0 General

0.1 Manual amendments

No.	Page	Description	Date
1	0.3, 0.6, 0.10, 1.11, 8.2, diagrams 5a, 11d, 8EP210	ÄM 800-17-07 Fin tank valve and operating handle, Refuelling pump	April 2007
2	0.3, 0.4, 0.6, 0.7, 0.10, 0.12, 1.28, 1.29, 2.7, 3.3, 3.5, 3.11, 4.2, 4.8, 4.11, encl. 2 page 1, TN 4600-2-2 Solo	TN800/34 Manual revision	September 2007

0.2 List of effective pages

Section	page	issued	replaced/	replaced/	replaced/
0	0.0	June 2005			
	0.1	see manual amendments			
	0.2	"			
	0.3	"			
	0.4	"			
	0.5	"			
	0.6	"			
	0.7	June 2005	Sept. 2007		
	0.8	"			
	0.9	"			
	0.10	"	Sept. 2007		
	0.11	"			
	0.12	"	Sept. 2007		
1	1.1	June 2005			
	1.2	"			
	1.3	"			
	1.4	"			
	1.5	"			
	1.6	"			
	1.7	"			
	1.8	"			
	1.9	"			
	1.10	"			
	1.11	"	April 2007		
	1.12	"			
	1.13	"			
	1.14	"			
	1.15	"			
	1.16	"			
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	1.18	"			
	1.19	"			
	1.20	"			
	1.21	"			
	1.22	"			
	1.23	"			
	1.24	"			
	1.25	"			

0.2 List of effective pages (continued)

Section	page	issued	replaced/	replaced/	replaced/
	1.26	"			
	1.27	"			
	1.28	"	Sept. 2007		
	1.29	"	Sept. 2007		
2	2.1	June 2005			
	2.2	"			
	2.3	"			
	2.4	"			
	2.5	"			
	2.6	"			
	2.7	"	Sept. 2007		
3	3.1	June 2005			
	3.2	"			
	3.3	"	Sept. 2007		
	3.4	"			
	3.5	"	Sept. 2007		
	3.6	"			
	3.7	"			
	3.8	"			
	3.9	"			
	3.10	"			
	3.11	"	Sept. 2007		
4	4.1	June 2005			
	4.2	"	Sept. 2007		
	4.3	"			
	4.4	"			
	4.5	"			
	4.6	"			
	4.7	"			
	4.8	"	Sept. 2007		
	4.9	"			
	4.10	"			
	4.11	"	Sept. 2007		
	4.12	"			
	4.13	"			
	4.14	"			
	4.15	"			
	4.16	"			

0.3 List of effective pages (continued)

diagram	page	issued	replaced/	replaced/	replaced/
1		June 2005			
2		June 2005			
3		Nov. 2004			
4		Nov. 1993			
5		Nov. 2004	Not valid from 8-373 on		
5a		April 07			
6		May 2005			
7a		August 2005			
7b		August 2005			
8		August 2005			
9		August 2005			
10		August 2005			
11		Juni 2005	Not valid from 8-373 on		
11c		June 1999			
11d		April 07			
12		June 2005			
13		Febr. 1999			
14		Nov. 2004			
14a		June 2005			
15		Nov. 2004			
16		Nov. 2004			
6EP27M		28.08.90			
8EP38		17.02.99			
8EP210		10.10.04	12.02.07		
8M110		23.10.02			
8M234		25.08.05			
8V96		19.12.94			
W40		30.11.99			
W51		20.11.96			
W57		10.09.99			
W59		18.06.02			
W60		25.10.04			
8E25		25.06.99			
8E210		15.05.97			
8E250		13.09.05			
8E256		24.06.05			
Encl. 1		June 2005			
Encl. 2		June 2005			
TN 4600-2-2 Solo		Jan. 2007			

