

POWER PLANT - ENGINE - FAN CASE - PROVIDE IMPROVED ROUTING AND CLIPPING OF THE EEC AND
IGNITION HARNESS AND RACEWAY - CATEGORY CODE 6 - MOD.ENG-71-0109

1. Planning Information

A. Effectivity

- (1) Aircraft: Airbus A320
- (2) Engine: V2500 A1 Engines prior to Serial No.V0326

B. Concurrent Requirements

None.

C. Reason

(1) Condition

The EEC and ignition supply harnesses can foul the left hand fan cowl and the right hand C-duct door.

(2) Background

This condition may be encountered on closure of the fan cowls and C-duct doors.

In addition, assembly difficulties at certain clip points and distortion of the raceway clip support lugs may also be encountered.

(3) Objective

To increase clearances between the harness looms and the fan cowl and C-duct doors, and also ease assembly and reduce the possibility of raceway lug distortion.

(4) Substantiation

A trial installation of the modified parts was satisfactorily carried out on a mock-up engine. Adequate clearance was demonstrated between the harness and power plant.

(5) Effect of Bulletin on Workshop Procedures:

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Removal/Installation	Affected (See Supplemental Information)
Disassembly/Assembly	Not affected
Cleaning	Not affected
Inspection/Check	Not affected
Repair	Not affected
Testing	Not affected

(6) Supplemental Information

- (a) The Disassembly/Assembly will be revised to add new configuration of this Service Bulletin.

D. Description

This Service Bulletin introduces a new raceway situated at the bottom of the fan case in the bifurcation area to replace the existing raceway. The new raceway takes an improved route so that the harnesses when clipped have increased clearances with the fan cowl and C-duct doors. The raceway clip support lugs are increased in number and repositioned where necessary to locate the clips in the best position. The lugs are also produced in a thicker material to overcome the possibility of distortion. The raceway has the length of the flattened end increased to clear the support bracket to which it is secured at clip point 0533.

To simplify the task of assembling clip point 0246 to the raceway integral bracket, the bracket is deleted and support for the raceway is now provided by clip points 0248 and 1168 from rigid tubes.

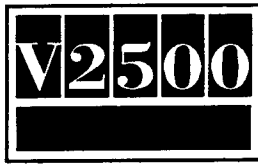
the raceway and harnesses have had to be moved forward at the RHS of the bifurcation panel between clip points 1089 and 1172 to clear the RHS C-duct door. This in turn necessitates the re-setting of 4 tubes to maintain existing clearances. Two of the tubes are in the air supply line from the HP stage 7 solenoid valve to the HP compressor stage 7 bleed valve located at 108.8 degrees. The other two tubes are in the air supply line from the HP stage 10 solenoid valve to the stage 10 bleed valve.

Increased clearance is obtained between the EEC harness and the hold open rod in the vicinity of the FMU by separating the channel A and channel B looms and using 2 smaller clips instead of a single large clip at point 0254.

Clip point changes are as follows:

Existing clip points 0246, 0248, 0250, 0251, 0252, 0254, 0255, 0256, 0533, 0534 to 0538, 0540, 0541, 0544, 0570, 0572, 0574, 1040, 1064, 1086, 1089 and 1090 are amended.

New clip points 1141, 1168, 1169 and 1170 to 1174 are introduced. Existing clip points 0249, 0841, 1067, 1088 and 1091 are deleted.



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Instructions for tying the LHS and RHS EEC harness looms where they meet below the bifurcation panel and for the routing of the RHS ignition harness local to the panel are introduced. These are necessary to avoid possible contact with the C-ducts and rigid tubes.

Certain clip points also specify the positioning of the EEC and ignition harnesses within the clip. This is important to ensure maximum clearance with the fan cowl and C-duct doors.

No change is made to the harnesses and the spirap sleeving which is currently wrapped round the looms is retained.

E. Approval

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

F. Compliance

A1 Model

Category Code 6

Accomplish when the sub-assembly (i.e. modules, accessories, components, build groups) is disassembled sufficiently to afford access to the affected parts and to all affected spare parts.

G. Manpower

Estimated manhours to incorporate the full intent of this Bulletin:

Venue	Estimated Manhours
(1) In Service	Not applicable
(2) At Overhaul	Not affected

H. Material - Price and Availability

- (1) Modification Kit not required/
- (2) See 'Material Information' section for prices and availability of future spares.

I. Tooling - Price and Availability

Special tools are not required.

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J. Weight and Balance

- | | | |
|-----|---------------|--|
| (1) | Weight change | None |
| (2) | Moment arm | None |
| (3) | Datum | Engine front mount centreline
(Power Plant Station – PPS 100) |

K. Electrical Load Data

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

L. References

- (1) Internal Reference No.

EC91VR014

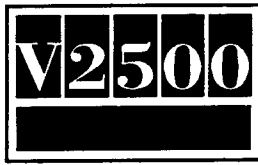
- (2) Other References

V2500 Engine Manual

M. Other Publications Affected

- (1) Illustrated Parts Catalogue

- (2) Engine Manual 72-00-32



2. Accomplishment Instructions

A. Rework Instructions

There are no rework instructions necessary to accomplish this Service Bulletin.

B. Assembly Instructions

- (1) Attach the new 5A8802 raceway to the brackets at clipping points 0255 and 0533 using the existing parts. Torque the bolts to 36 to 45 lbfin (4 to 5 Nm). Refer to Figures 4, 5, 14 and 16.
- (2) Install the 6A5331 tube to the bifurcation panel using the existing bolts and nuts. Torque the nuts to 85 to 105 lbfin (10 to 12 Nm). Refer to Figures 5 and 6.
- (3) Connect the 6A5330 tube to the 6A5331 and 5A9146 tubes. Torque the tube nuts to 159 to 177 lbfin (18 to 20 Nm). Safety the tube nuts with CoMat 02-126 lockwire. Refer to Figure 5.
- (4) Install the 6A5332 tube to the bifurcation panel using the existing bolts and nuts. Torque the nuts to 85 to 105 lbfin (10 to 12 Nm). Refer to Figures 5 and 6.
- (5) Connect the 6A5334 tube to the 6A5332 and 5A9150 tubes. Torque the tube nuts to 159 to 177 lbfin (18 to 20 Nm). Safety the tube nuts with CoMat 02-126 lockwire. Refer to Figure 5.

WARNING: WHEN YOU USE COMAT 01-002 INHIBITED AND STABILIZED TRICHLOROETHANE YOU MUST USE THE NECESSARY PROTECTIVE CLOTHING. DO NOT GET THE SOLVENT ON YOUR SKIN OR IN YOUR EYES. YOU MUST NOT SMOKE WHEN YOU USE THE SOLVENT AS THE VAPOUR CHANGES AND BECOMES TOXIC.

- (6) Remove grease, fingerprints and unwanted material from the mating surfaces of the 5A8802 raceway bonding lug, Flange 'FE' bonding lead and the existing bolt, washer and nut with CoMat 01-002 inhibited and stabilized trichloroethane. Use a clean lint-free cloth moistened with the solvent. Attach the bonding lead to the 5A8802 raceway using the existing bolt washer and nut. Torque the nut to 85 to 105 lbfin (10 to 12 Nm). Refer to Figures 4 and 41.
- (7) Clip the EEC and ignition and supply harnesses at clipping point 0256 incorporating the new bolt, clip and spacer. Refer to Figures 4 and 15.
- (8) Clip the EEC and ignition supply harnesses at clipping point 0254 incorporating the new bolt, clips and spacer. Refer to Figures 4 and 13.



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- (9) Clip the EEC and ignition supply harnesses at clipping point 0251 incorporating the new bolt, clip and spacer. Refer to Figures 4 and 11.

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- (10) Remove grease, fingerprints and unwanted material from the mating surfaces of the fuel flow transmitter bonding lead, and the new bolt, washers, nut, 5A8802 raceway and clip with CoMat 01-002 inhibited and stabilized trichloroethane. Use a clean lint free cloth moistened with the solvent. Clip the EEC and ignition supply harnesses at clipping point 1141 using the new bolt, washers, nut. Refer to Figures 4 and 36.
- (11) Clip the EEC and ignition supply harnesses at the following clipping points 1040, 0250, 1170, 1174, 1173, 1086, 0544, 1089, 1090, 0541, 0540, 1172 using the new and existing parts. Refer to Figures 4, 5, 10, 22, 23, 24, 29, 32, 34, 35, 39 and 40.
- (12) Install the split sleeves and the bonded clips at clipping points 0538, 1064, 0536 and 0535. Attach the EEC harness and the ignition supply harness together with the CoMat 02-202 tape 1 off.
- (13) Attach one end of the tape between the cables, in the center of the harness bundle at the clip positions 0538, 1064 and 0536, 0535. Use a sufficient length of the tape to reduce the diameter of the harnesses.
- (14) Hold the split sleeves together at both positions around the harness and measure the diameter of the split sleeves. The diameter must not be more than 1.5in. (38 mm).

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- (15) Clean the existing split sleeves, the bonded clip for clipping points 0538, 1064, 0536 and 0535 earth fingers, the clip and the raceway lugs with CoMat 01-002 inhibited and stabilized trichloroethane. Use a clean cloth made moist with the solvent.
- (16) Install the split sleeve around the harnesses. Make sure the CAUTION label on one of the split sleeves can be seen when the installation procedure is complete. Attach them with CoMat 02-184 lacing tape as follows:

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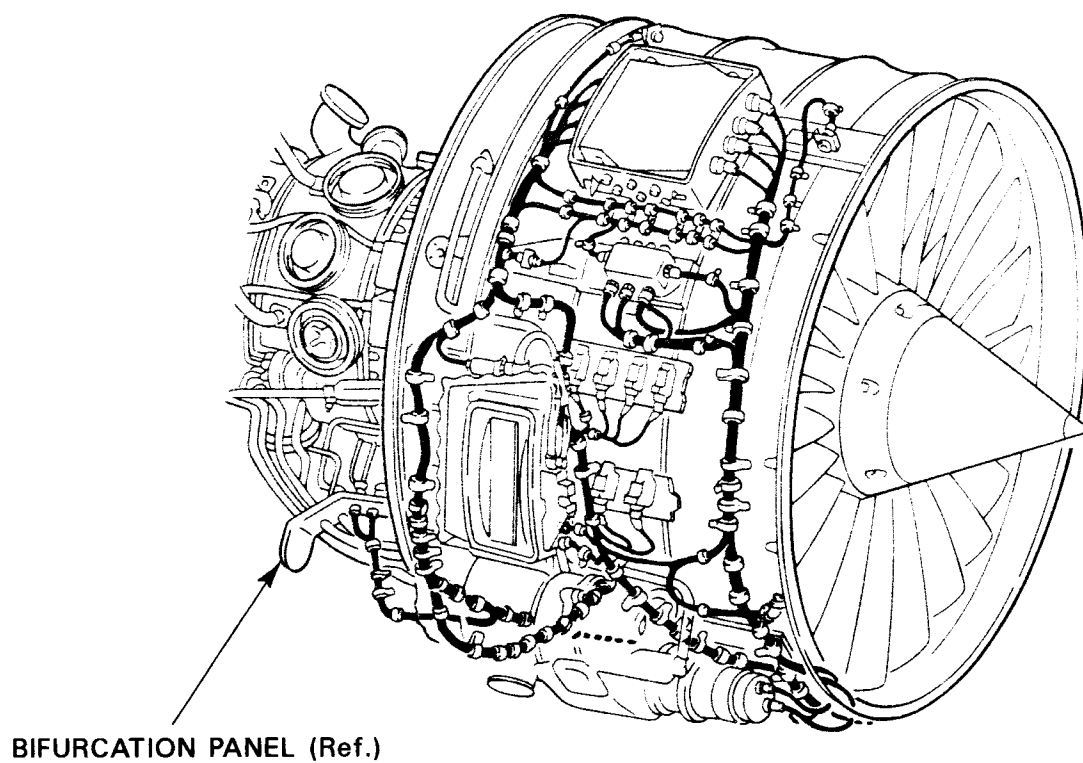
- (a) Put one end of the braid lacing, minimum length 31.5in. (800 mm), through the harness cables. Put both ends of the lacing through the slot of the split sleeve. Refer to Figure 47 Step 1.
 - (b) Wind the longest end of the lacing four times around the harness/sleeve assembly. Make sure the lacing is tight and does not go out of the slot. Refer to Figure 47 Step 2.
 - (c) Make a clove hitch (at the bottom of the slot) with the longest end of the lacing. Refer to Figure 48 Step 3.
 - (d) Pull both ends of the lacing tight. Make a reef knot. Refer to Figure 48 Steps 4 and 5.
 - (e) Make one more hitch. Refer to Figure 48 Steps 6 to 9.
 - (f) Attach the split sleeve at the other slot with the braid lacing, refer to the paragraphs (a) to (e).
 - (g) Install the remaining split sleeve with two more pieces of braid lacing refer to paragraph (a) to (f). Make the hitch at the top of the split sleeve. Refer to Figures 47, 48 and 49 Steps 1 to 10.
- (17) Install the split sleeve around the harnesses, refer to paragraph (16).
- (18) Measure the diameter of the harnesses. The diameter must not be more than 1.5in. (38 mm).
- (19) Install the bonded clips around the harnesses.
- (20) Install the bolts, the washers and the nuts at the clip positions 0538, 1064, 0535 and 0536. Torque the four nuts to 85 to 105 lbfin (10 to 12 Nm).
- (21) Clip the EEC and ignition supply harnesses at clipping point 0534 using existing parts. Refer to Figures 5 and 17.
- (22) At clipping points 1141, 1040, 0250, 1170, 1174, 1173, 1086, 0544, 1089, 1090, 0541, 0541, 0540, 1172 and 0534 torque the nuts to 36 to 45 lbfin (4 to 5 Nm).
- (23) Attach the new 5A8802 raceway to the bracket at clipping point 0255 using existing parts. Refer to Figures 4 and 14.
- (24) Attach the new 5A8802 raceway at clipping points 0252 and 0248 using new and existing parts. Refer to Figures 4, 8 and 12.
- (25) Attach the new 5A8802 raceway, the new 6A5330 and 6A5334 tubes also the general services harness at clipping point 0537 using new and existing parts. Refer to Figures 5 and 20.



