



POWER PLANT - ENGINE - INCORPORATE REVISED CLIPPING REQUIREMENTS AT CP0789 - CATEGORY
CODE 4 - MOD.ENG-71-0056

1. Planning Information

A. Effectivity

- (1) Aircraft: Airbus A320
- (2) Engine: V2500-A1 Engines, Serial Numbers V0014 through V0106.

B. Reason

(1) Condition

The EEC Fan Harness and the Ignition Supply Harness may not have sufficient clearance with the Fuel Tube as they approach clipping point CP0789. This may cause the Harnesses to contact to the Fuel Tube.

(2) Background

A review of the Harnesses clipping has shown that an additional spacer is necessary at clipping point CP0789 to ensure the adequate clearance between the Harnesses and the Fuel Tube.

(3) Objective

The changes in configuration recommended in this Service Bulletin are intended to maintain the engine reliability.

(4) Substantiation

Substantiation test is not required.

(5) Effect of Bulletin on workshop procedure:

Removal/Installation	Not affected
Disassembly/Assembly	Not affected
Cleaning	Not affected
Inspection/Check	Not affected
Repair	Not affected
Testing	Not affected

(6) Supplemental Information

None

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**C. Description**

(1) The changes introduced by this Service Bulletin are as follows:

- (a) At clipping point CP0789, an additional spacer has been introduced to give the sufficient clearance between the Harnesses and the Fuel Tube. (See Figure 1).
- (b) At clipping point CP0789, the Bolt has been lengthened in line with the additional spacer. (See Figure 1).

(2) An additional spacer and a new bolt will be available for future replacement purposes.

D. Approval

The Part Number changes and/or part modifications described in Sections 2 and 3 of this Service Bulletin have been shown to comply with the applicable Federal Aviation Regulations and are FAA-APPROVED for the Engine Model listed.

E. Compliance

Category Code 4.

Accomplish at the first visit of an engine or module to a maintenance base capable of compliance with the accomplishment instructions regardless of the planned maintenance action or the reason for engine removal.

F. Manpower

Estimated Manhours to incorporate the full intent of this Bulletin:

Venue	Estimated Manhours
(1) In service	TOTAL 43 minutes
(a) To gain access	
(i) Open fan cowl door ..	17 minutes
TOTAL	17 minutes
(b) To embody	
(i) Disassemble the defective clipping points	3 minutes

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(ii) Assemble to comply
with revised clipping
requirements 4 minutes

TOTAL 7 minutes

(c) To return engine to flyable
status

(i) Close fan cowl door .. 19 minutes

TOTAL 19 minutes

(2) At Overhaul Not applicable

Remarks: No additional time is required to maintain the new
configuration.

G. Material - Price and Availability

(1) Modification Kit is not required. Parts supplied as single line items.

(2) See "Material Information" section for prices and availability of future
spares.

H. Tooling - Price and Availability

Special tools are not required to accomplish this Service Bulletin.

I. Weight and Balance

(1) Weight change	None
(2) Moment arm	No effect
(3) Datum	Engine front mount centerline (Powerplant Station (P.P.S.) 100)

J. Electrical Load Data

This Service Bulletin has no effect on the aircraft electrical load.

K. References

(1) Internal Reference No.

EC89VJ073

(2) Other References

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A320 Aircraft maintenance Manual, 71-13-00, Maintenance practices, and 70-23-11, Torque Tightening Technique.

L. Other Publications Affected

- (1) V2500 Power Plant Illustrated Parts Catalog, Chapter/Section 71-51-41.
- (2) V2500 Engine Illustrated Parts Catalog, Chapter/Section 71-51-41.
- (3) V2500 Engine Manual, 72-00-32, LP Compressor/Intermediate Case Module - Removal, TASK 72-00-32-020-002, and Installation, TASK 72-00-32-420-004.



2. Accomplishment Instructions

A. Pre-Requisite Instructions

- (1) Open the Left Fan Cowl. (Refer to Aircraft Maintenance Manual, 71-13-00, Maintenance Practices, TASK 71-13-00-010-010).