0.4 List of content

page

0 General 0.1

0.1 Manual amendments 0.1

0.2 List of effective pages 0.3

0.3 List of content 0.7

0.4 Airworthiness limitations 0.11

1 System description and adjustment data 1.1

1.1 Wing and tailplane setting data 1.1

1.2 Elevator control and trim system 1.2

1.3 Rudder control 1.5

1.4 Aileron and wing flap control 1.6

1.5 Airbrake control, wheelbrake 1.8

1.6 Undercarriage 1.9

1.7 Tow hooks 1.10

1.8 Water ballast system 1.11

1.9 Massbalance and weights of control surfaces 1.12

1.10 Fore and aft play of the wings 1.13

1.11 Power Plant 1.14

1.12 Retraction - Extension Mechanism 1.17

1.13 Fuel system 1.18

1.14 Electrical system 1.23

1.15 Pitot and static system 1.29

Diagrams

1	Elevator control circuit, trim
2	Rudder control circuit
3	Aileron, wing flap and airbrake control circuits, fuselage side
4	Flaperon and airbrake control circuits, wing side
5	Tow hook, water ballast system
5a	Tow hook, water ballast system from ser. no. 8-373 on
6	Static and pitot system
7a	Placards DG-808C Classic
7b	Placards DG-808C Competition
8	Powerplant
9	Cooling system
10a	Extension-retraction mechanism
11	Fuel system
11c	Installation of the fuel filter
11d	Fuel system from ser. no. 8-373 on
12a	Tailwheel
13	Propellerbrake
14	Engine doors and retaining cable
14a	Retaining cable mounting in fuselage
15	Undercarriage control circuit
16	Undercarriage

Enclosures

6EP27M	Installation Dräger oxygen system
8EP38	Installation plan ELT ACK
8EP210	wing fuel tank system fuselage side with electromagnetic valves
8M110	Drawing assembly upper drive belt pulley
8M234	Ext.-retr. unit, installation propeller stopper Option BBSA clutch
8V96	Drawing jigs to determine the static moment of the flaperons
W40	Puller assy. for lower drive belt pulley
W51	Drawing hook spanner for bearings
W57	Tool for measuring the drive belt tension
W59	Test adapter for coolant pump test
W60	Puller assy. for lower drive belt pulley Option BBSA clutch
8E25	Wiring plan wing fuel tank system fuselage side with electromagnetic valves
8E250	Wiring plan DIN A1 (in aircraft log)
8E256	Wiring scheme
8E210	Extension wires for checking the ignition electronic boxes
Encl. 1	Download instruction for flightlog and service data from the DEI-NT
Encl. 2	Instructions for transponder installation
TN 4600-2-2 Solo	Check and modification of the slip-clutch on the engines 2 625 01 and 2 625 02

0.5.4 Service time, maintenance documents

Follow the instructions of the respective manufacturer:

a) Operating Manual for Safety Tow Releases
Series: Europa G 88 Safety Tow Release
Date of Issue: February 1989

And if installed:
Operating Manual for Tow Releases
Series: E 85 Nose Tow Release
Date of Issue: March 1989

b) Safety harness: instructions of the manufacturer.

c) Minimum instrumentation: instructions of the manufacturer.

d) Engine: Manual of the engine manufacturer

e) Propeller: Technoflug Operation and maintenance manual No. P3.

0.5.5 Power plant trouble shooting

Please find a checklist in the DG-808Cflight manual section 8.8.

Note: The Airworthiness Limitations section is FAA approved and specifies maintenance required under Secs. 43.16 and 91.403 of the Federal Aviation Regulation unless an alternative program has been FAA approved.

1.14.15 Proximity switch

The proximity switch at the engine receives the switching pulses by the steel pins located at the upper drive belt pulley, see drawing 8M110 at the end of this manual.

The proximity switch effects the following functions:

1. Activation of the retraction mechanism and indication in the DEI-NT
2. Pulses for the RPM measurement
3. Electric propeller-brake (Option)

The switch must be adjusted so that the propeller can't hit the engine door during retraction. If the switch is moved (distance to the steel pins reduced) the range will be enlarged.

If the distance is too large, the RPM measurement won't work correctly.

Check if the switch switches by watching the control light at the rear end of the switch or on the DEI-NT display (main switch on).

For a new adjustment start with a distance of 1.8mm (.071 in.).

It is absolutely essential to secure the switch with the 4 counter nuts, as damage to the switch will stop the RPM measurement and the retraction-extension control.

With a defective proximity switch (short circuit) the failure message "RPM Pickup".will be displayed on the DEI-NT.

1.14.16 Refuelling pump systems

Start the pump by pressing the push button located in the fuselage main-bulkhead (behind the pilots left shoulder). As soon as the fuselage tank is full a built in device automatically switches off the pump. If you want to interrupt or to stop the filling procedure before the tank is full press the push button again. Starting the pumping again is only possible by pressing the push button again.

The system is controlled in the control unit.

1.14.17 Connector plugs between fuselage and engine

Except for the starter motor positive and earth wires all wires can be disconnected by multiple plugs near the hinge of the powerplant (at the bulkhead in the front upper edge of the engine compartment) to facilitate the removal of the engine.