- (26) At clipping points 0255, 0252, 0248 and 0537 torque the nuts to 36 to 45 lbfin (4 to 5 Nm).
- (27) Install clipping point 0246 using existing parts. Torque the nut to 36 to 45 lbfin (4 to 5 Nm). Refer to Figures 4 and 7.
- (28) Install new clipping points 1168 and 1169 using new parts. Torque the nuts to 36 to 45 lbfin (4 to 5 Nm). Refer to Figures 4 and 37.
- (29) Attach the new 6A5531 tube and 5A8745 tube at clipping point 0572 using existing parts. Refer to Figures 5 and 26.
- (30) Attach the new 6A5532 tube and 5A8769 tube at new clipping point 1171 using new parts. Refer to Figures 5 and 38.
- (31) Attach the new 6A5531 tube 5A8745 tube and 5A8769 tube at clipping point 0570 new and existing parts. Refer to Figures 5 and 25.
- (32) Attach the new 5A8802 raceway, 6A5531 tube and 6A5532 tube at clipping point 0574 using new and existing part. Refer to Figures 5 and 7.
- (33) At clipping points 0572, 1171, 0570 and 0574 torque the nuts to 36 to 45 lbfin (4 to 5 Nm).
- (34) Tie the EEC and ignition supply harnesses using CoMat 02-184 lacing tape at a maximum spacing of 50 mm between ties. Refer to Figure 44.
- (35) Tie the right hand and left hand EEC harness limbs using CoMat 02-184 lacing tape. Refer to Figures 42, 43, 44, 45 and 46.

C. Recording Instructions

- (1) A record of accomplishment is necessary.



BIFURCATION PANEL (Ref.)

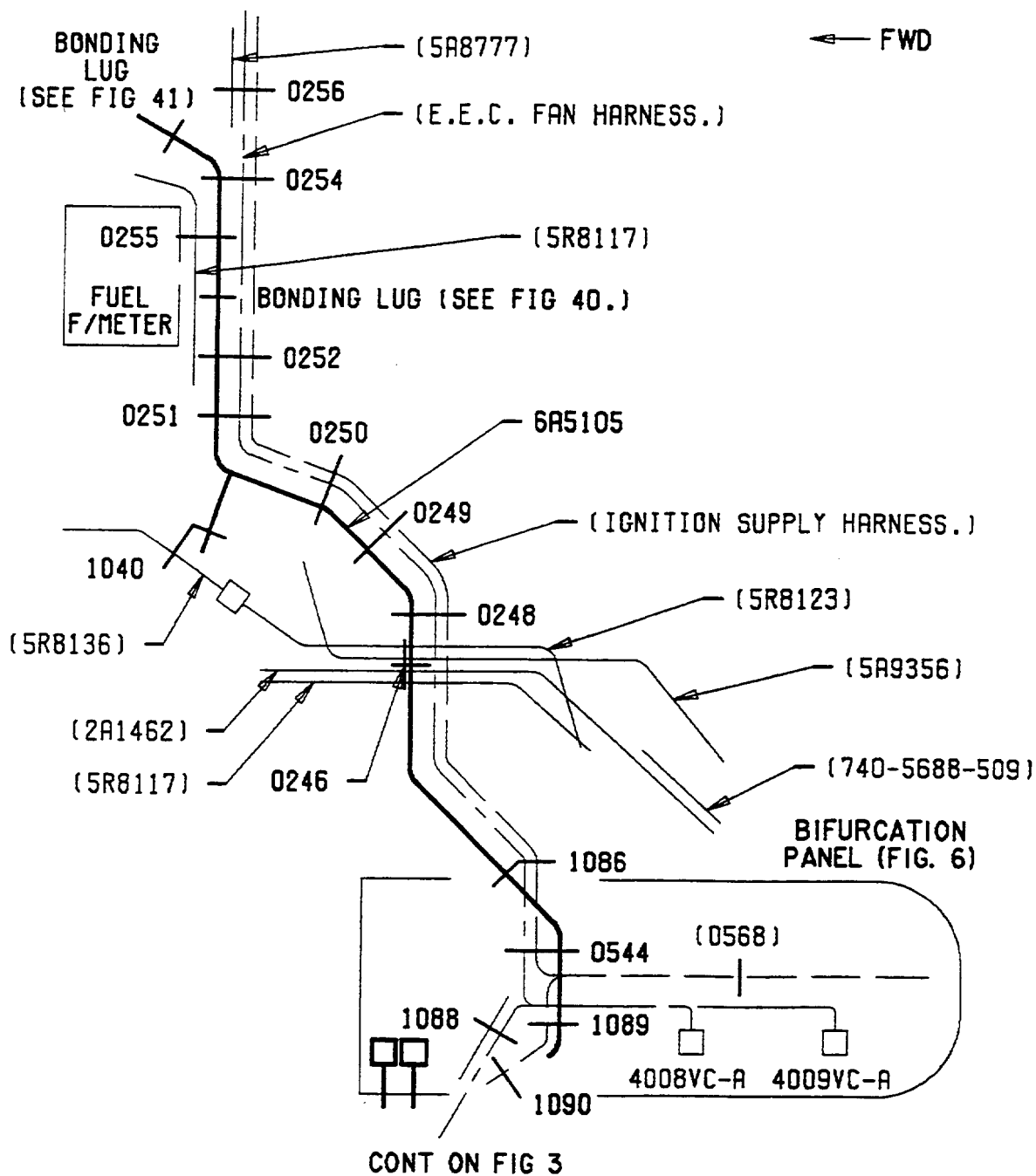
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General view
Fig.1

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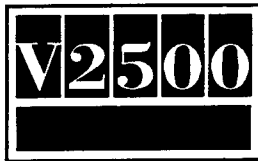
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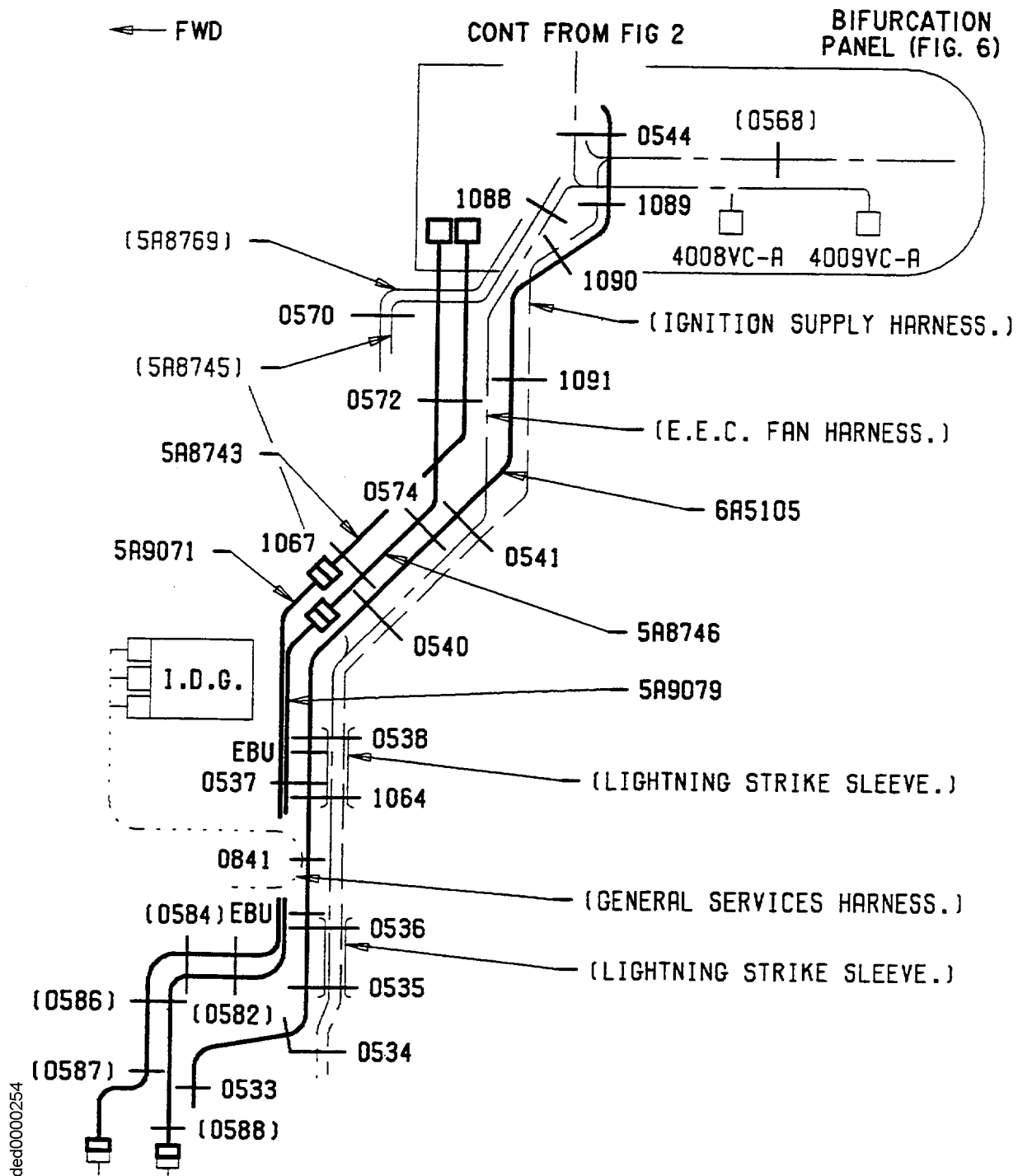
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Part schematic view of fan harness support raceway showing clipping point arrangement
- Before alteration
Fig.2

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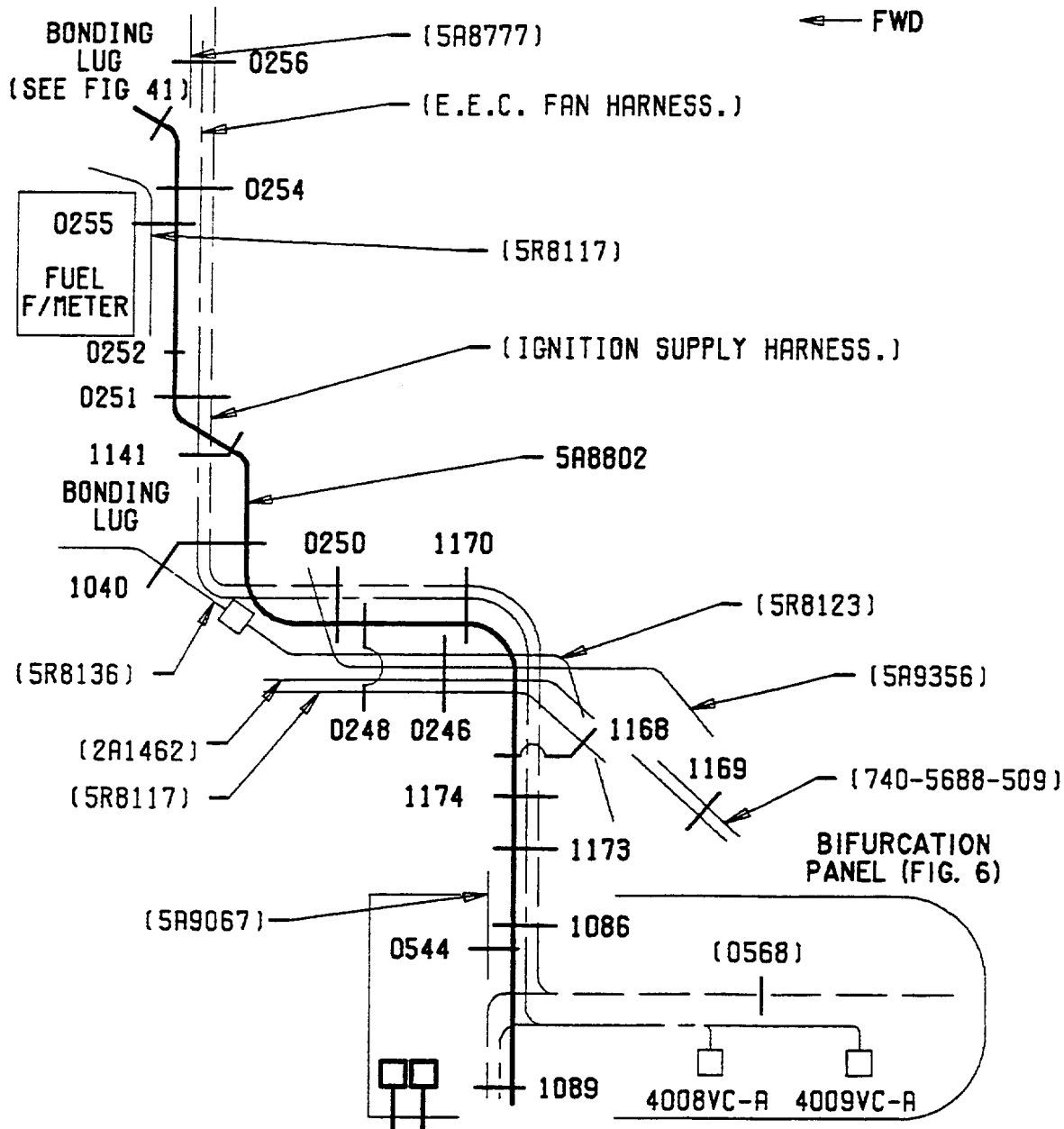
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Part schematic view of fan harness support raceway showing clipping point arrangement
- Before alteration

Fig.3

V2500-ENG-71-0109



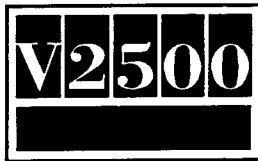
CONT ON FIG 5

Part schematic view of fan harness support raceway showing clipping point arrangement
- After alteration

