to the motive-flow fuel pipe until the indicator on the air pressurization kit shows between 4.9 and 5.1 psig (0,34 and 0,35 bar).
- (6) Close the air valve on the air pressurization kit.
- (7) Monitor the indicator on the air pressurization kit for 30 minutes.
- (8) After 30 minutes, do a check and make sure that the pressure has not decreased by more than 0.1 psig (0,01 bar):
 - (a) If the pressure has decreased by more than 0.1 psig (0,01 bar), there is a leak. Do as follows:
 - 1 Disconnect the air supply from the air pressurization kit and release the pressure from the motive-flow fuel pipe.
 - 2 Disassemble the slider shroud and the coupling. Refer to Para. 3.B.(1).
 - 3 Do a check to make sure that the:
 - Alignment of the motive-flow fuel pipe is correct
 - O-rings are correctly installed and not damaged.
 - 4 Assemble the coupling and the slider shroud. Refer to Para. 3.B.(5).
 - 5 Do Steps (4) thru (8) of this procedure again until the pressure is stable.
- (9) Disconnect the air supply from the air pressurization kit and release the pressure from the motive-flow fuel pipe.

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- (10) Loosen the hose clamp (5) and disconnect the air pressurization kit from the drain hose (4).
- (11) Connect the drain hose (4) to the applicable drain fitting (6) and tighten the hose clamp (5).
- (12) Do the leak check procedure again for the motive-flow fuel pipe on the other side of the aircraft. Refer to the above Steps (2) thru (11).
- (13) Move the aircraft to an approved ground run area.
- (14) Energize the aircraft electrical system. Refer to AMM, PC24-A-E24-00-0000-00A-913A-A.
- (15) Start the RH and LH engines and let them run on idle for 10 minutes. Refer to AMM, PC24-A-E72-00-0000-00A-136A-A.
- (16) Examine the drain hole (3) for fuel leakage.
- (17) Stop the RH and LH engines. Refer to AMM, PC24-A-E72-00-0000-00A-136A-A.

D. Requirements after job completion

- (1) De-energize the aircraft electrical system. Refer to AMM, PC24-A-E24-00-0000-00A-913A-A.
- (2) Remove the containers from below the LH and RH motive-flow fuel pipe. Discard waste fuel in accordance with the local procedures.
- (3) Make sure that the work area is clean and clear of tools and other items.
- (4) Close/Install the access panels/fairings in Table 2. Refer to AMM, PC24-A-A06-40-0000-00A-040A-A and PC24-A-E53-10-0002-00A-720A-A.