1.14.18 DEI NT= (Digital Engine Indicator)

For a description of the readouts and the various functions and the set up menu see flight manual sect. 7.4. The DEI-NT controls all functions together with the control unit see section 1.14.3.

- The RPM measurement is fully digital and counts the impulses of the proximity switch.
- The coolant temperature (CHT) is measured by a temperature probe which is screwed into the coolant circuit in the rear cylinderhead.
- Fuel level measurement see sect. 1.13.6.

Functions

The following functions are controlled by the DEI-NT:

a) by the ignition switch
- the ignition (shorting of the magneto coils)
- with the ignition switched off the engine automatic retraction and the control of the propeller position and propellerbrake will be activated.
- with the ignition switched on the electric fuel pump, coolant pump, the automatic extension of the engine and the control of the starter motor will be activated.

b) the RPM indicator controls a relay which prevents the starter motor working whilst the engine is running.

c) the limit switch see sect. 1.12.5 at the engine mount activates the control of the starter motor only when the engine is extended

d) the proximity switch see 1.14.15 prevents the automatic retraction of the engine as long as the propeller is not in the correct position for retraction (with the manual extension-retraction switch see sect. 1.14.10 not operated).

Note: If a new DEI-NT or a replacement DEI-NT should be installed, you have to report your actual elapsed engine time to DG Flugzeugbau to enable them to adjust the new DEI-NT to that value.
Warning: with the connector plug disconnected from the DEI-NT, the ignition is not short-circuit. This means the ignition is on.
Don't turn the propeller!

1.15 Pitot and static system

1.15.1 Layout

see diagram 6

1.15.2 Maintenance

No special maintenance needed.

2.5 Inspection procedure for the controls

Check of flaperon and airbrake controls at the wing roots:

Remove the plastic cap in the rear wing root rib. Insert a mirror with approx. 30 mm (1.2 in.) diameter in this access hole.

3.3 Greasing and oiling

Once a year your glider should be carefully checked and all bearings, including control surface hinges, should be cleaned and greased if necessary. The various greasing points are as follows:

- Flaperon drive connections at the flaperon.
- Airbrake drive connection - in airbrake box, also grease the brake paddle pivots.
- Remove the access panel on the left hand cockpit wall and grease all the pushrod guides.
- Remove the baggage compartment floors and open the baggage compartment rear cover to grease all bearings.
- Remove the control column cover and grease all the bearings associated with the control column.
- Grease the rudder pedal adjustment slide.
- Oil all hinge points on the undercarriage in the undercarriage box.
- Clean and grease all control surfaces hinges.
- Clean and grease the control hook-ups for flaperon, airbrake and elevator control.
- Clean and grease all pins and bushes of the wing and tailplane attachment.
- Take off the canopy and clean and grease the locking mechanism. After reinstalling the canopy, check the force needed for emergency release with the red handle, using a spring balance. The force should not exceed 200 N (44 lbs.).
- Clean and grease the power plant see sect. 3.5.

Note: The greases we recommend are lithium based pressure-resistant anti-corrosion greases or lithium-soap greases (multi-purpose greases for rolling element bearings).
Use thin engine oil e.g. SAE 5W30.

Note: The sliding guides of the following parts are made from Teflon and should not be greased:
Airbrake control handle 6St9 on 6St15 see diagram 3
If these parts have been greased inadvertently you have to disassemble the parts and to clean them completely with Acetone.

3.5 Servicing the Engine

Caution: If you don't operate the engine for periods longer than 2 months you must preserve your engine according to the instructions in the engine manual. The same applies for any overseas transportation.

Caution: With an optional BBSA slipping-centrifugal clutch installed to the engine refer to Solo technical note No. 4600-2-2 attached to this manual for servicing the clutch.

3.5.1 25 hour inspection

Note: The engine time until the next maintenance is displayed on the DEI-NT operating time screen. After completion of the 25 hour inspection reset this time to zero, see section 4.23.

The following checks and maintenance work should be done every 25 hours engine time.
Items 1, 2, 3, 7, 8, 10, 13 and 26 should be executed at least 1 year after the last 25 hour inspection, preferably with the annual inspection.
Checklists for this maintenance work are in the enclosures of this manual. Please complete the checklist when executing the inspection and file it in the aircraft log.

1. General visual inspection.

2. Change spark plugs. Check if the spark plug connectors have a tight fit on the spark plugs after you have exchanged the spark plugs. If not, the connector must be replaced.

