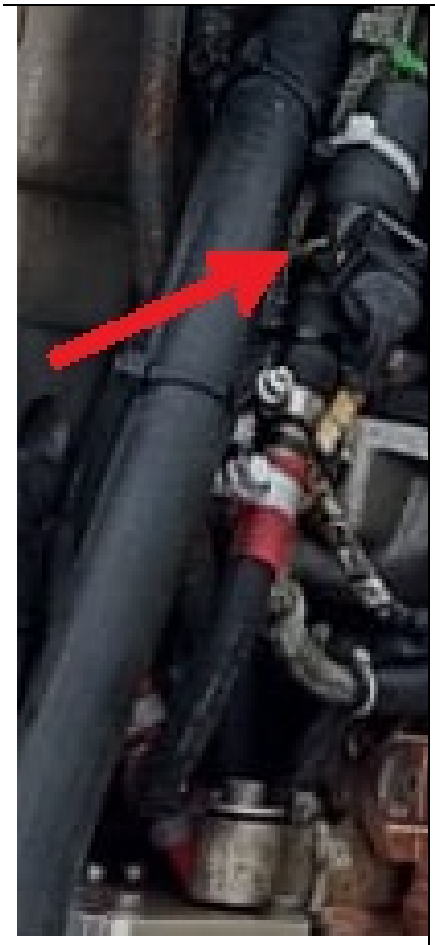
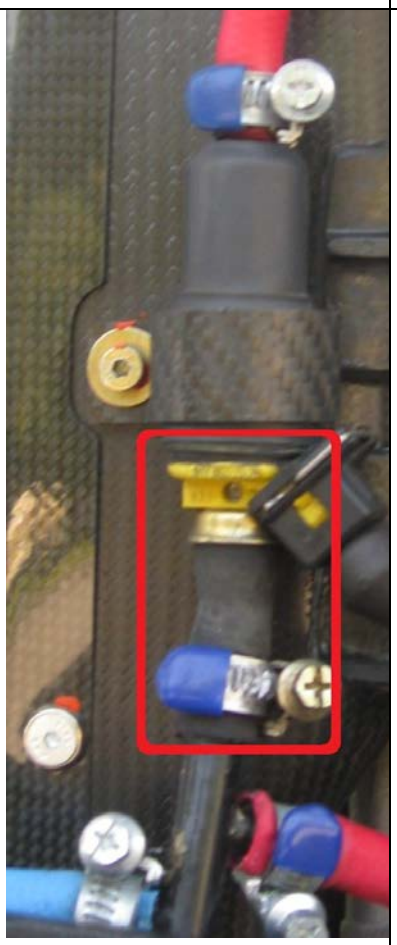
Working Instruction no. 1 for TN 800/54 and TN 500-18

1. Check whether the aircraft is affected by this TN

   All motorized DG-500 and DG-800 equipped with a primer valve using a fuel hose secured by a crimp sleeve are affected (see the following figures).

   Aircraft with a newer primer valve without crimp sleeve at the fuel hose are not affected.

DG-500		DG-800
		
Primer 5M43	Primer 8M259	Primer 8M259

2. Remove the primer valve

   To do this, extend the motor. Remove the CFRP clamp on the primer valve and any cable ties as necessary to remove the valve.

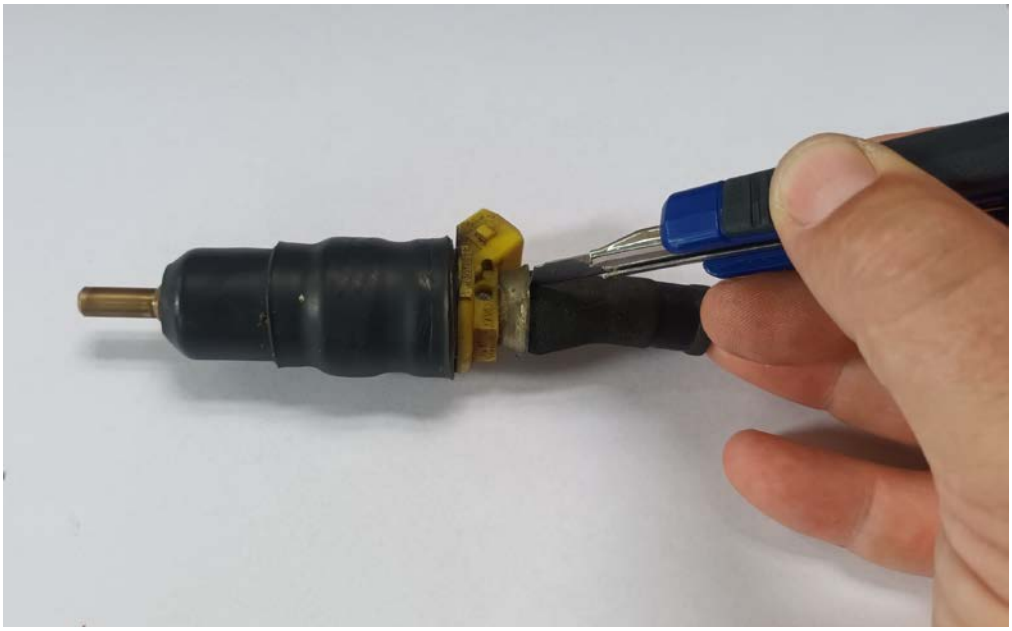
3. Remove the old section of hose

   Hint: The hose may already be very brittle due to ageing.

   If this is the case, making a cut along the side of the hose will help.

   If the cut alone is not sufficient to release the hose, you can then use a screwdriver or pliers to pry the cut hose loose.

   Caution: when making the cut and when prying, make sure not to damage (scratch) the metal of the hose connector underneath.





4. Installation of the new hose

   The new 40mm long hose 7.5mm ISO 7840 A1 is secured using two hose clamps S70-8 according to diagram 8 of the maintenance manual.

   CAUTION: When tightening the bolt, take care not to overtighten it, the required torque ist just under 3 Nm (2.2 ft-lb). You can check that the hose clamp is correctly seated by pulling gently on the hose. The hose must not come loose from the primer valve.

5. Re-installation of the primer valve

   Next, refit the primer valve using the CFRP hose clamp and secure it with cable ties as required.

   Note: Ensure that the hose clamp is fitted in such a way that the hoses cannot rub against anything. On the DG 500M, it may be necessary to rotate the CFRP clamp, together with the primer valve, at a slightly forward angle.

   Note: The bolt on the CFRP clamp that secures the primer must be secured with Loctite 243 and marked with fresh thread locker.



before



after