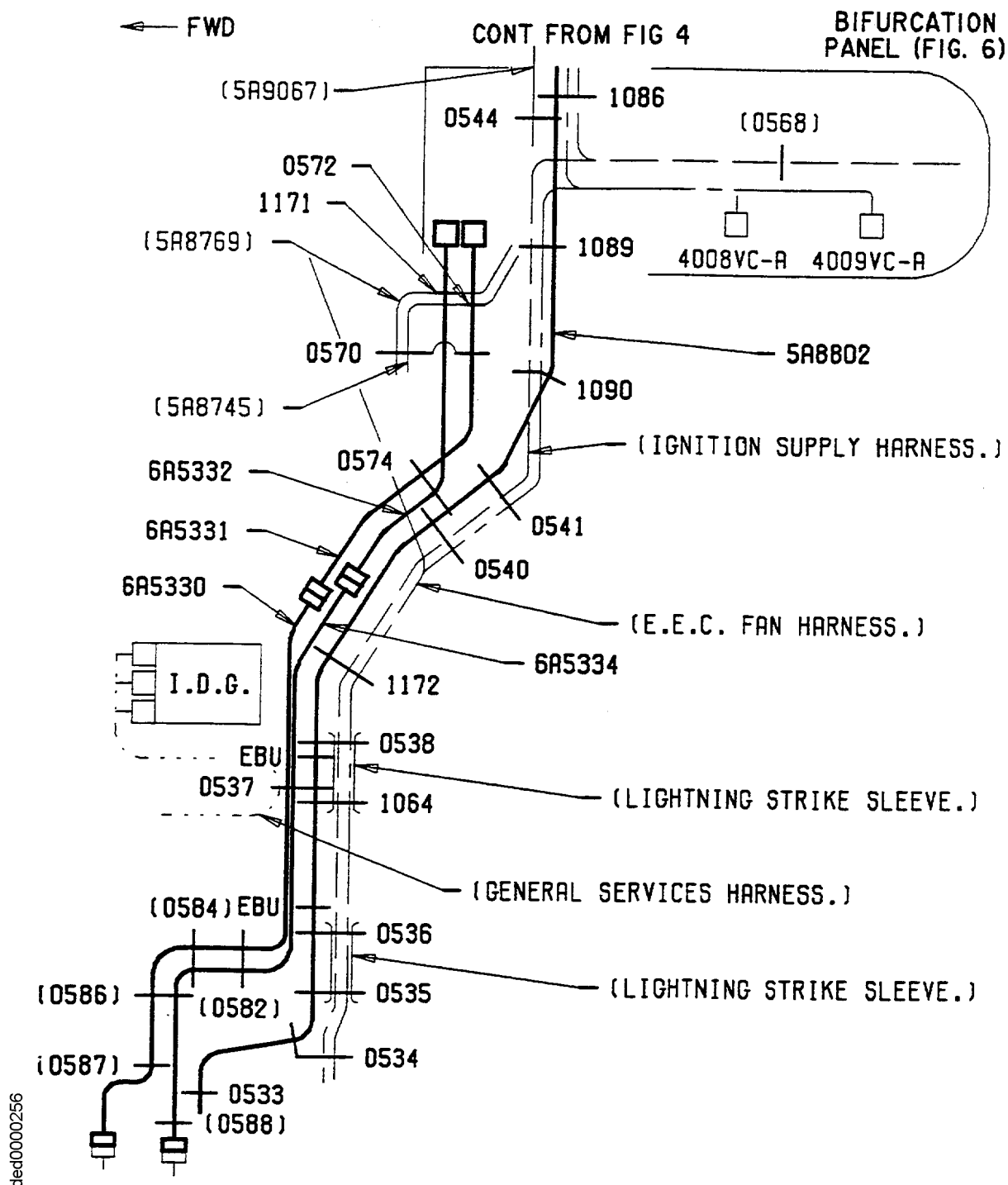
Fig.4

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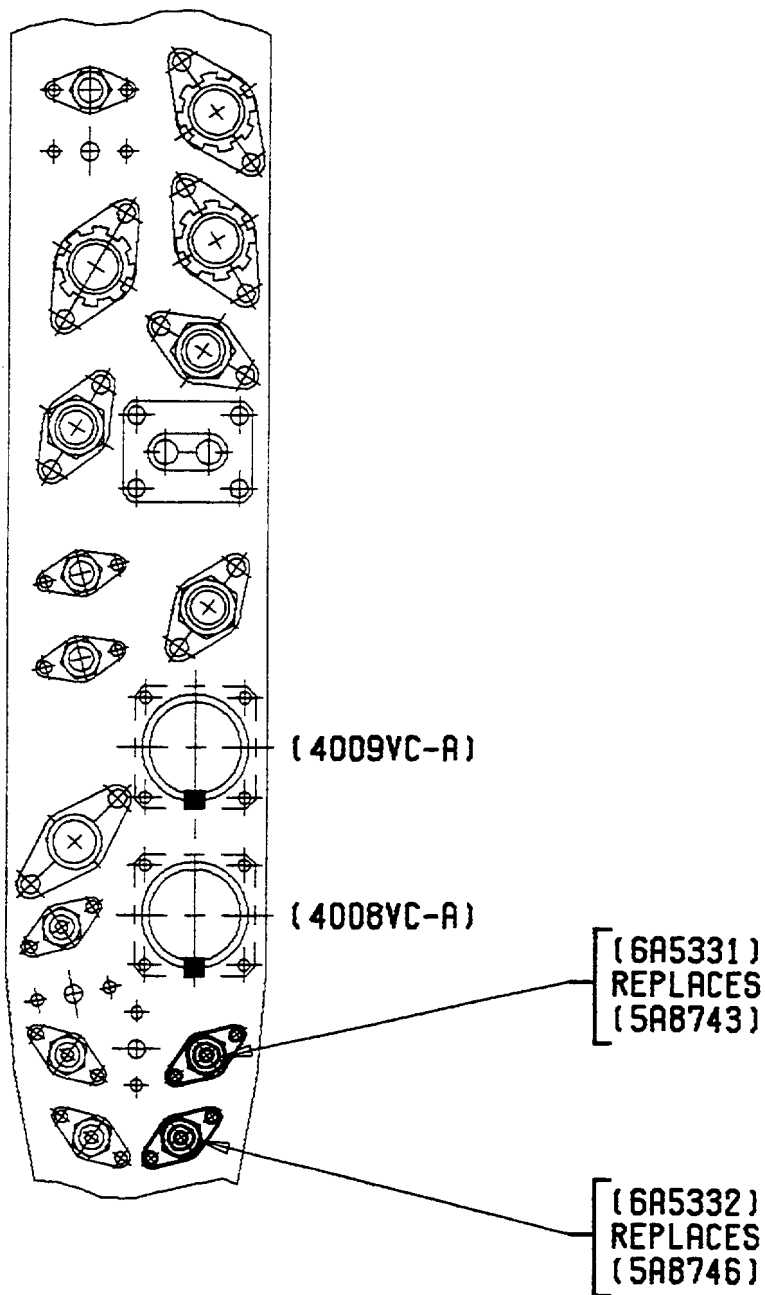


SERVICE BULLETIN



Part schematic view of fan harness support raceway showing clipping point arrangement
- After alteration
Fig.5

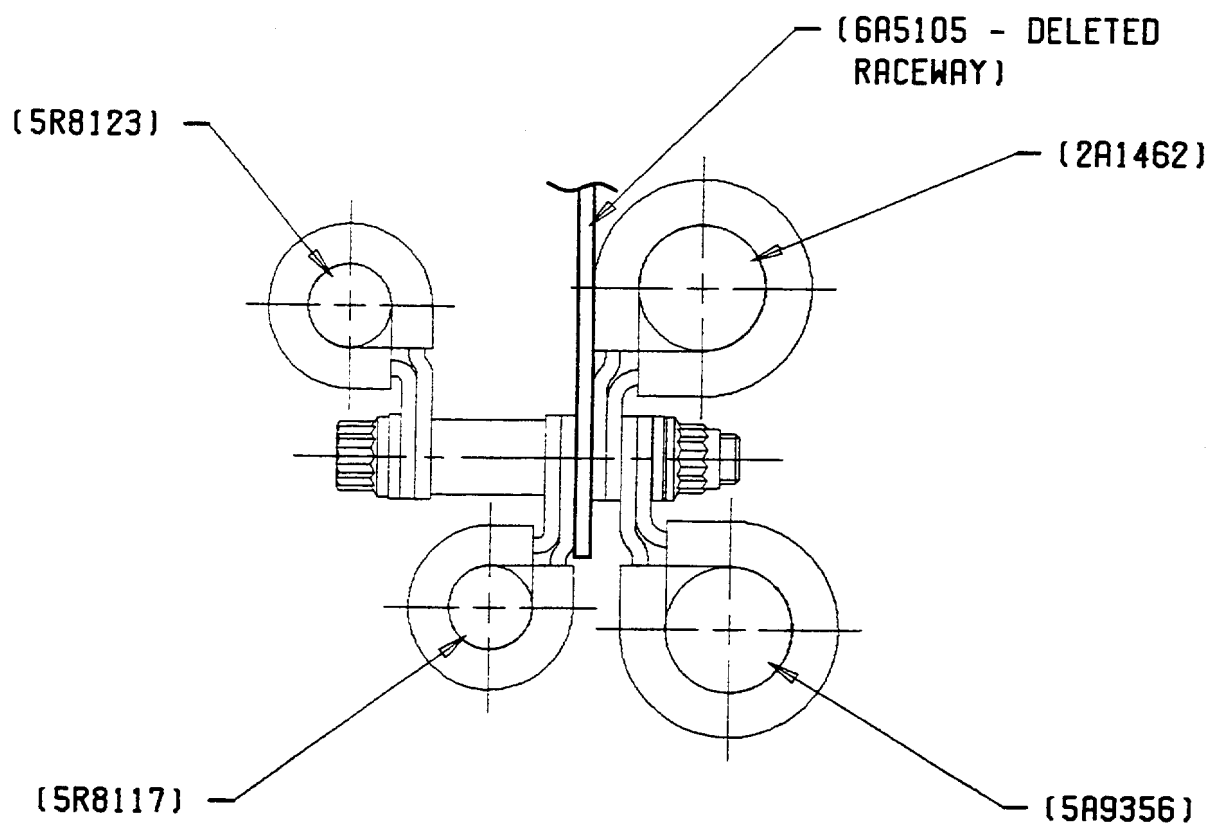
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Diagrammatic view of bifurcation panel showing location of end connections Before and After alteration
Fig.6

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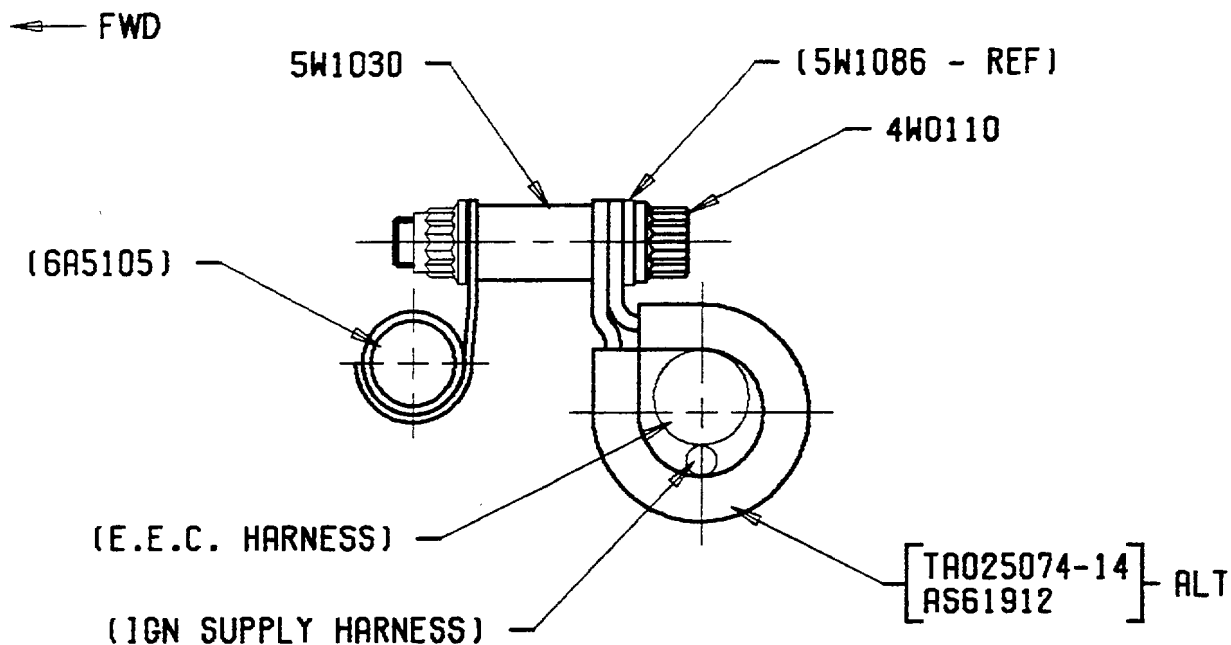


VIEW LOOKING FORWARD AT B.D.C.