Table 2: Access panels/fairings to be closed/installed

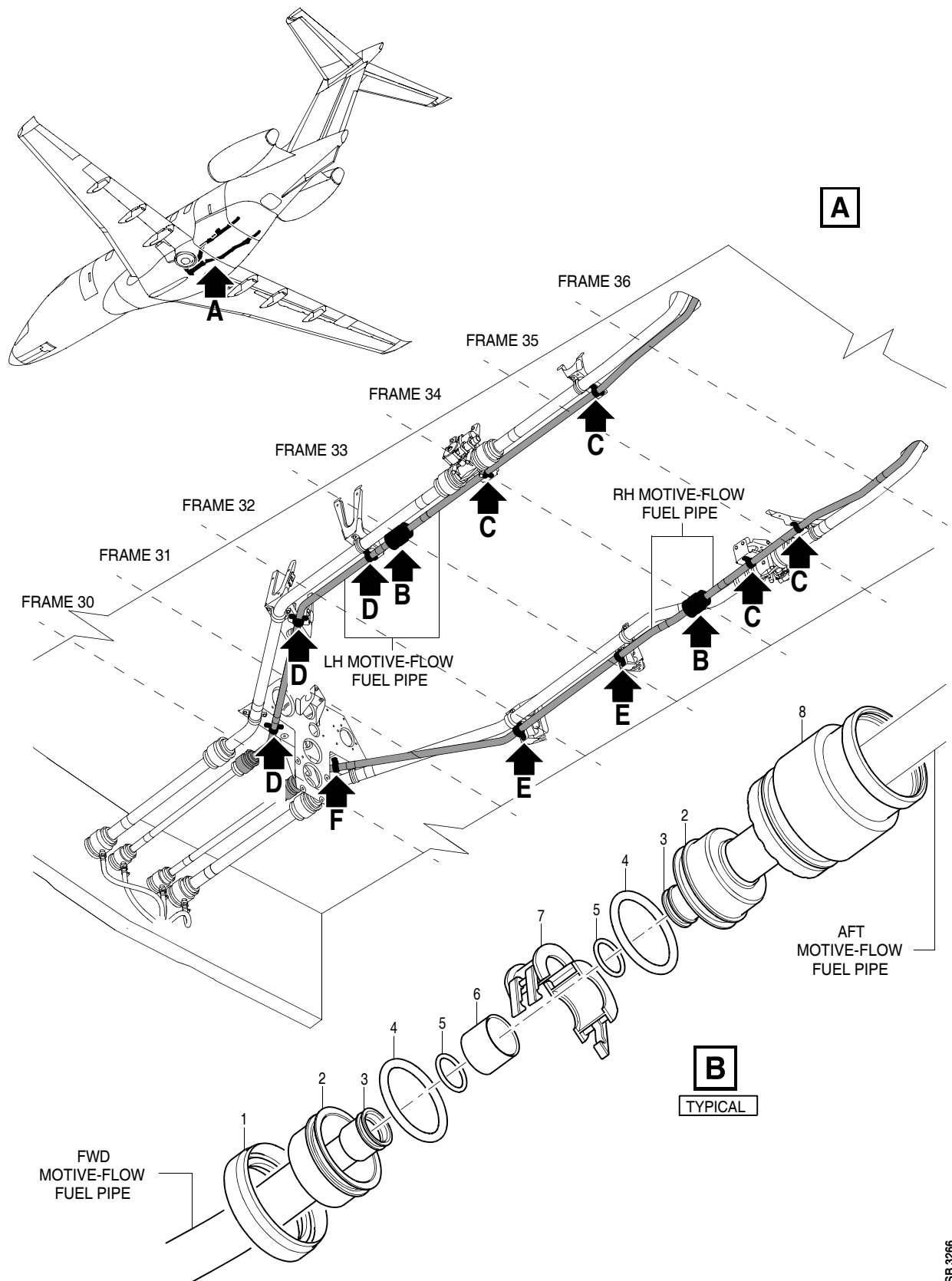
Panel number	Panel name
143ABL	Panel, wing fairing, MLG, FWD, LH
143ABR	Panel, wing fairing, MLG, FWD, RH
143BBL	Panel, MLG bay aft, wing fairing, LH
143BBR	Panel, MLG bay aft, wing fairing, RH
143DBL	Panel, bottom, LH
143DBR	Panel, bottom, RH

- (5) If removed, install the ADF 1 antenna with the back-up plate and do the operation test referenced in the procedure. Refer to AMM, PC24-A-E34-45-0001-00A-720A-A.
- (6) Remove all warning placards from the aircraft.