3. Exchange the fuel filter. Use only a transparent filter, type see section 8.1. Assembly see diagram 11c.

4. Measure fuel flow (see sect. 1.13.3). Disconnect the hose at the T-junction behind the rear carburettor. Hold the hose into a measuring container. Switch on the electric fuel pump with the ignition switch. Determine the time for supplying 1 litre of fuel. For the measurement a minimum of 10 l of fuel should be in the fuselage tank. Note down the value, max. time is 90 seconds for 1 litre.

3.5.2 Every 3 years

Exchange the coolant, see sect. 4.16.

3.5.3 After 50 resp. 100 engine hours

Without optional BBSA friction/centrifugal clutch: The drive belt has to be exchanged after 50 engine hours.
With optional BBSA friction/centrifugal clutch: The drive belt has to be exchanged after 100 engine hours

3.5.4 After 400 engine hours

After 400 engine hours the power plant must undergo a major overhaul.

Apart from the items listed in section 3.5.1., the following items also need to be done:

1. Remove the power plant and remove the engine from the powerplant. Ship the engine to the manufacturer or an aircraft engine maintenance workshop approved by the manufacturer and by the authorities.
2. Replace all the nuts and bolts on the engine
3. Replace the drive belt
4. Replace the bearings of the upper drive belt pulley.

3.5.5 After 6 years

1. replace the gasket of the drainer valve
2. replace all coolant hoses and the coolant.

3.5.6 When required

1. If the fuel tank is excessively dirty or when the fuel gauge gives false indications, a thorough flushing of the fuel tank is required (see sect. 1.13.6).
2. If the engine should run rough between idle and full throttle even after all the points in sect. 3.5.1. are OK, then it is possible that the membranes in the carburettors have hardened. They should then be replaced.
3. After sudden power loss at full throttle: Check pistons and cylinders for seizing marks, see sect. 3.5.1 item 12.
4. The fuel hoses have no life time restrictions but must be exchanged on condition.

4.2 Replacement of control circuit cables

The following cable connections are approved:
3.2 mm dia. control cable construction 7x19 with Nicopress-sleeves 28-3-M Copper and tool No. 51-M850 or 63-V-XPM or 64-CGMP where the M groove is to be used. The above applies to the rudder cables and the tow release cable.

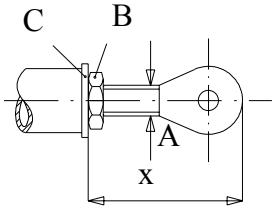
The cable for the rudder pedal adjustment and the fin tank valve are 1.6 mm dia. control cable construction 7x7 with Nicopress-sleeves 28-1C Copper and the C groove for tool 64-CGMP should be used.
The same type of cable is used for the control cables of throttle and manual propeller brake in Bowden outers with 2.6 mm inside diameter

Attachment of the Nicopress sleeves should only be done using the respective tool. All the procedures and checks noted by the tool manufacturers should be followed.
Please refer to aircraft inspection and repair FAA AC 43.13-1 B or later issues.

Note: Control cables according to MIL-W-83420 I/A (was MIL-W-1511A) or ISO 2020 (was LN 9374) should be used.

4.3 Adjustment and servicing of the control circuit

a) In all cases, new self locking nuts LN 9348 should be used.
b) Bolts which are not secured with locking nuts have to be secured with Loctite 243. Before installing the bolt clean the thread and the inside thread. Apply only 1 drop of Loctite on the bolt thread. Too much Loctite may cause damage when you try to loosen the bolt again.
c) With all adjustment work, it should be ensured that the rod ends are not screwed out too far from the pushrod - see sketch below for allowable max. distances for the two sizes used.



A	max. of x	
	mm	inch
M 6	36	1.4
M 8	60	2.36

Note: All lock nuts (B) are secured by a spring washer (C) DIN 6798 I. Be careful not to loose that washer!

4.7 Control surface seals and turbulators

Note: To minimise the friction of the seals, the trailing edge of the seals should be chamfered. Apply a fine grinding paper (e.g. 400 grit) between sealing and control surface and move it up and down in spanwise direction to sand the trailing edge of the sealing.