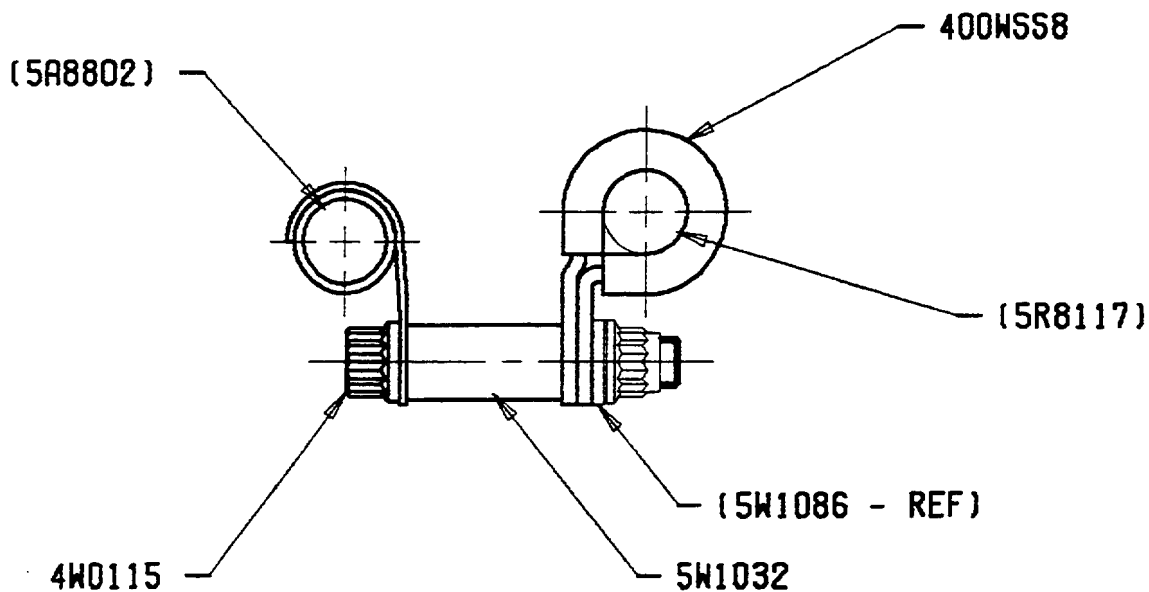
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Clipping point 0246 - Before and after alteration
Fig.7

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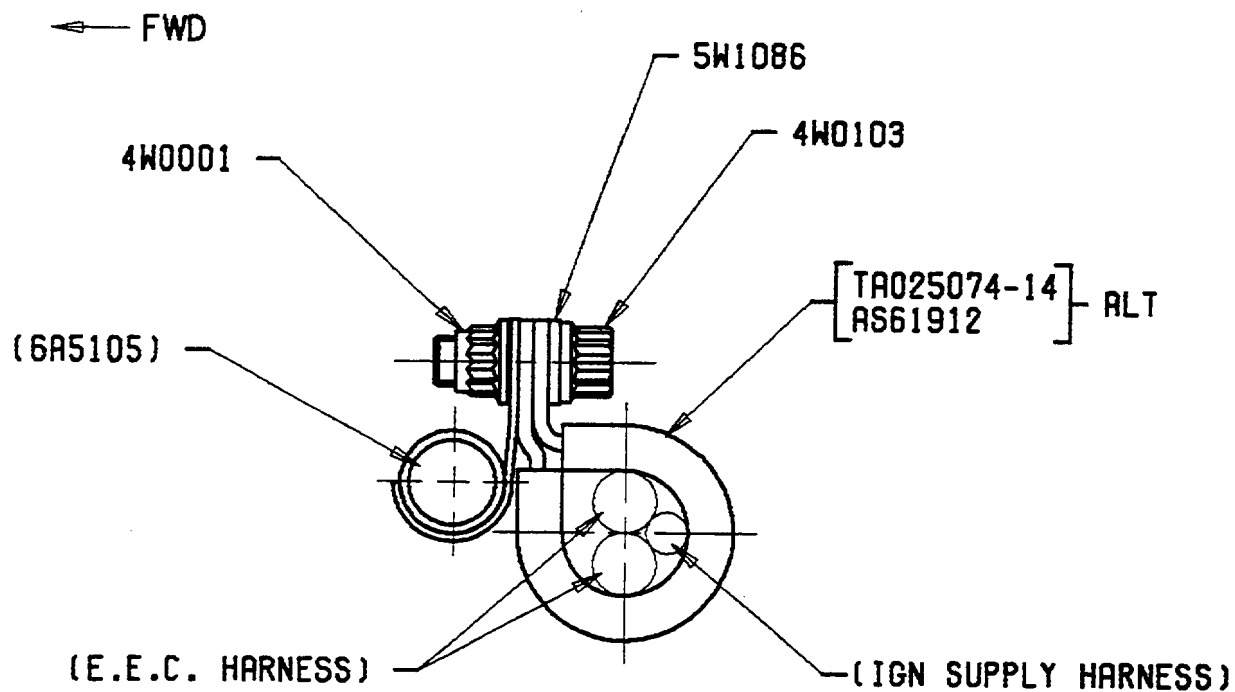
CLIPPING POINT 0248
BEFORE ALTERATION



VIEW LOOKING FORWARD AT B.D.C.

Clipping point 0248 - After alteration
Fig.8

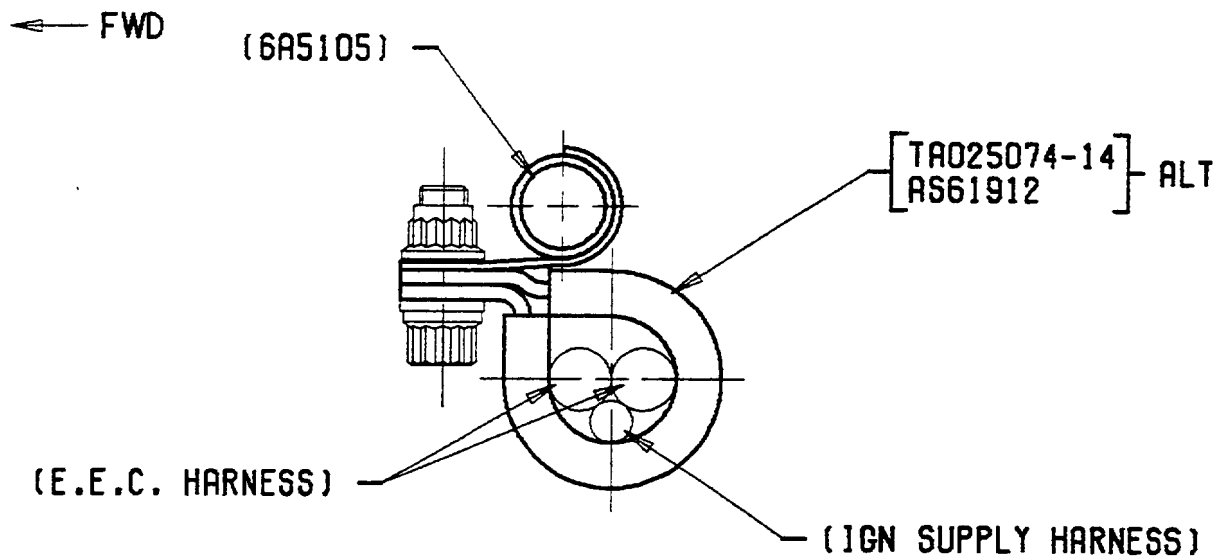
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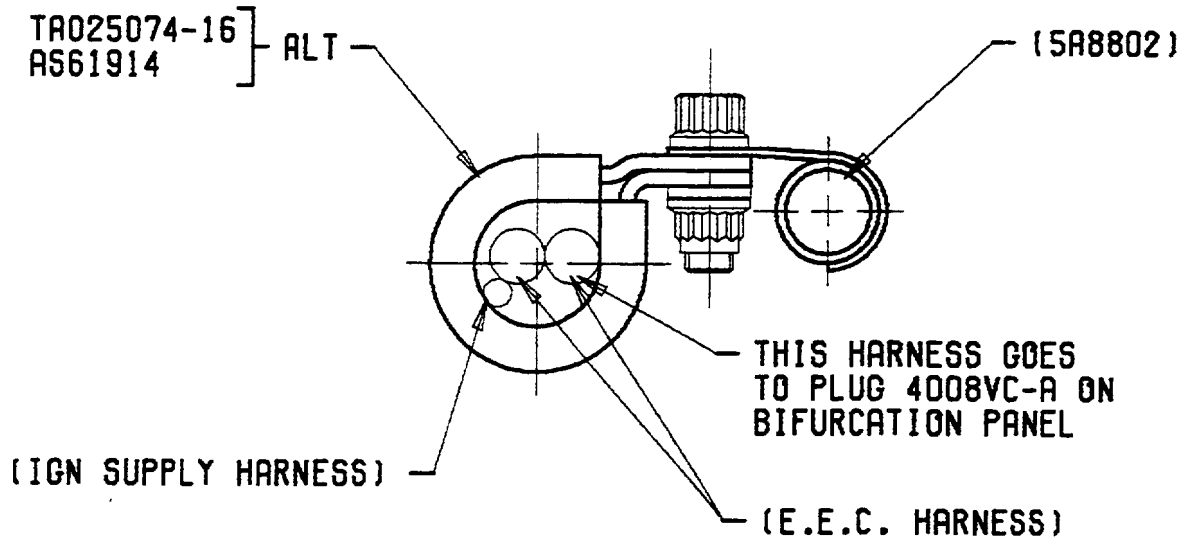
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Clipping point 0249 - Deleted
Fig.9

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CLIPPING POINT 0250
BEFORE ALTERATION

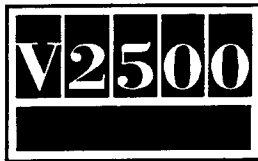


POSITION HARNESSES
IN CLIP AS SHOWN.

VIEW LOOKING FORWARD AT B.D.C.

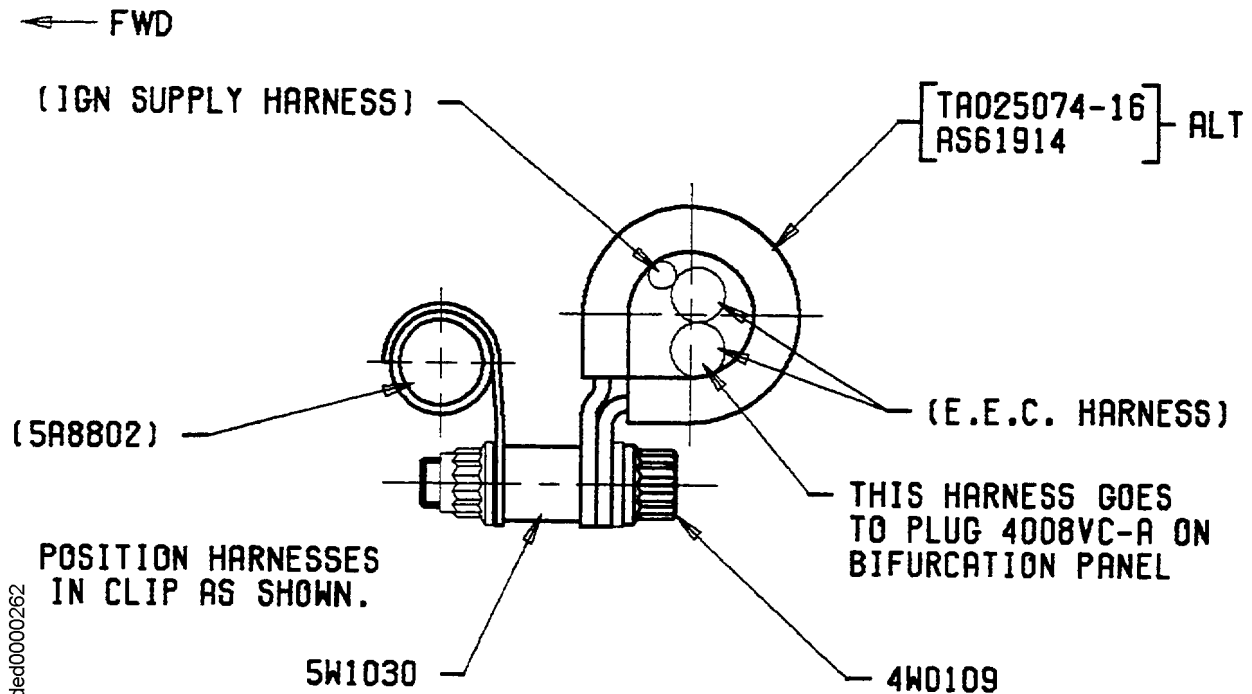
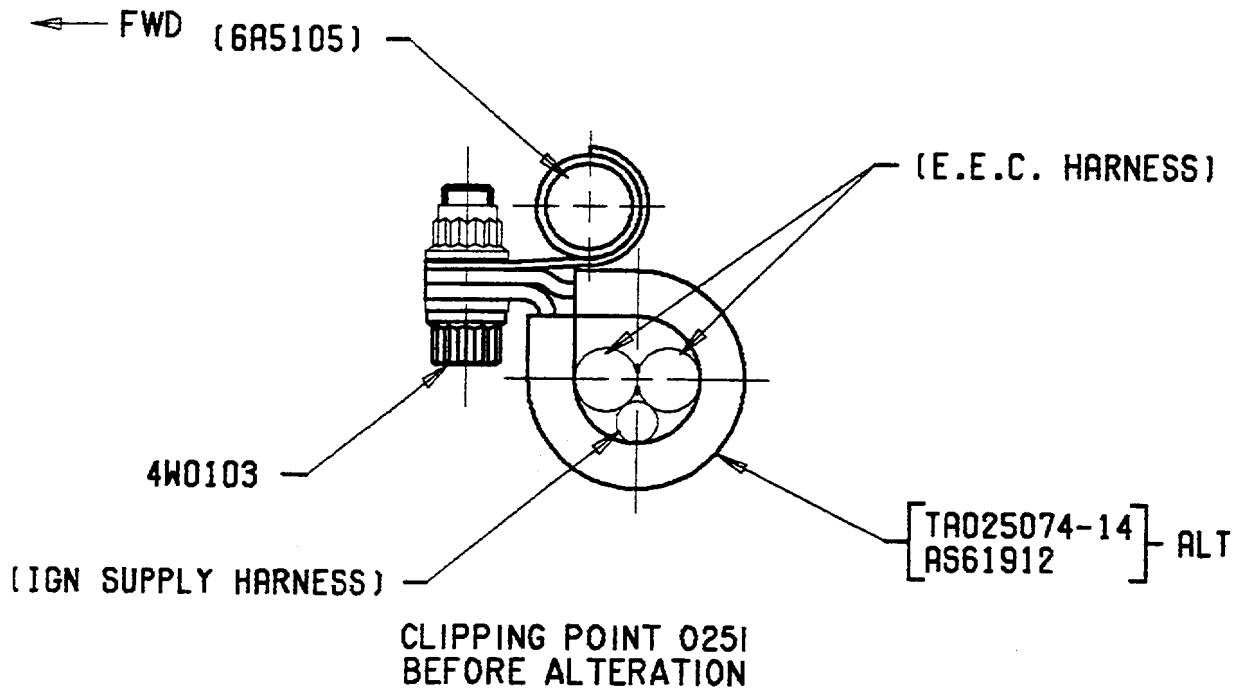
Clipping point 0250 - Before and after alteration
Fig.10