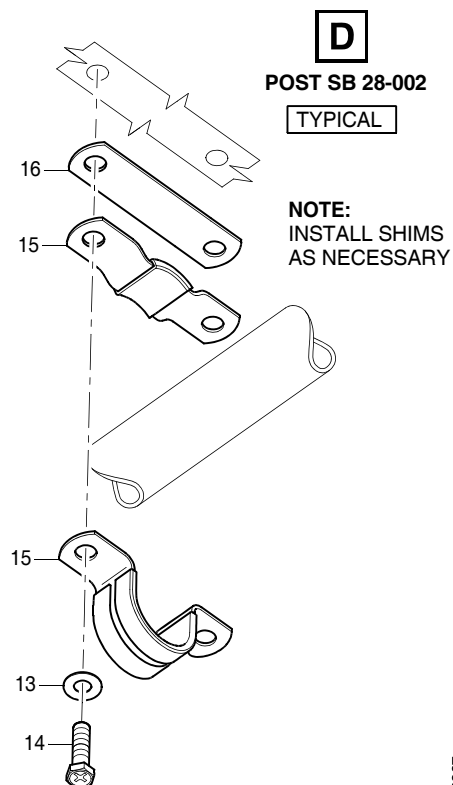
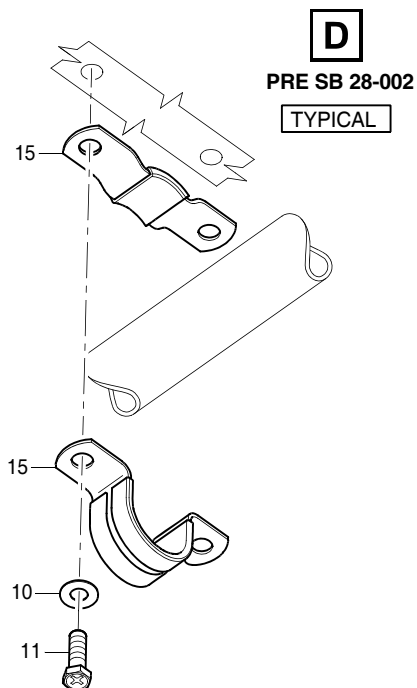
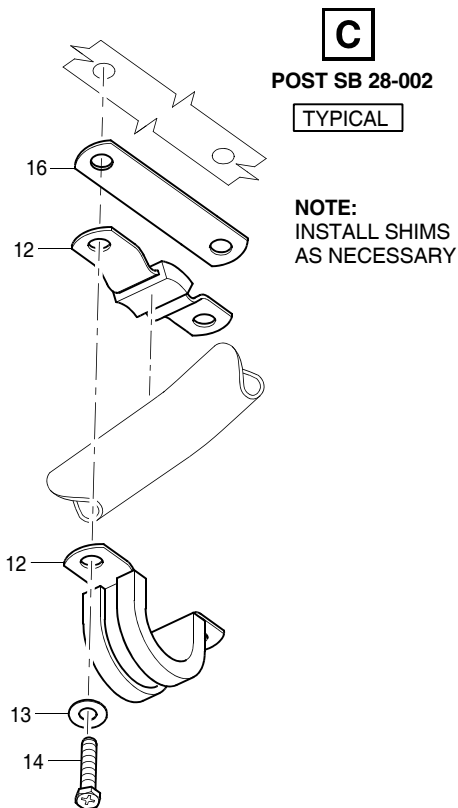
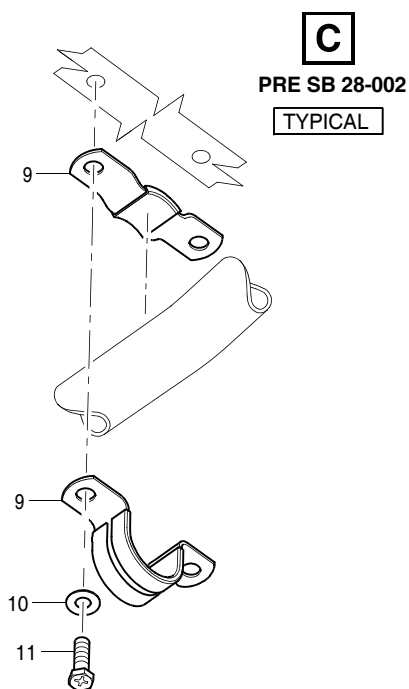
E. Documentation

- (1) Make an entry in the Aircraft Logbook that this Service Bulletin has been incorporated.

