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FAA-PMA FACILITY #PQ111NM

Service Bulletin Fuel Systems

Bulletin No.: MSA-3
Revision No.: 1
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SUBJECT: OVERHAUL PERIODS FOR FLOAT CARBURETORS.

NOTE: This service bulletin restates overhaul requirements as previously established in Facet Service Bulletin A1-86

REASON FOR REVISION: Revision 1 clarifies overhaul requirements and adds a calendar time requirement for TBO in **ACCOMPLISHMENT INSTRUCTIONS**

1. **PLANNING INFORMATION:**

A. **EFFECTIVITY:**

All Precision Airmotive, Facet Aerospace and Marvel Schebler Aircraft Float Carburetors utilized on general aviation aircraft.

B. **REASON:**

To establish overhaul periods for items in 1.A.

C. **DESCRIPTION:**

D. **COMPLIANCE:**

E. **APPROVAL:**

F. **MANPOWER:**

G. **MATERIAL AVAILABILITY:**

H. **TOOLING:**

I. **REFERENCES:**

J. **WEIGHT AND BALANCE:**

K. **PUBLICATIONS AFFECTED:**

2. **ACCOMPLISHMENT INSTRUCTIONS:**

- A. The time between overhaul (TBO) for all carburetors designated in 1.A. of this service bulletin is the same as the TBO specified by the engine manufacturer for the engine on which the carburetor is installed or ten (10) years since placed in service or last overhauled, whichever occurs first.

2. ACCOMPLISHMENT INSTRUCTIONS: (cont)

- B. Upon reaching the appropriate carburetor TBO as specified above, the carburetor must be completely overhauled. During the overhaul, it is recommended that the minimum parts to be replaced in the carburetor, regardless of their apparent condition, are those parts comprising the 286-XXX Major Repair Kit as specified in the current Precision Airmotive/Facet Aerospace, Aircraft Carburetor Service Manual #FSM.

Additional parts may also require replacement. This can be determined by careful aircraft quality inspection techniques.

NOTE: In those cases where a carburetor requires service prior to TBO, it is recommended that the minimum parts replaced any time a carburetor is opened for service, are those parts comprising a 778-XXX Minor Repair Kit (Refer to Facet Service Information Letter # 8-21-86 for kit contents and effectivity).

- C. A complete overhaul is mandatory regardless of any FAR operational category when the carburetor has been subjected to a severe environment such as but not limited to:

- (1) Engine fire, external or prolonged air intake manifold fire.
- (2) Contaminated fuel such as water, rust, sand, etc.

Fuel that does not meet engine manufacturer's requirements may be detrimental to engine operation. If non-specified fuel is inadvertently pumped into the aircraft fuel system, contact Precision Airmotive's Product Support Department to determine if overhaul is necessary.

- (3) If any uncertainty exists regarding the need for overhaul, contact Precision Airmotive's Product Support Department, 3220 100TH ST. S.W. #E, Everett, Washington 98204, (206) 353-8181 for consultation.

NOTE: Vertical black bands in the left hand margin denote changes from previous release.