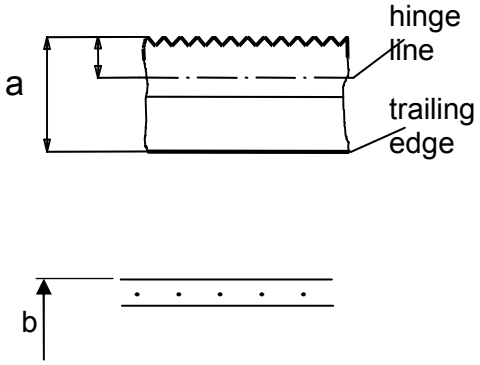
Warning: Use only original materials see section 8. Otherwise the function of the sealings is not guaranteed. Sealings which are too loose may cause control surface flutter.

4.7.1 Wing upper surface

The sealing is installed in a groove at the trailing edge of the wing.
Curved Mylar seal is glued into the groove with film tape at the leading edge of the sealing. PVC tape is glued over the sealing to cover the gap between wing and sealing. The leading edge of the PVC tape shall be 5 mm (1/5 in.) in front of this gap.

4.7.2 Wing lower surface turbulators

a) Version with combi tape:
Sealing and turbulator are combined (combi sealing). The combi sealing is already equipped with selfadhesive film tape. Prior to removing the old combi sealing mark the position of the turbulator leading edge with a pencil on the wing surface, otherwise see sketch distances a. The inboard combi sealing is 7.0 m (22.97 ft.) long and 43 mm (1.7 in.) wide. The outboard part is 1.45 m (4.76 ft.) long and 38 mm (1.5 in.) wide.
b) Version with dimple tape:
Instead of combi tape a dimple tape may be installed as turbulator. The sealing of the flaperon gap is done with the internal sealing according to sect. 4.9.1. Operation without this sealing is not permitted. The leading edge of the tape is located at distances b in front of the flaperon trailing edge.



y measured from fuselage centre line 1 in.=25.4 mm

Position	y	a	b
	mm	mm	mm
flaperon root	380	155	158
contour brake	4500	130	133
parting	7250	95	98
flaperon tip	8650	78	81

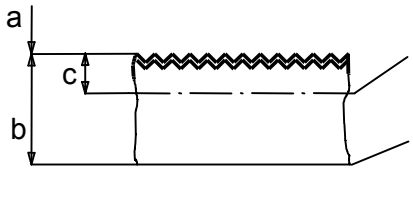
4.7.4 Horizontal tailplane

a) turbulator

60° zig-zag turbulators are installed on upper and lower surface.
Prior to removing the turbulators mark the position of the turbulator leading edge with a pencil on the stabilizer surface, otherwise

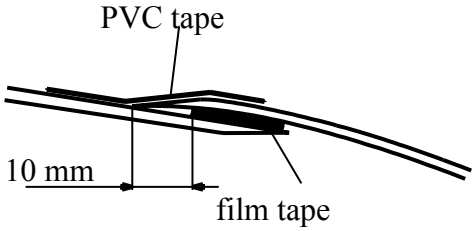
y measured from fuselage centre line 1 in.=25.4 mm

a = up to leading edge



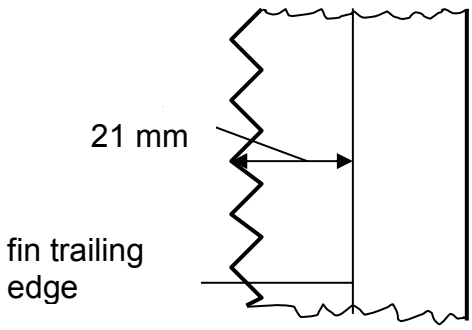
Position	Y mm	a=b mm	c mm
centre	0	275	137,5
	72	267,5	134
turbulator tip	1160	155	77,5

b) Sealing: As sealing 30 mm (1.2 in.) wide Mylar seals with scarfed leading edge are used, so that no step occurs.
Note: Don't glue the film tape to the leading edge of the seal.
The scarfed leading edge of the seals must be pressed to the stabilizer surface by a PVC tape.
Prior to removing the sealing mark the leading edge
with a pencil to the stabilizer surface.



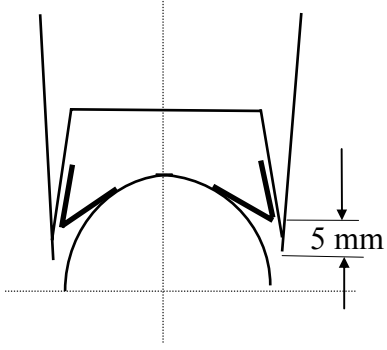
4.7.5 Vertical tailplane

a) Sealing analogous to the horizontal tailplane with Combitape 43/19/06, 1.1 m long. The upper end of the tape should match the top of the fin.



b) Internal sealing

Additional internal sealing with V-sealing strips.
Install the V strips according to the sketch.