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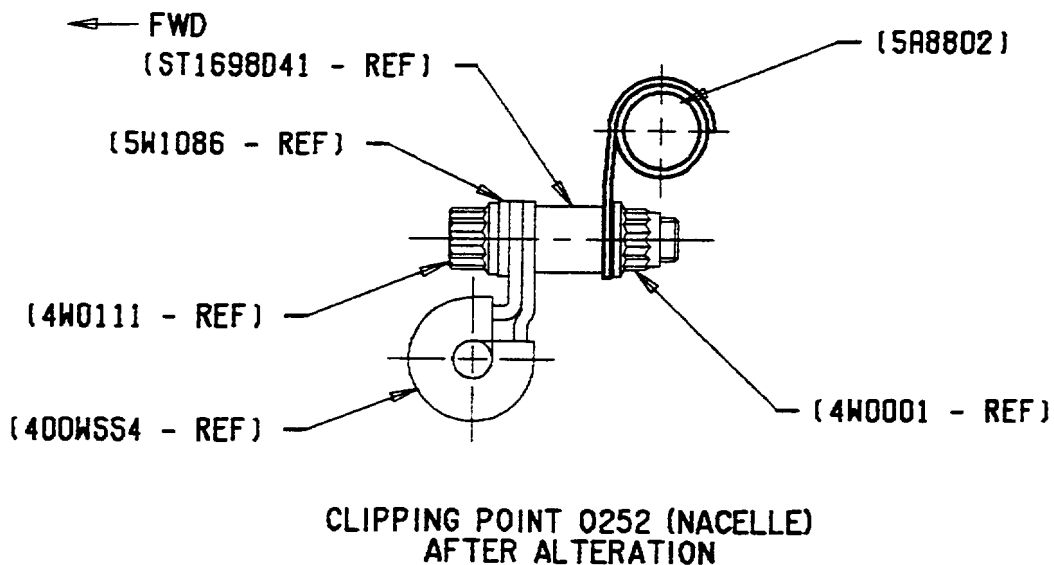
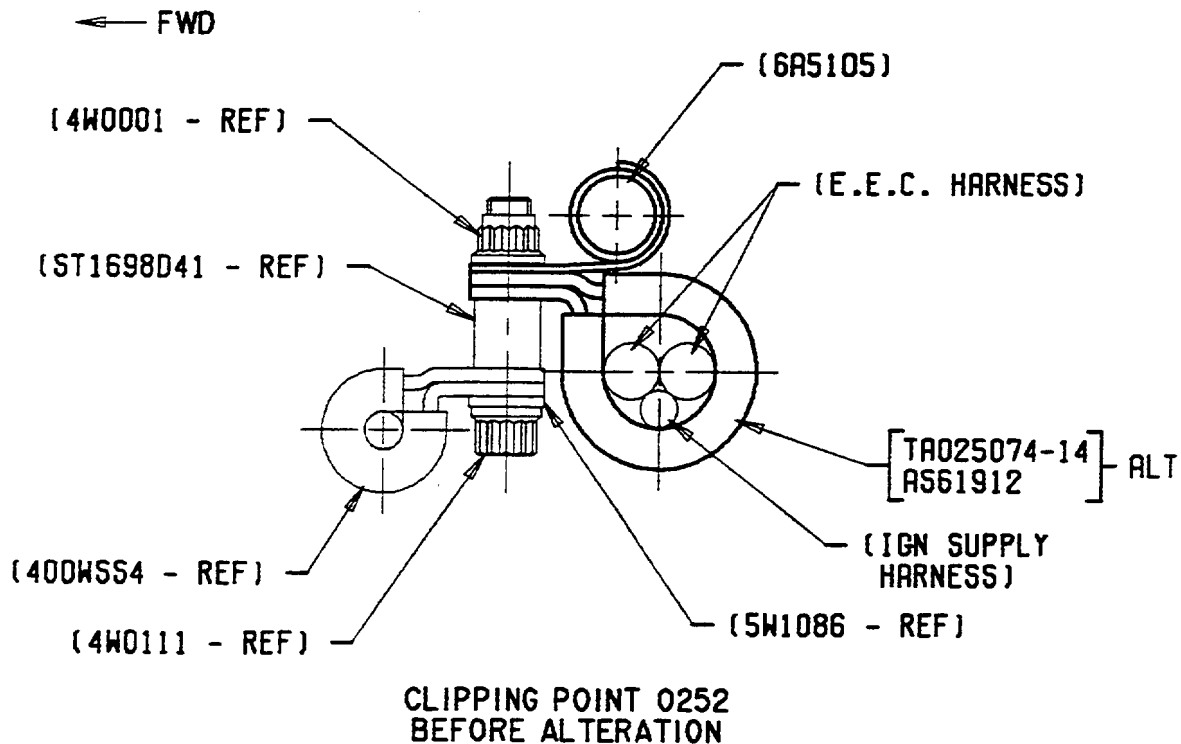


Clipping point 0251 - Before and after alteration
Fig.11

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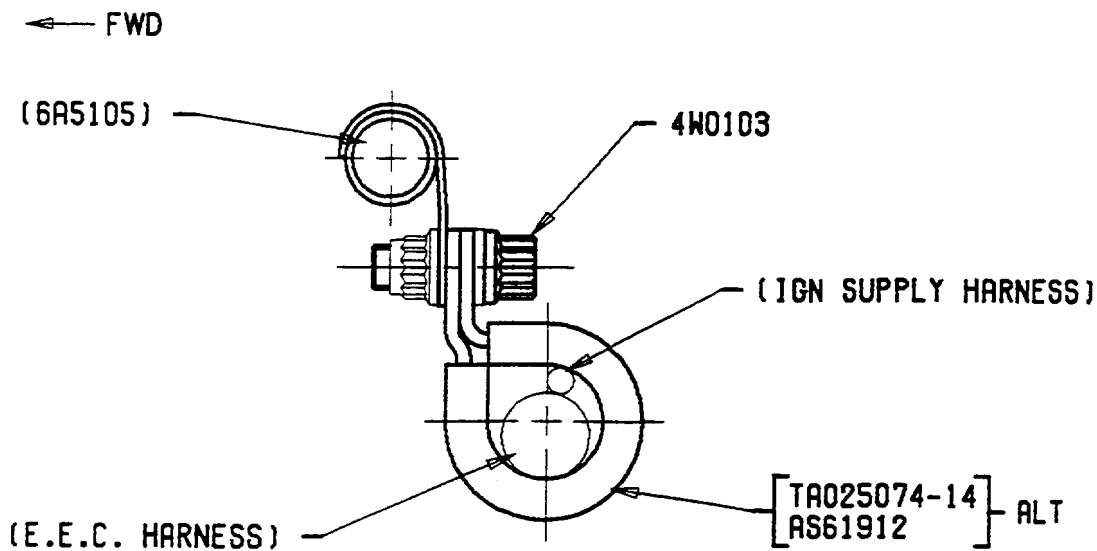
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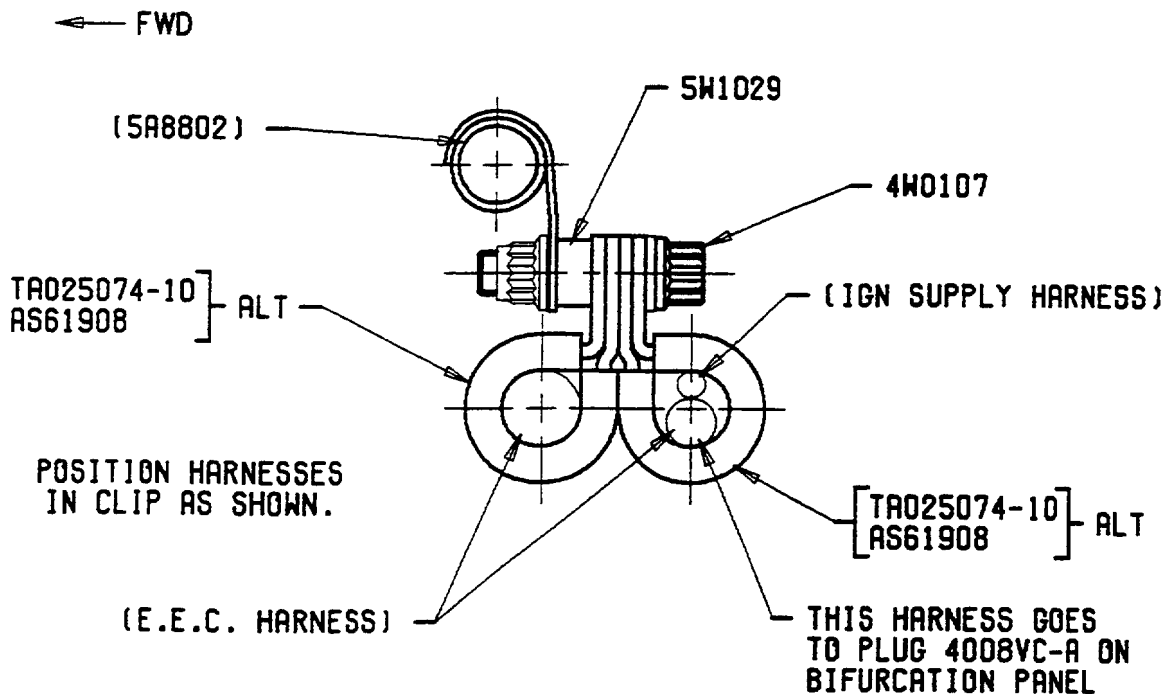
Clipping point 0252 - Before and after alteration
Fig.12

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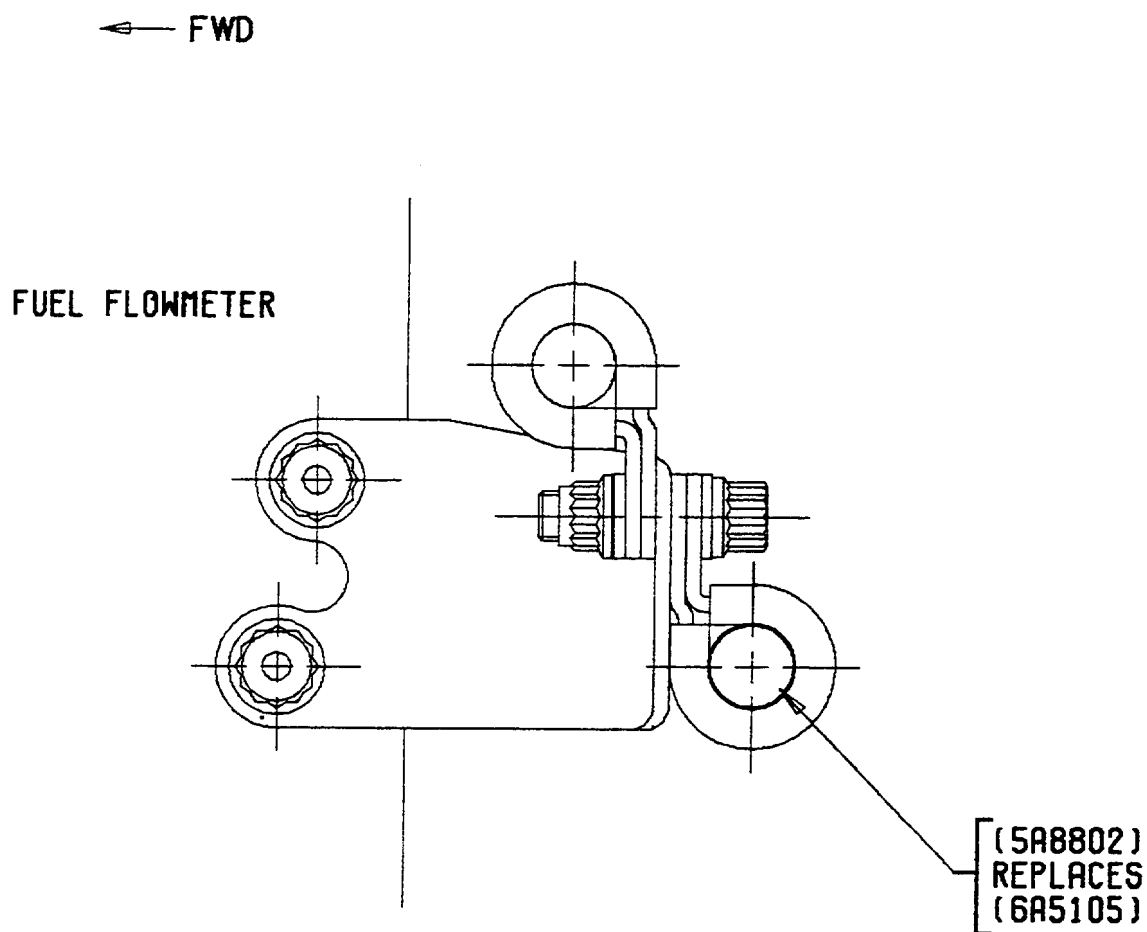