B. Fitment Instructions

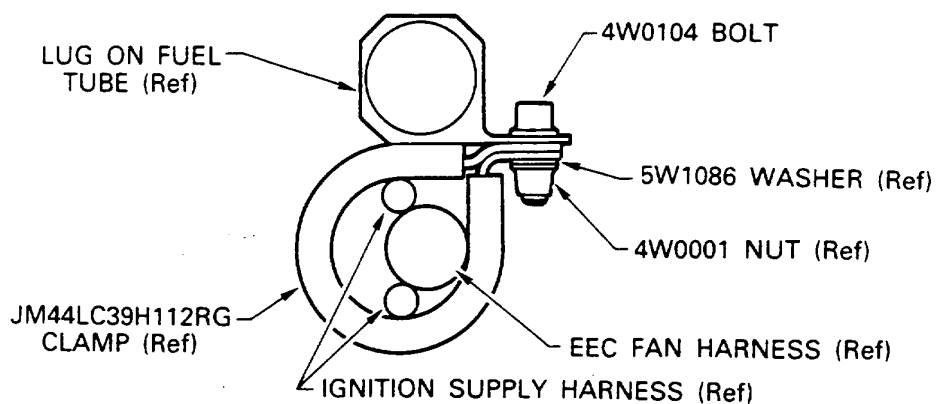
- (1) Find the clipping point CP0789 where is located near the Oil Tank. (refer to Figure 1).
- (2) At CP0789, remove 4W0001, Nut, 5W1086, Washer, JM44LC39H112RG, Clamp. and 4W0104, Bolt, from the Harnesses and the Lug on Fuel Tube. (refer to Figure 2).
- (3) At CP0789, install JM44LC39H112RG, Clamp, new 5W1029, Spacer, 5W1086, Washer, new 4W0107, Bolt, and 4W0001, Nut, to the Harnesses and the Lug on Fuel Tube. (Refer to Figure 2).
- (4) At CP0789, torque the Nut to 36 - 40 lbfin (4,07 - 4,52 Nm). (Refer to Figure 2, and Aircraft Maintenance Manual, 70-23-11, Torque Tightening Technique).

C. Post-Requisite Instructions

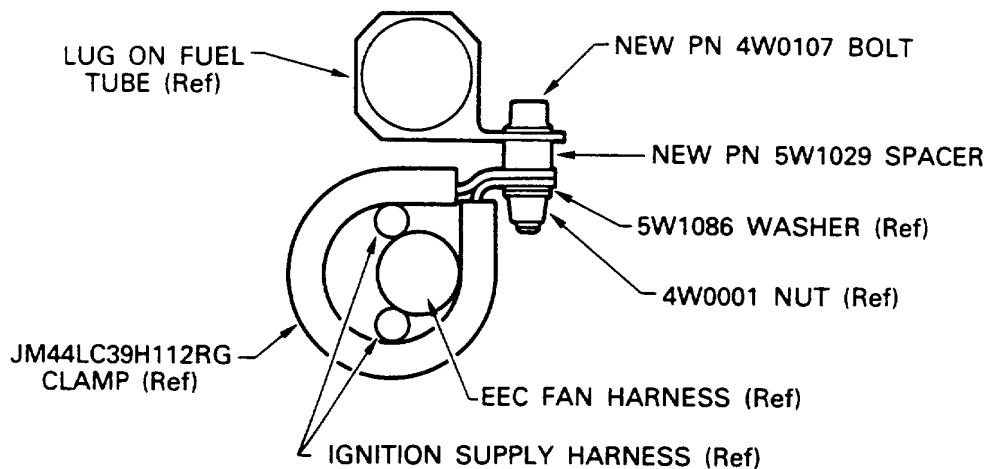
- (1) Close the Left Fan Cowl. (Refer to Aircraft Maintenance Manual, 71-13-00, Maintenance Practices, TASK 71-13-00-410-010).

D. Recording Instructions

- (1) A record of accomplishment is necessary.