Instructions for transponder installation

All dimensions mm, 25.4 mm= 1 in.

For the installation refer to the drawing on page 4.

Required materials:

- Transponder
- Transponder aerial Honeywell KA 60
- Mounting plate for aerial (supplied with aerial)
- Aerial cable AIRCELL 7, Length 3500 mm
- HF-Connector TNC for AIRCELL 7 aerial cable
- BNC-Connector for AIRCELL 7 aerial cable
- BNC-elbow connector, type UG 306/U
- Flat pin terminal 6,3-1 (2 pieces required)
- Aluminium tape, width 50mm, approx length 200mm
- Fireproof rubber bushing HV D17,5
- Silicone

Required tools:

Drill
Drills bits, diameter 5mm and 13mm
Abrasive paper
Crimping tool
Flat spanner Size 8 mm
Wire cutting pliers

1. Holes for aerial installation and wire feed-through, installation of the aerial

To drill the holes for the aerial installation it is necessary to position the drilling-template supplied with the aerial left of the centre line at the bottom of the engine compartment.
The two 5mm mounting holes have to be drilled and deburred afterwards. The aerial feed-through is also pre-drilled with 5mm and then enlarged to 13mm.
The support face on the outside of the fuselage has to be cleaned with acetone.
Apply silicone to the support face of the aerial and mount according to drawing, including the mounting plate supplied with the aerial.
Drill a hole for the aerial cable through the firewall and the main bulkhead, 12mm above the fuselage glued joint, pre-drill to 5mm, then enlarge to 13mm and insert a fireproof rubber bushing.
Warning: Drilling through the bulkhead demands a great deal of attention in order to prevent damaging wires in front of the bulkhead.

Kennblatt Nr. 4600 Ausgabe 16. März 1998

Type Certificate Data Sheet No. 4600 issued March 16th, 1998

Gegenstand Prüfung und Änderung der Rutschkupplung bei den Motoren 2 625 01 und 2 625 02

Subjekt Check and modification of the slip-clutch on the engines 2 625 01 and 2 625 02

Dringlichkeit Vor dem nächsten Flug, wenn eine Rutschkupplung eingebaut wurde und die Motorlaufzeit mehr als 12,5 h beträgt

Urgency Before the next flight, if a slip clutch is used and the engine running time is more than 12.5 h

Vorgang An Stelle der normalerweise verwendeten Nabe, welche den Anlasserzahnkranz und das Antriebsrad für den Zahnriemen trägt, kann wahlweise eine Rutschkupplung montiert werden. Dieses Bauteil enthält den Anlasserzahnkranz und das Antriebsrad für den Zahnriemen. Bei Schäden an der Kupplung wurde festgestellt, dass es unter ungünstigen Bedingungen zu starkem Verschleiß an einigen Teilen der Rutschkupplung kommen kann. Um weitere Schäden zu vermeiden, sind bei den Triebwerken SOLO 2 625 01 und SOLO 2 625 02 daher die betroffenen Teile zu kontrollieren und je nach Zustand auszutauschen. Um den Zustand der Rutschkupplung bei allen Triebwerken der Baureihe SOLO 2 625 im Rahmen der Wartung künftig besser überwachen zu können, wird der Umfang der Inspektion erweitert und ein zusätzliches Inspektionsintervall eingeführt. Die vordere Abdeckscheibe muß durch eine dickere Scheibe mit der Nr. 2042888 ersetzt werden.

Condition Instead of the hub normally used which carries the starter ring gear and the hub for the tooth belt a slip clutch can be mounted. The unit contains the hub for the tooth belt and the starter ring gear. Occurrences during service have shown, that under bad conditions excessive wear on several parts of the clutch can occur. In order to avoid further damages the affected parts of the slip clutch on the engines SOLO 2 625 01 and SOLO 2 625 02 have to be inspected and replaced, if necessary. In order to check the condition of the clutch on all engines SOLO 2 625 in future, additional procedures are installed and additional inspection terms are introduced. The cover plate in front of the slip clutch has to be replaced by a stronger plate with the No. 2042888.