CLIPPING POINT 0254
BEFORE ALTERATION



Clipping point 0254 - Before and after alteration
Fig.13

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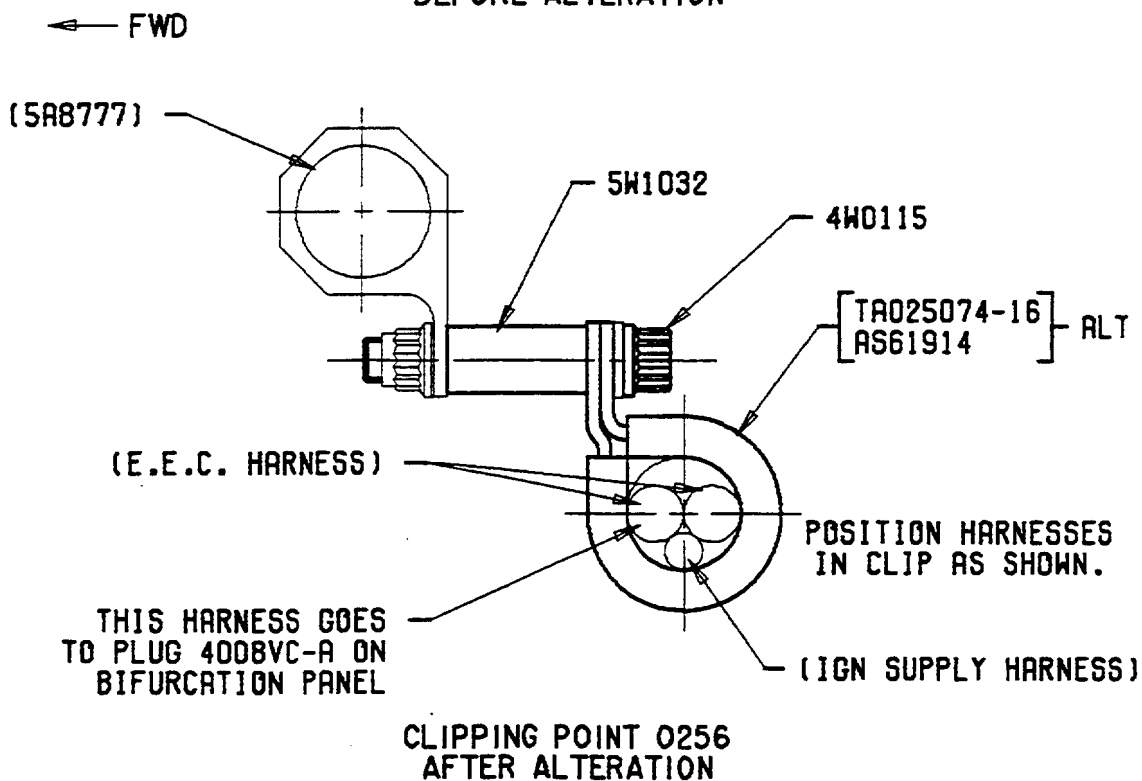
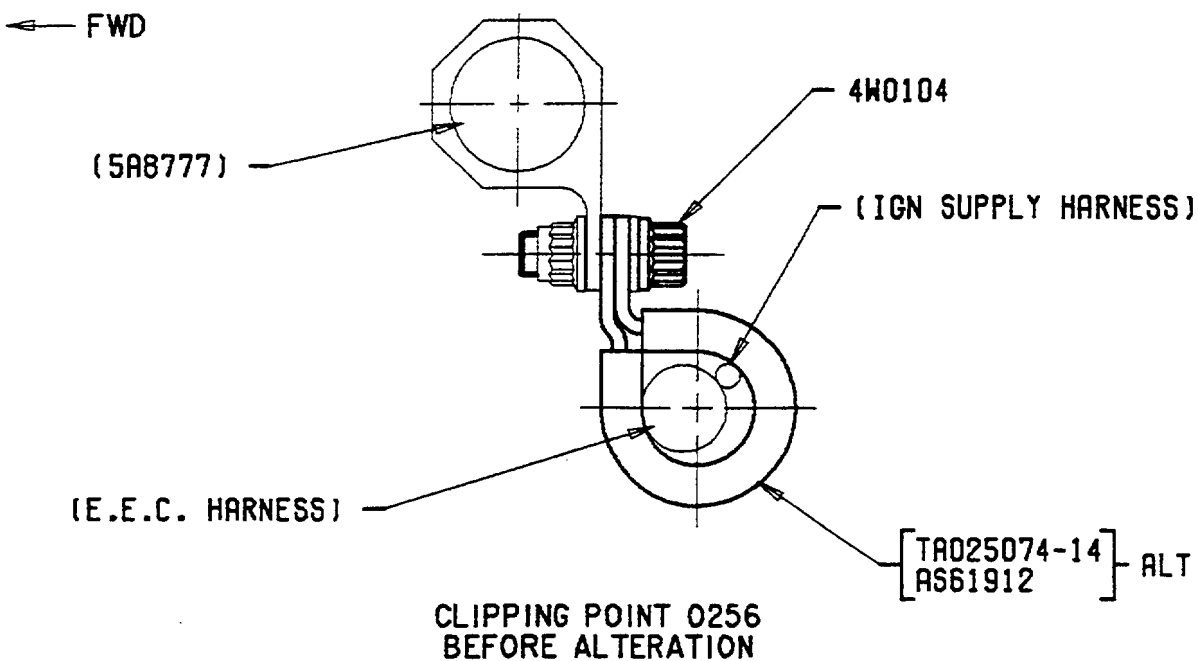
Clipping point 0255 - Before and after alteration
Fig.14

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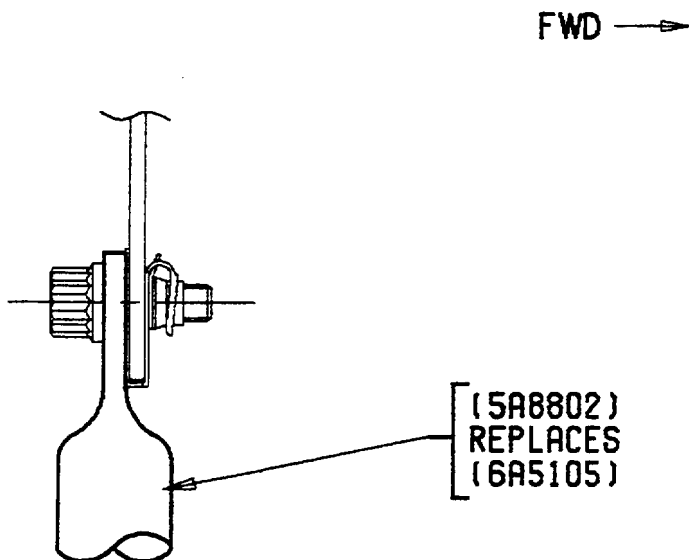
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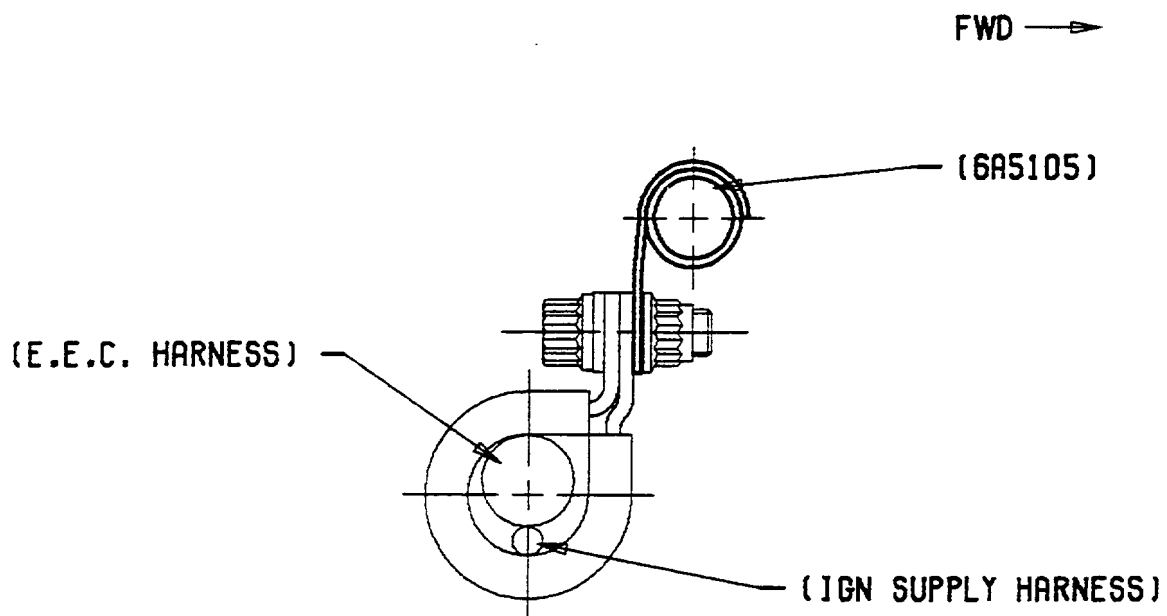
Clipping point 0256 - Before and after alteration
Fig.15

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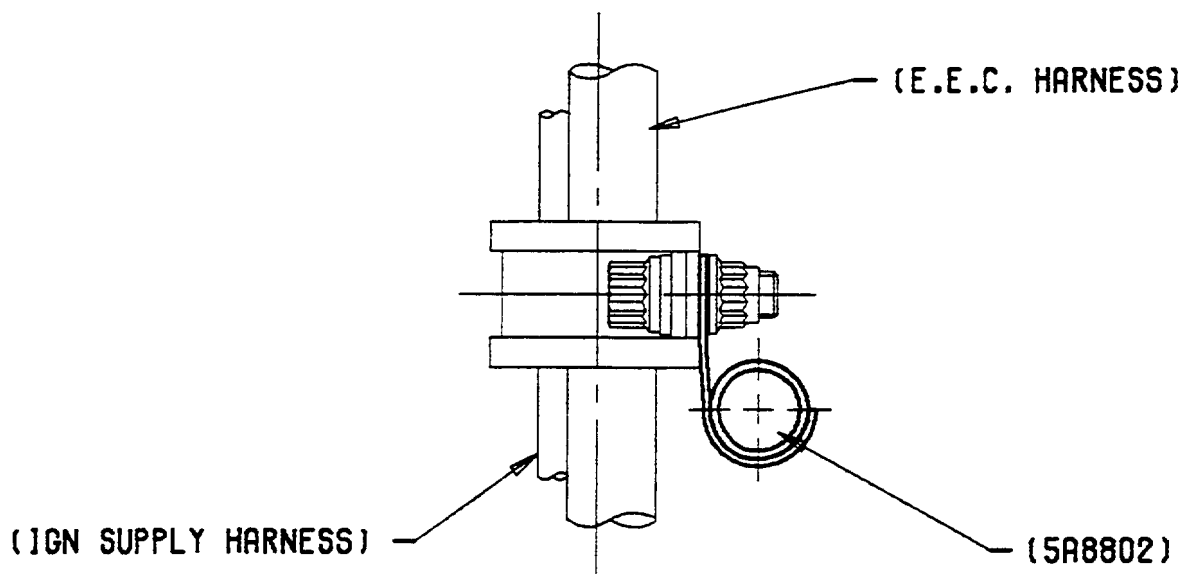


Clipping point 0533 - Before and after alteration
Fig.16

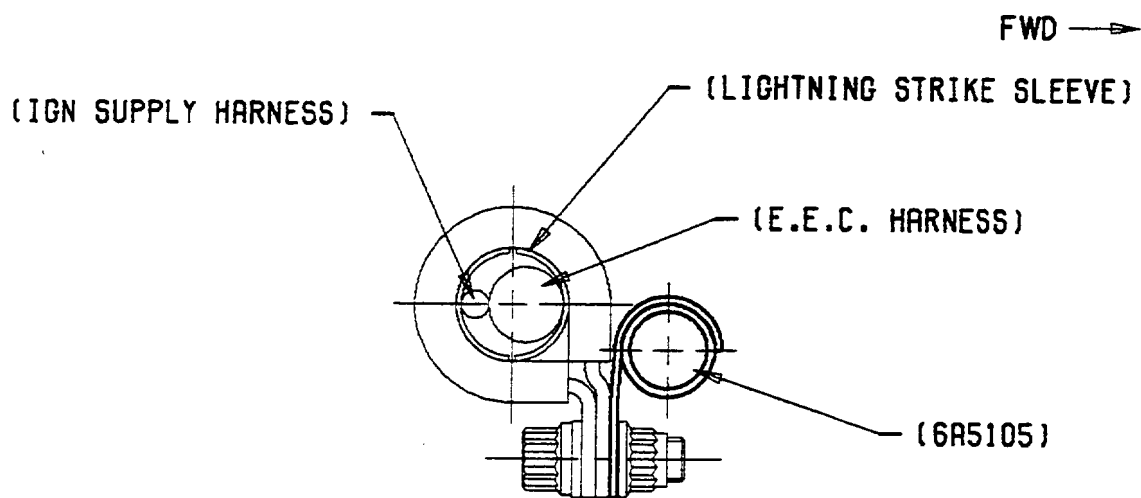
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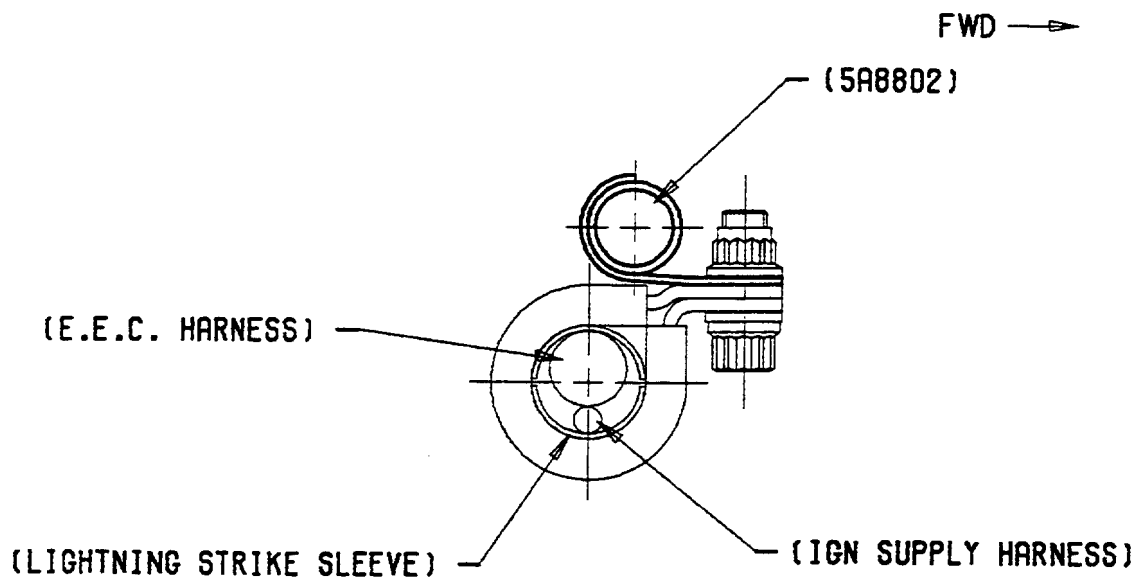
CLIPPING POINT 0534
BEFORE ALTERATION