BEFORE ALTERATION



AFTER ALTERATION

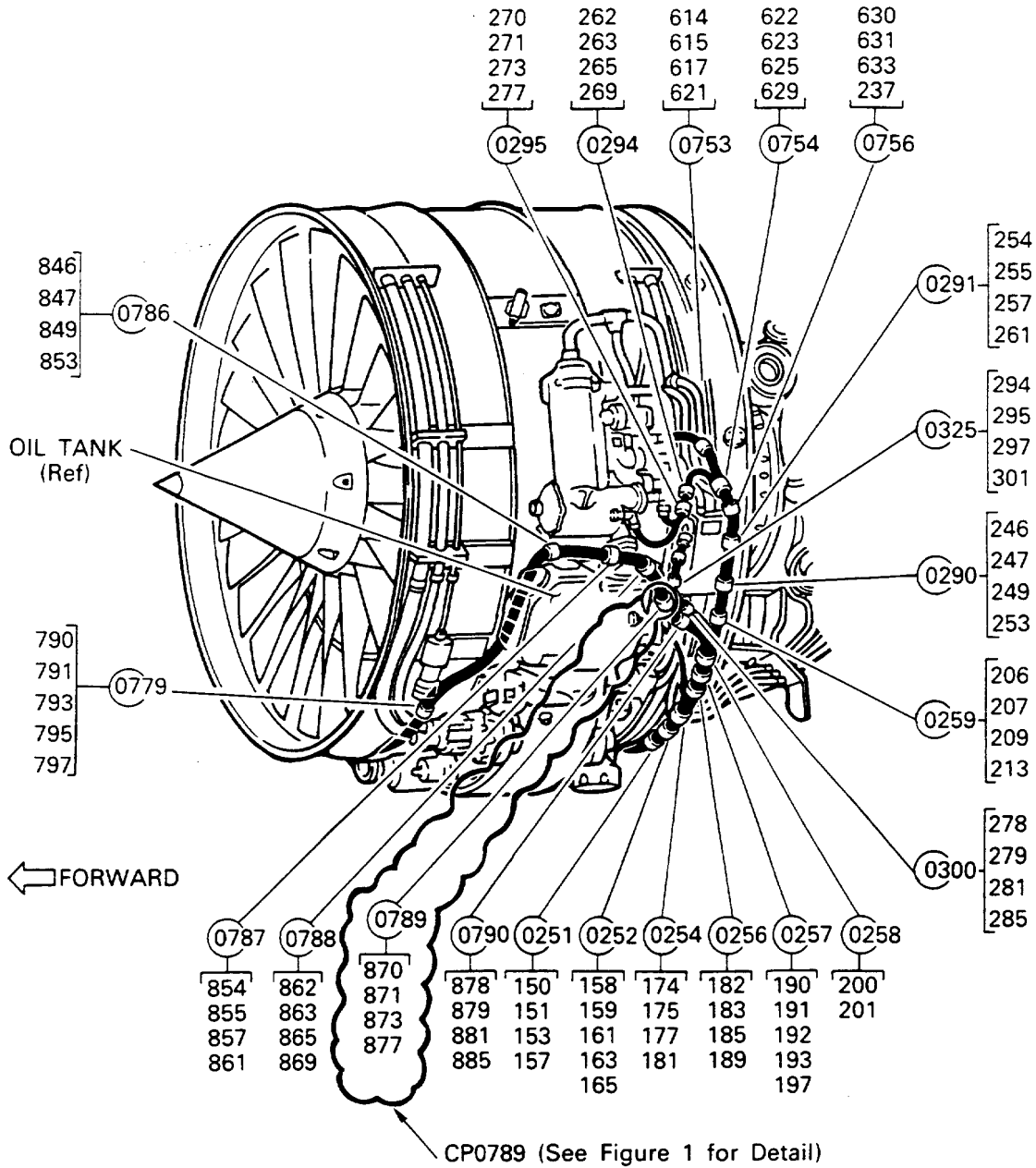
Location of the clipping point VP0789
Fig.1

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Clipping Detail at CP0789 – Before and After alteration
Fig.2

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3. Material Information

New Part No. (ATA No.)	Qty	Est'd Unit Price (\$)	Keyword	Old Part No. (IPC No.)	Instructions Disposition
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Applicability: For each V2500 Engine to incorporate this Bulletin.

A. Kits associated with this Bulletin:

None

B. Parts affected by this Bulletin:

4W0107 (71-51-41)	1	3.37	.Bolt, CP0789	4W0104 (01-870)	(A)(C) (S1)(1D)
5W1029 (71-51-41)	1	12.70	.Spacer, Sleeve CP0789	- (01-875)	(B)(2D) (S1)

C. Instructions/Disposition Code Statements:

- (A) New part will be available approximately December, 1989.
- (B) New part will is curently available for sale.
- (C) Old part will continue to be available for sale on the other applications.
- (1D) Old part can be used up on other applications.
- (2D) Additional part.
- (S1) New Parts coded (S1) must be used as a COMPLETE SET per engine.

NOTE: The estimated 1990 unit prices shown are provided for planning purposes only and do not constitute a firm quotation. Consult the IAR Price Catalog or contact IAE's Spare Parts Sales Department for information concerning firm prices.

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