Maßnahmen

Inspektion der Rutschkupplung und Einbau der neuen Abdeckscheibe Nr. 2042888

Betriebszeit Intervall	Betroffene Baureihen	Maßnahme
sofort	2 625 01 2 625 02	1. Demontage der Abdeckscheibe der Rutschkupplung 2. Messen des Verschleißes des Kupplungsbelages (Bild 1) Maß s neu 8,5 mm, Verschleißgrenze 6,5 mm 3. Kontrolle der Fliehgewichte auf Verschleiß in Umfangsrichtung an der Kontaktfläche mit der Nabe (Bild 2) Verschleißgrenze max. 1 mm 4. Montage der neuen Abdeckscheibe Nr. 2042888
Alle 12,5 h	2 625 01 2 625 02	Das oben beschriebene Prüfprogramm ist durchzuführen ohne Wechsel der Abdeckscheibe.
Alle 25 h	2 625 01 2 625 02	Zusätzlich zu dem oben aufgeführten Prüfprogramm ist das Kippspiel der Kupplungsglocke auf der Nabe zu prüfen. Dazu muss der Riemen entspannt werden. Das Spiel ist an der Kupplungsglocke zum Anlasser-zahnkranz in axialer Richtung zu messen (Bild 1, Maß t). Verschleißgrenze 0,6 mm. Wenn Spiel vorhanden ist, muss die Kupplung zum Hersteller gesendet werden.
Alle 50 h	2 625 01 2 625 02	Ausbau der Rutschkupplung zur Grundüberholung beim Hersteller

Actions

Inspection of the slip clutch and replacement of the cover-plate with the new plate No. 2042888.

Engine operation time	Engines	Actions
immediately	2 625 01 2 625 02	1. Remove the cover plate of the slip clutch. 2. Measure the wear of the friction pads (Picture 1) Dimension s in new condition 8.5 mm, wear limit 6.5 mm 3. Check the wear of the clutch shoes on the contact surface to the hub (Picture 2). The wear limit is 1 mm. 4. Assemble the clutch with a new cover plate No 2042888
every 12,5 h	2 625 01 2 625 02	The check described above has to be conducted with-out changing the cover plate
every 25 h	2 625 01 2 625 02	Additionally to the check described above the tilt play of the clutch drum on the hub has to be measured. With the tooth belt released the play has to be measured in axial direction on the starter gear. Wear limit 0.6 mm. If the play exceeds the limit the slip clutch has to be sent to the manufacturer for overhaul. (see picture 1, dimension t)
every 50 h	2 625 01 2 625 02	Remove the slip clutch from the engine and send it to the manufacturer for overhaul.

Material

Eventuel benötigte Ersatzteile für die Rutschkupplung (Spareparts fort he slip-clutch)

20 42 888	1	Abdeckscheibe	Cover plate
30 16 200	1	Fliehgewicht	Clutch shoe
20 48 405	1	Reibbelag	Friction pad

Hinweis

Vor der Montage der Rutschkupplung sind Konus der Kurbelwelle und Nabe der Rutschkupplung mit Verdünnung zu entfetten. Das Anzugsmoment der zentralen Befestigungsschraube beträgt 120 Nm.
Die Methode, wie die Riemenspannung zu messen und einzustellen ist muß beim jeweiligen Hersteller des Motorseglers erfragt werden.
Die unter Maßnahmen beschriebene Inspektion (sofort und nach 12,5 h, einschließlich wechseln der Abdeckscheibe) kann von einer sachkundigen Person durchgeführt werden und ist im Bordbuch des Luftfahrzeuges einzutragen. Ein evtl. Ein- oder Ausbau der Kupplung oder von Teilen der Kupplung muss von einem LTB durchgeführt werden und im Bordbuch vermerkt werden.

Note

Before the slip-clutch is mounted, the taper of the crankshaft and the hub of the clutch must be degreased with thinner. The torque of the central fastening bolt is 120 Nm. The method how to measure and adjust the belt – tension must be discussed with the manufacturer of the motorised glider.

The inspections described under actions (immediately and after 12.5 h, including the replacement of the cover plate) may be accomplished by an experienced person and must be entered in the logbook. The exchange of other parts of the slip clutch or the slip clutch must be accomplished by an approved service station and must be entered in the logbook.