Clipping point 0534 - Before and after alteration
Fig.17

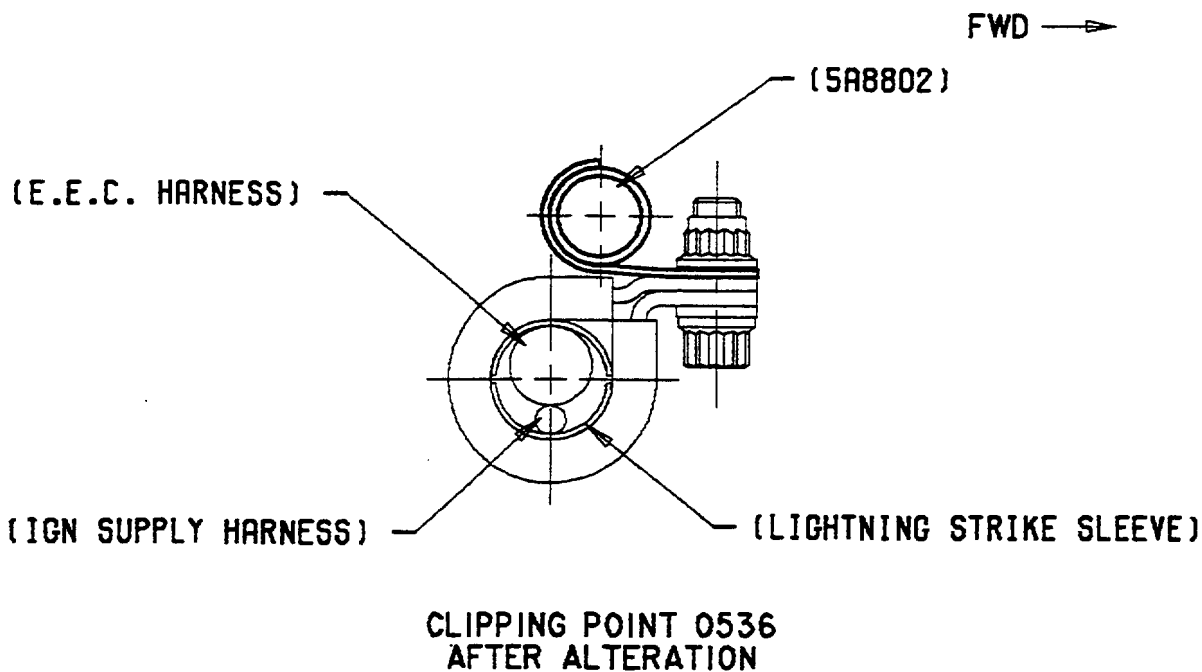
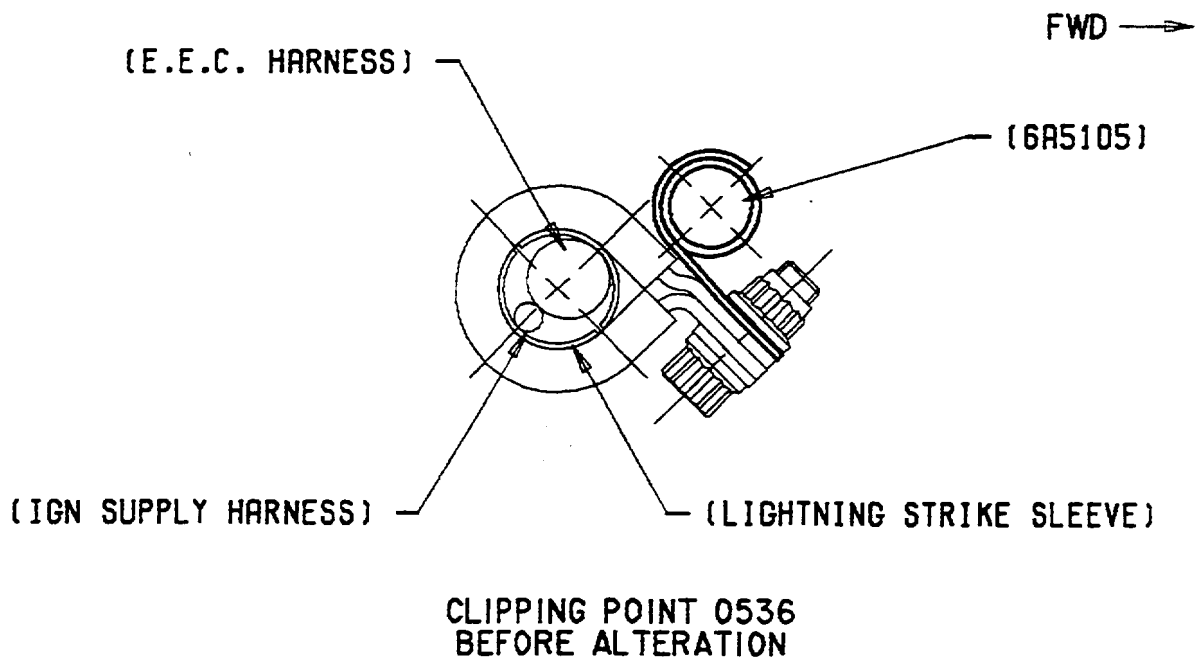


CLIPPING POINT 0535
BEFORE ALTERATION



CLIPPING POINT 0535
AFTER ALTERATION

Clipping point 0535 - Before and after alteration
Fig.18

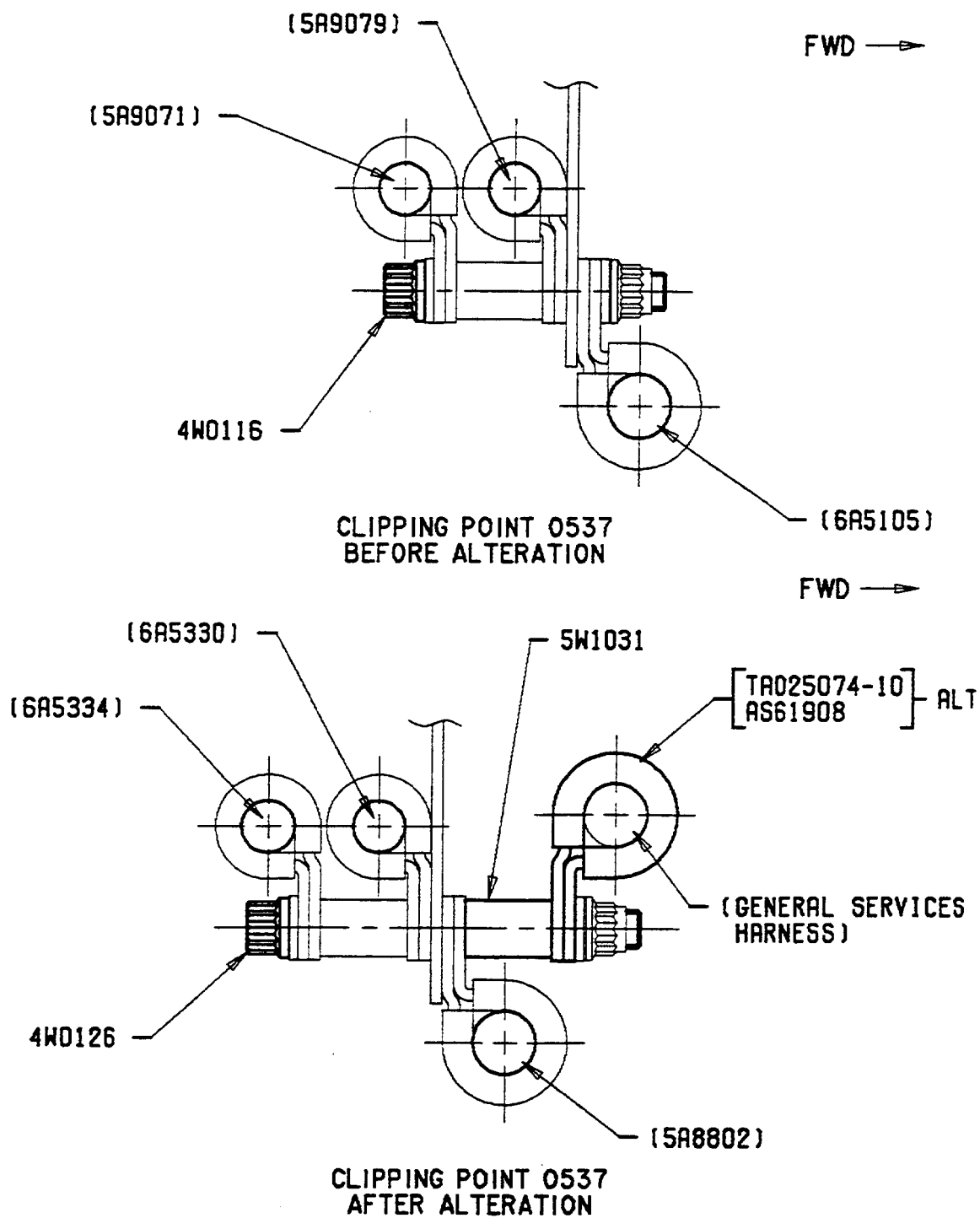


Clipping point 0536 - Before and after alteration
Fig.19

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SERVICE BULLETIN



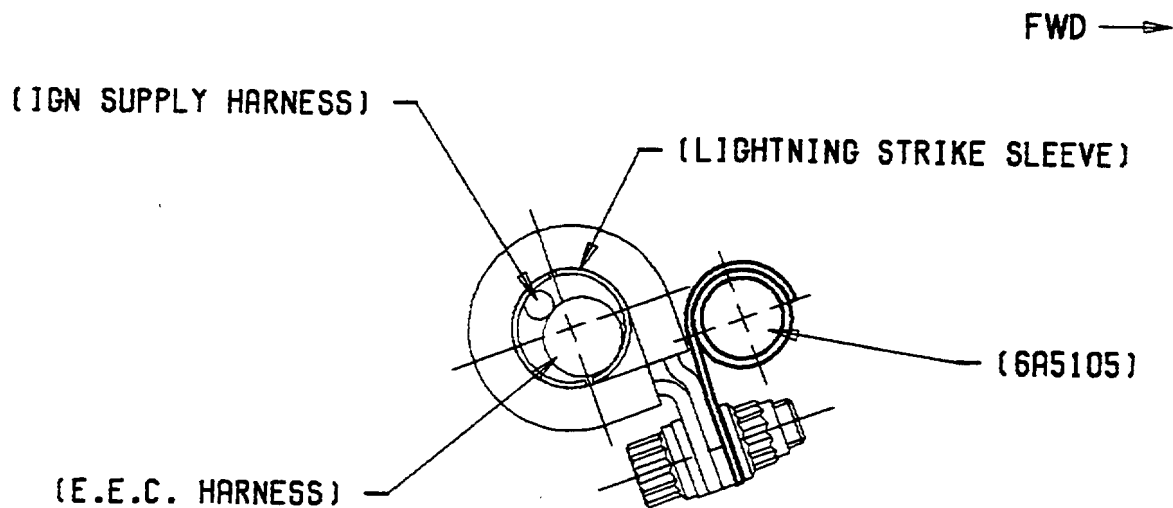
Clipping point 0537 - Before and after alteration
Fig.20

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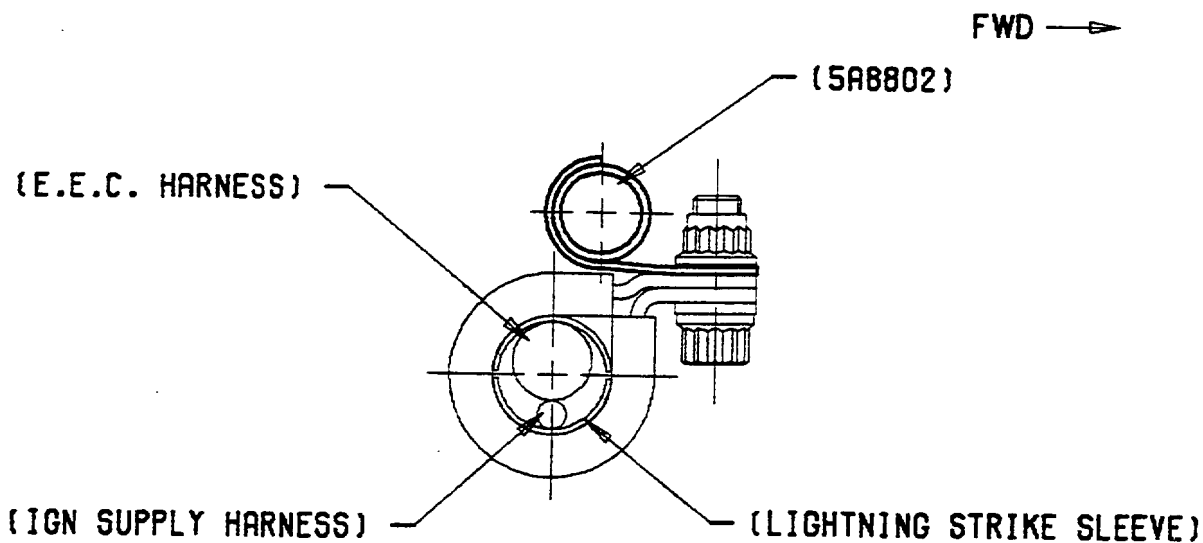


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CLIPPING POINT 0538
BEFORE ALTERATION

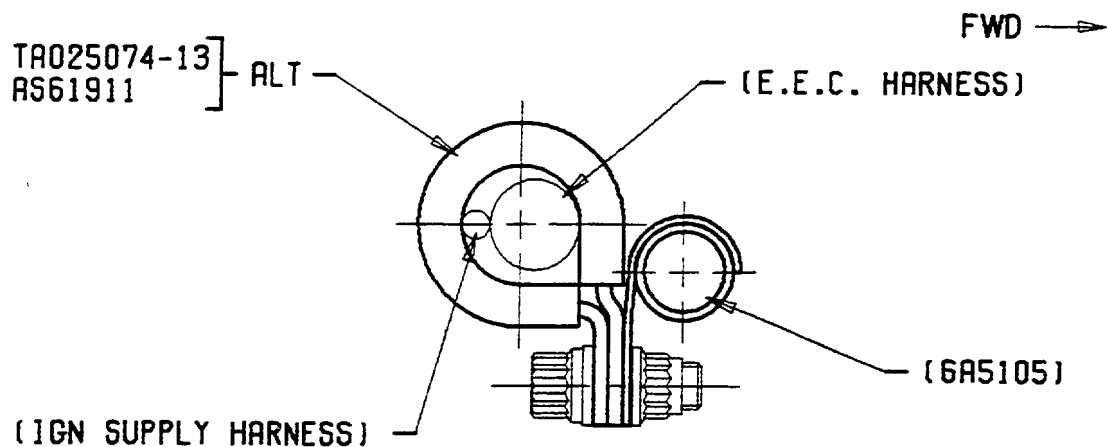


CLIPPING POINT 0538
AFTER ALTERATION

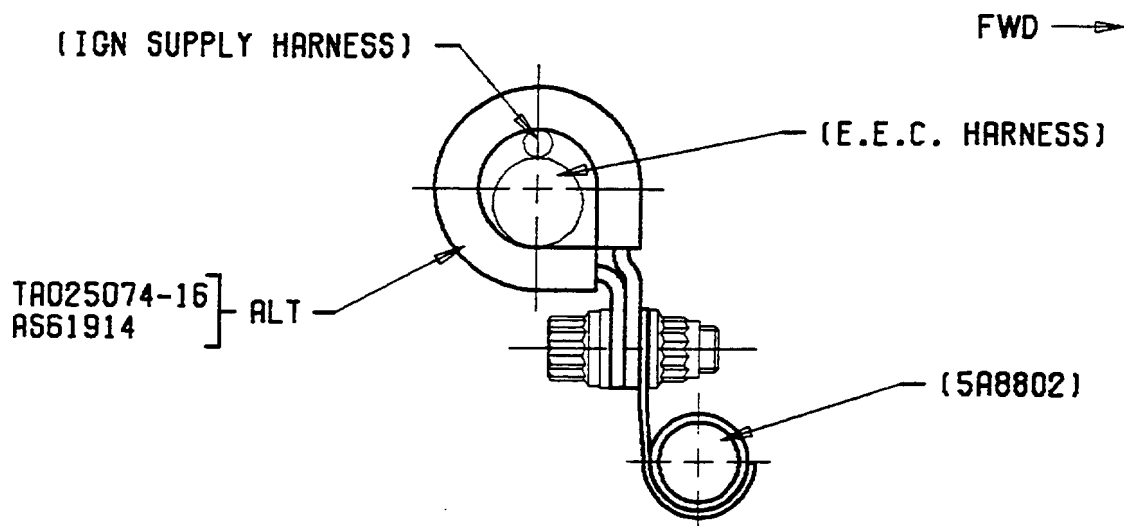
Clipping point 0538 - Before and after alteration
Fig.21

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CLIPPING POINT 0540
BEFORE ALTERATION



POSITION HARNESSES
IN CLIP AS SHOWN.

