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**SB-GA8-2011-82**

**Issue 1**

**OPTIONAL**

# Service Bulletin

## Subject:

GA200-772011-13 CHT Probe Assembly is superseded by a Standard Alcor 86251 CHT Probe – (Bayonet Type.)

## Applicability:

This service bulletin is applicable applies to all GA8 aircraft.

## Amendments:

Nil (initial issue).

## Background:

This Service Bulletin documents the removal of GA200-772011-13 CHT Probe Assembly, and replacing it with the Alcor 86251 CHT Probe – (Bayonet Type.)

## Compliance:

Implementation of this bulletin is optional for all GA8 aircraft.

## Weight and Balance:

Negligible effect on weight and balance.

## Approval:

This modification has been approved pursuant to Regulation 21.095 of CASR (1998).

## Parts:

Item	Part Number	Description	Qty
1	86251	Alcor – CHT Probe Bayonet Type	1
2	FIQC 1.25-6.4 DG	Terminal Lug	2
3	42535	Wire extension – 90"	1

## Parts Availability:

New parts can be obtained directly from GippsAero.

Tel.: +61 03 5172 1200

Fax.: +61 03 5172 1201

Email: spares@gippsaero.com

## Labour:

2 man hours should be allocated to the incorporation of this service bulletin.

## Warranty:

Not applicable.

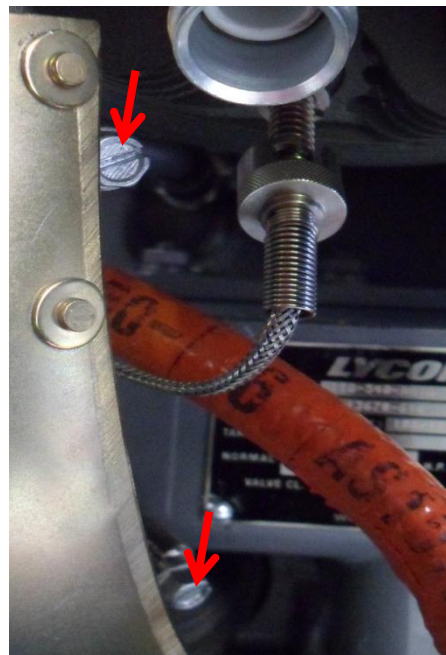
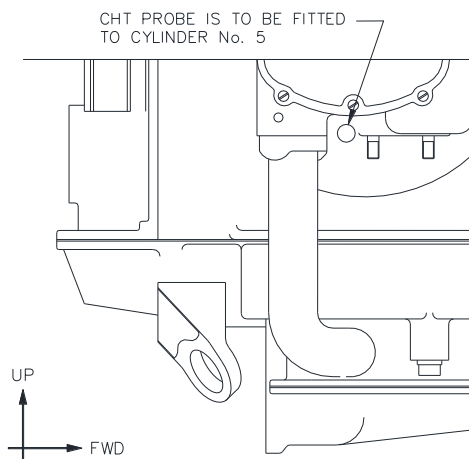
## Installation:

### REMOVAL OF THE CLAMP OF THE PRE SB 82 PROBE

1. Loosen the clamps screws as shown in the figure 1.

#### **Note:**

*Keep the adapter connected to the engine while removing the CHT probe*

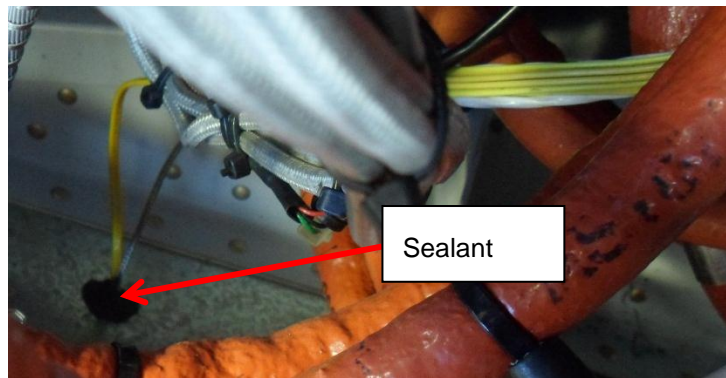


**Figure 1: Location for CHT Probe Installation**

#### **NOTE:**

*Before removing the CHT Probe loom make a note of the route from the engine to the control panel, as the same route will be used to install the new CHT Probe loom.*

2. Remove the old GA200-772011-13 CHT Probe Assy and the loom that connects to the Instrument by removing the sealant from the firewall (ref to figure 2).