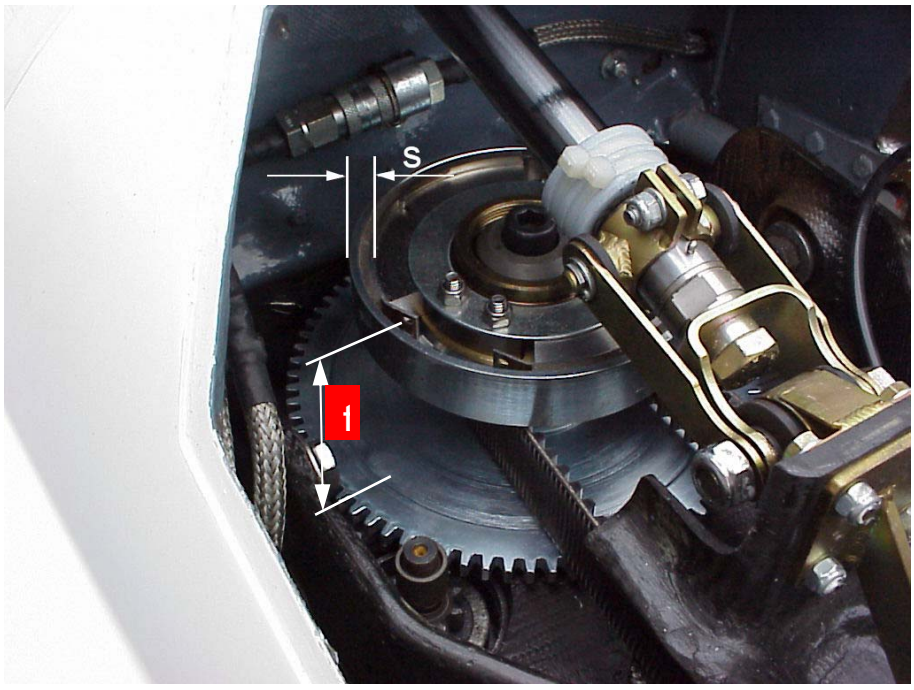


Bild 1 (picture 1)

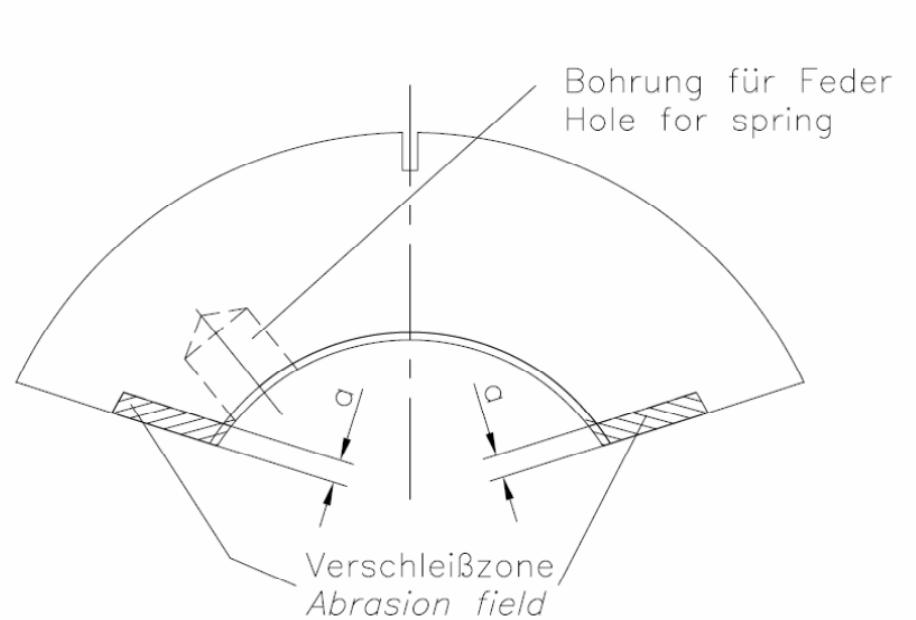


Bild 2 (picture 2)

Kontakt für Ersatzteilbestellung (contact for spare parts):

Anforderungen für Ersatzteile wie z.B. die benötigte Anschlagscheibe können per e-mail an wolfgang.emmerich@solo-germany.com gerichtet werden.
Adresse SOLO Kleinmotoren GmbH, Postfach 600152, D-7150 Sindelfingen
(Tel.:+49 7031 301210, Fax. +49 7031 301136).
Anschlagscheiben werden an unsere Vertretungen in Australien, Südafrika und Argentinien gesendet. Andere Länder werden von Deutschland aus beliefert.

Orders fort the necessary spare parts have to be sent by e-mail to
wolfgang.emmerich@solo-germany.com
Address: SOLO Kleinmotoren GmbH, Postfach 600152, D-7150 Sindelfingen
(Tel.: +49 7031 301210, Fax: +49 7031 301136)
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