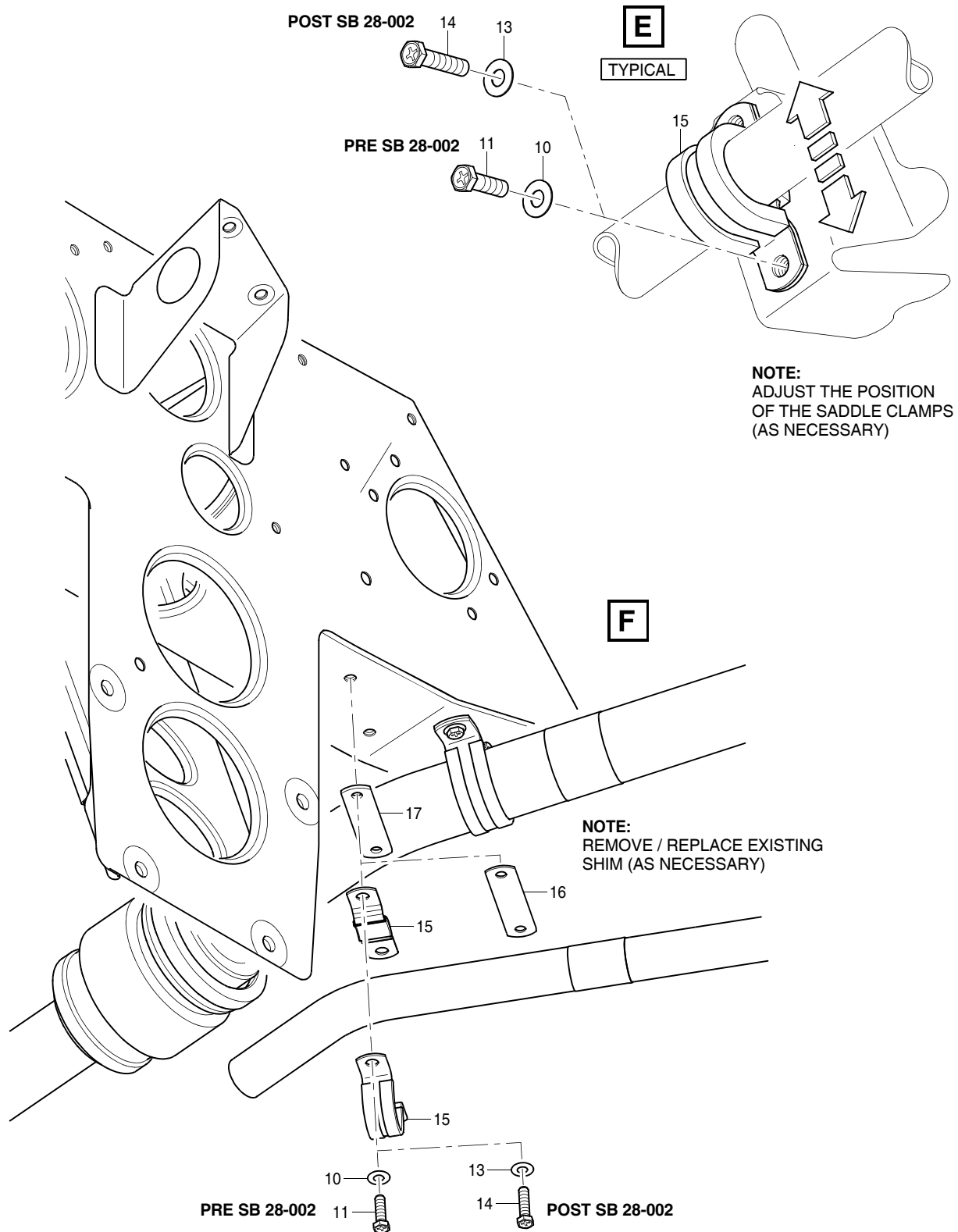
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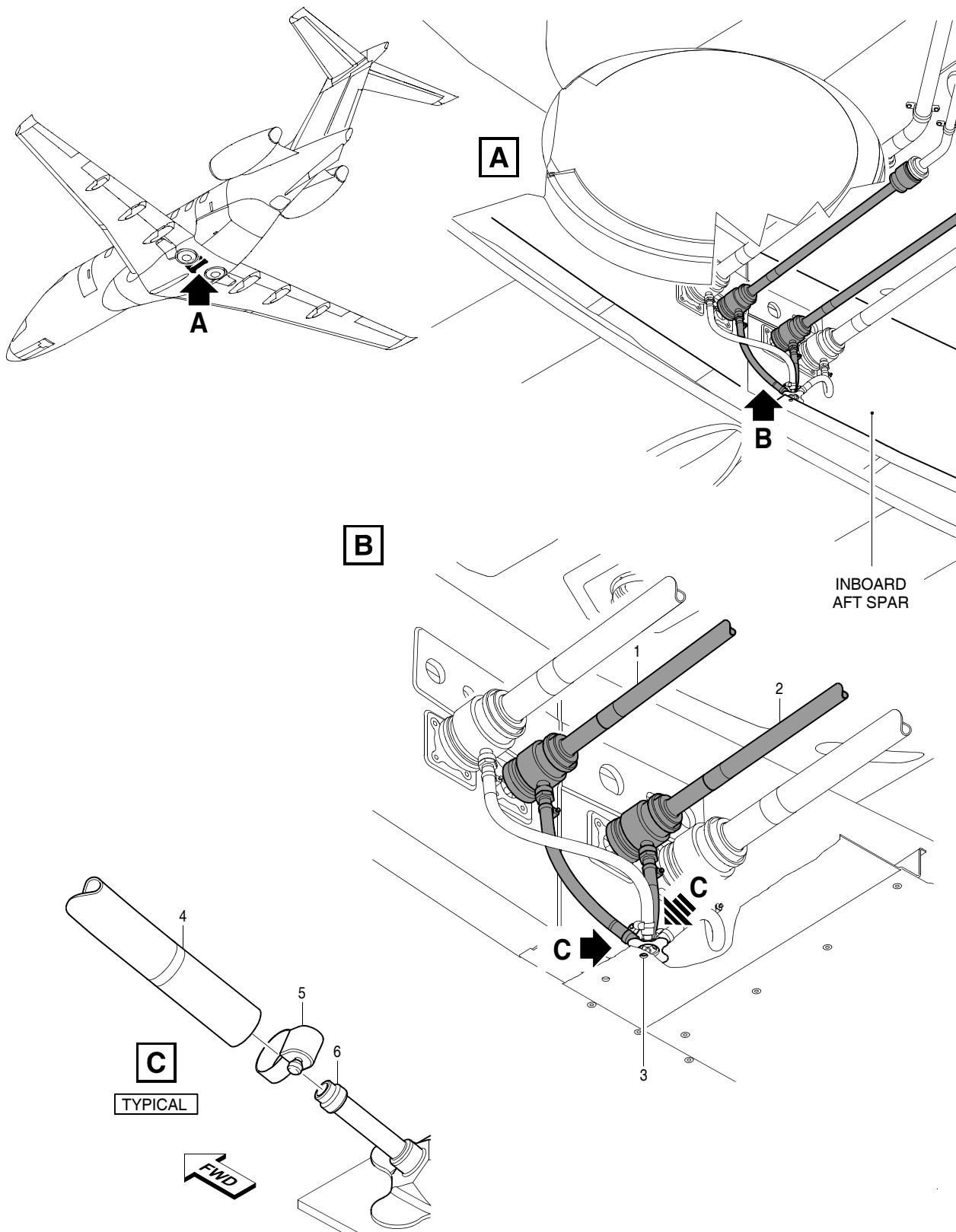
Replacement of the saddle clamps and alignment of the motive-flow fuel pipes
Figure 1 (Sheet 1 of 3)



Replacement of the saddle clamps and alignment of the motive-flow fuel pipes
Figure 1 (Sheet 2 of 3)



Replacement of the saddle clamps and alignment of the motive-flow fuel pipes
Figure 1 (Sheet 3 of 3)



Motive-flow fuel pipes - Leak check
Figure 2