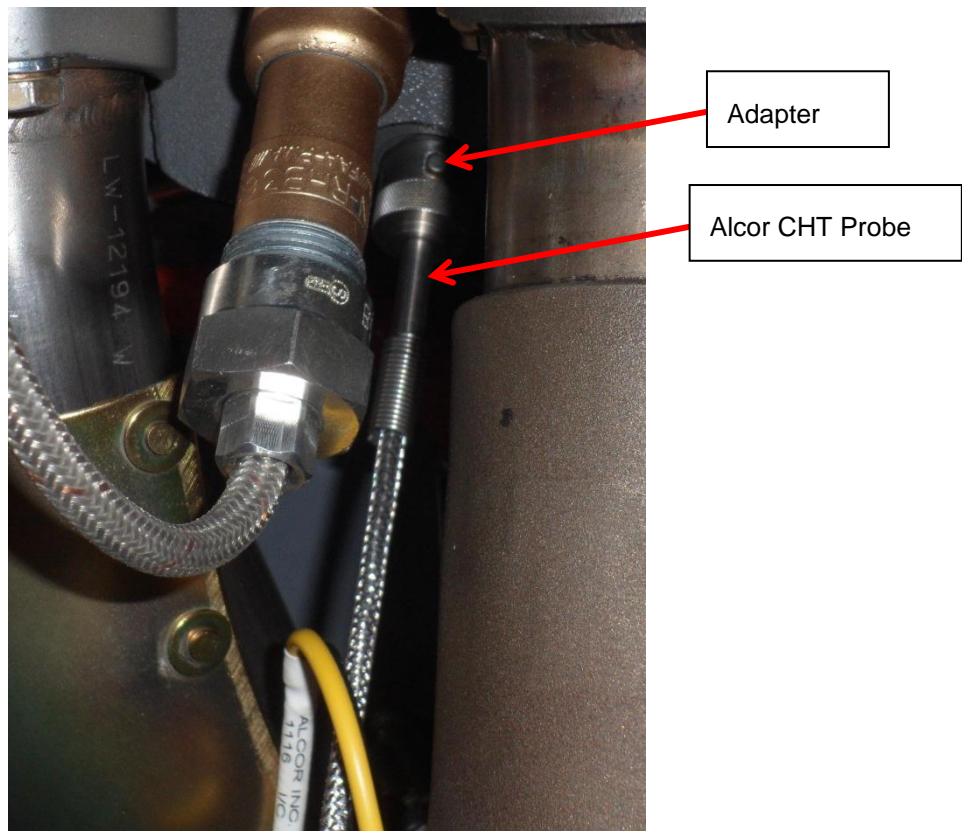
**Figure 2: Removal of Old CHT Probe Sealant**

**INSTALLATION OF THE POST SB 82 ALCOR CHT PROBE**

3. Install the Alcor 86251 CHT Probe Bayonet Type as shown in Figure 3.

**NOTE:**

*Make use of the cable ties where required.*



**Figure 3: Alcor CHT Probe Bayonet Type**

**Note:**

*Allow enough slack in probe lead to provide a finger-size loop to minimize strain on wire and secure remainder of lead to engine/airframe away from exhaust pipe.*

4. Connect the Wire extension (part list - item 3) with the CHT Probe and route the fitting through the firewall as noted while removing the previous loom.

**NOTE:**

*To prevent indicator error due to induced EMF, the EGT or CHT extension lead wires must not be bundled up or routed with any high current bearing wires such as alternator, avionics, lighting or heaters.*

5. Ensure the ends of the leads are connected with FIQC 1.25-6.4 DG terminal lugs before connecting it to the instrument.
6. Tighten the clamp screws and conduct a final inspection of the installation.

**Documentation:**

Update aircraft logbooks to reflect incorporation of this service bulletin.

**Continuing Airworthiness:**

There are no additional continuing airworthiness requirements as part of the implementation of this Service Bulletin.

**Compliance Notice:**

Complete the Document Compliance Notice and return to GippsAero by mail, fax or email.

## DOCUMENT COMPLIANCE NOTICE



A Mahindra Aerospace Company

Document:

**SB-GA8-2011-82**

**Issue 1**

Aircraft Serial Number: GA8-\_\_\_\_\_

Service Bulletin SB-GA8-2011-82 Issue 1 has been incorporated in the above aircraft.

Date: \_\_\_\_\_

\_\_\_\_\_  
Signed

Print Name: \_\_\_\_\_

Please post or fax this compliance notice to:

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