CLIPPING POINT 0540
AFTER ALTERATION

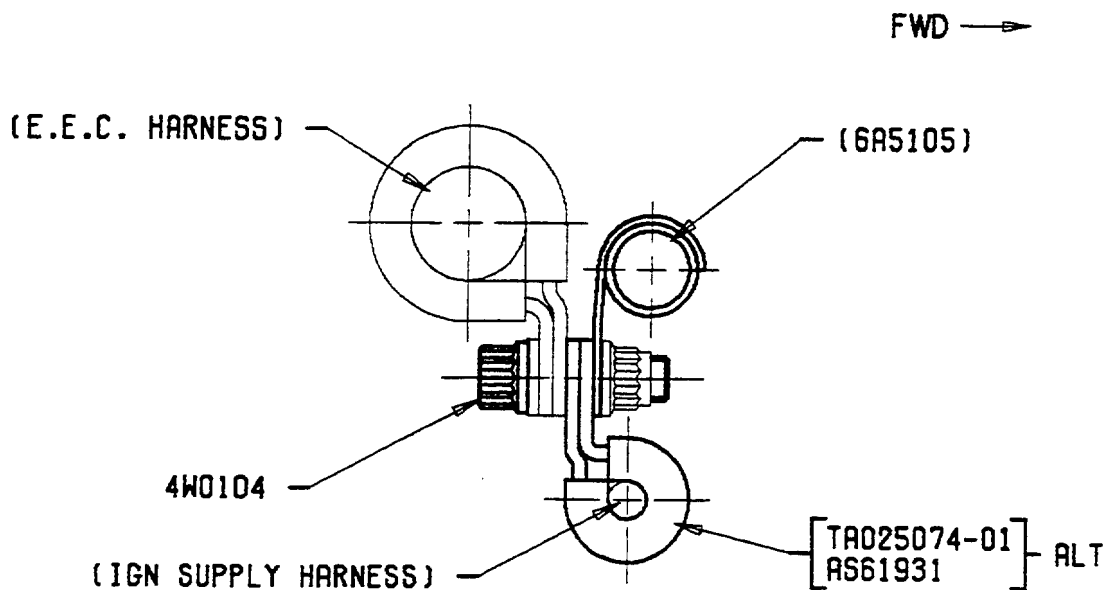
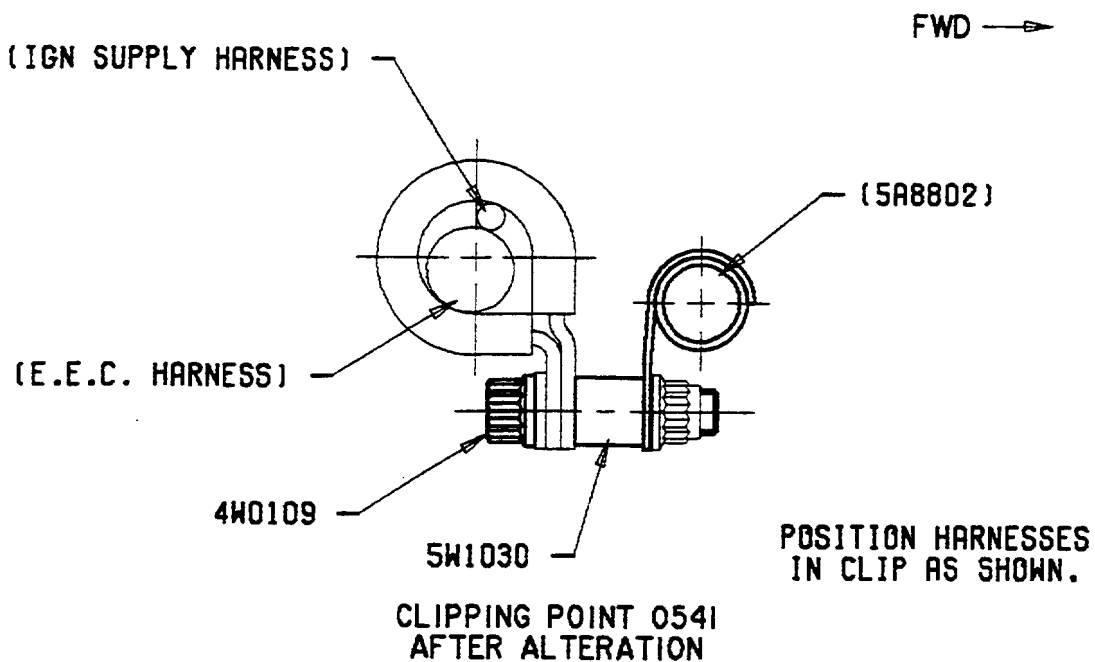
Clipping point 0540 - Before and after alteration
Fig.22

ded0000273



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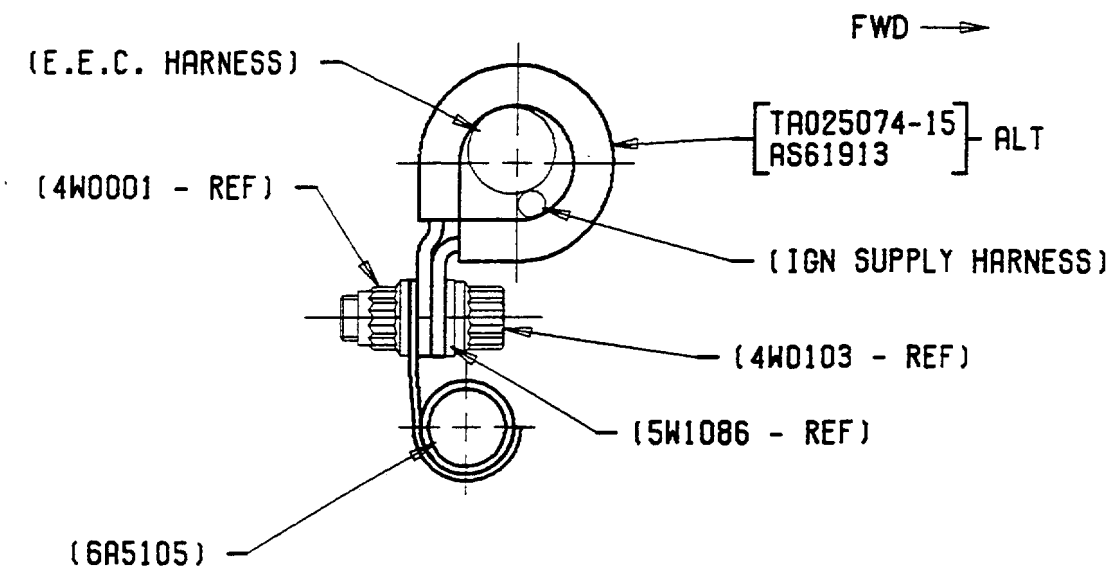
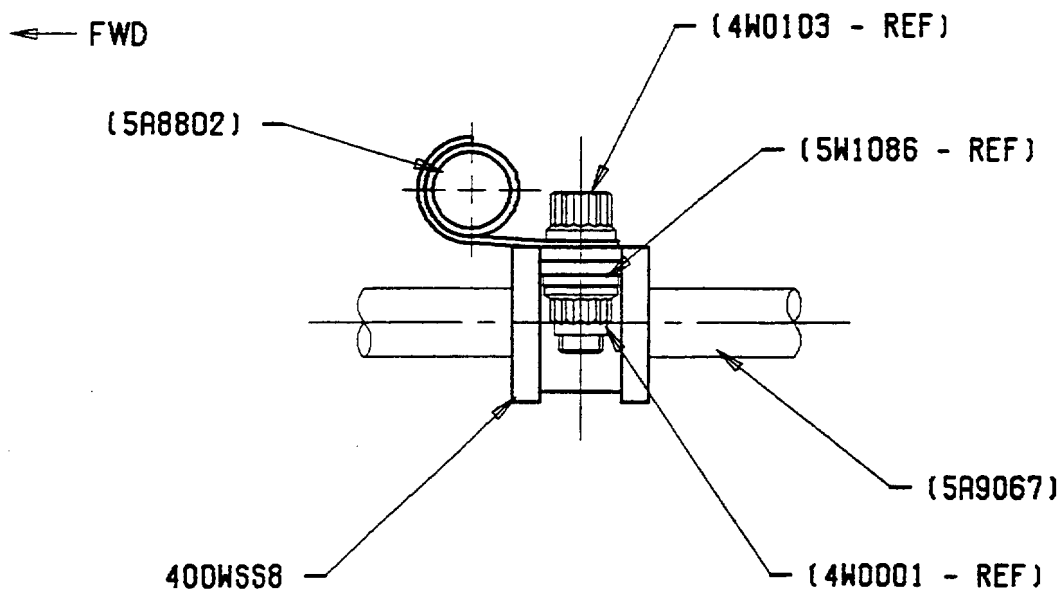
CLIPPING POINT 0541
BEFORE ALTERATIONCLIPPING POINT 0541
AFTER ALTERATIONClipping point 0541 - Before and after alteration
Fig.23

ded0000274

V2500-ENG-71-0109



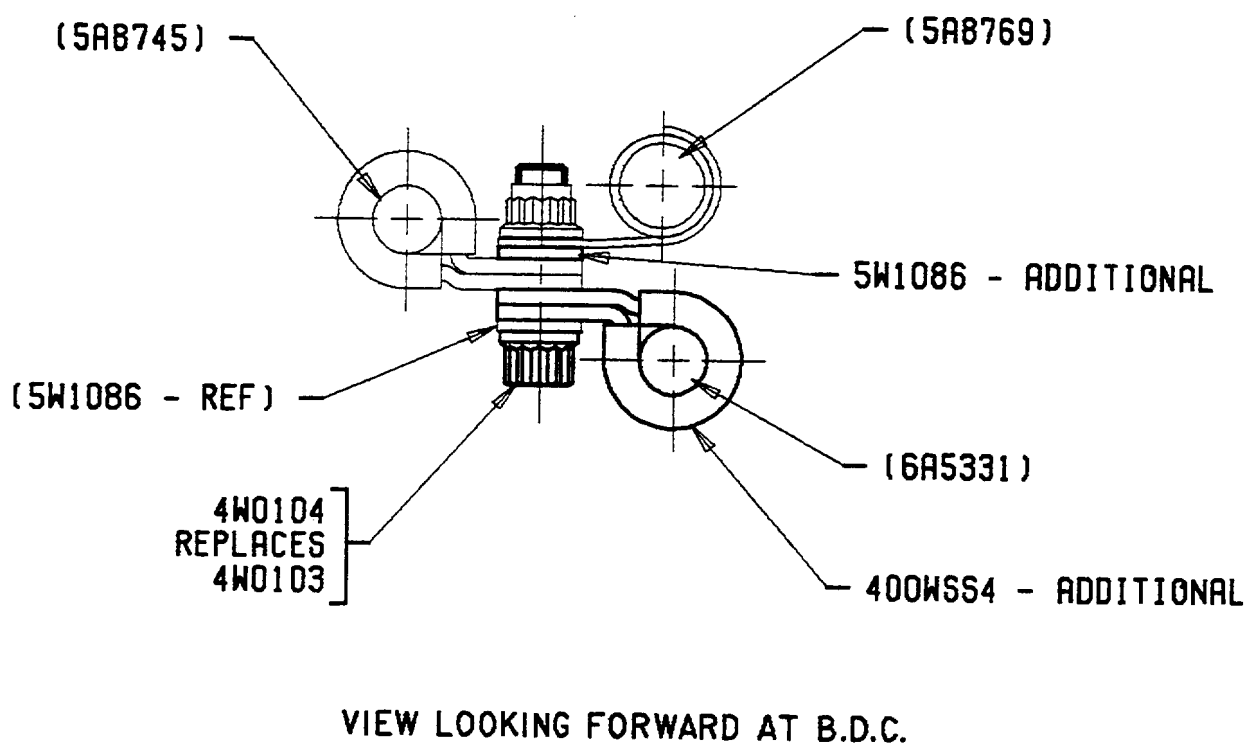
SERVICE BULLETIN

CLIPPING POINT 0544
BEFORE ALTERATIONCLIPPING POINT 0544
AFTER ALTERATIONClipping point 0544 - Before and after alteration
Fig.24

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ded0000275

V2500-ENG-71-0109



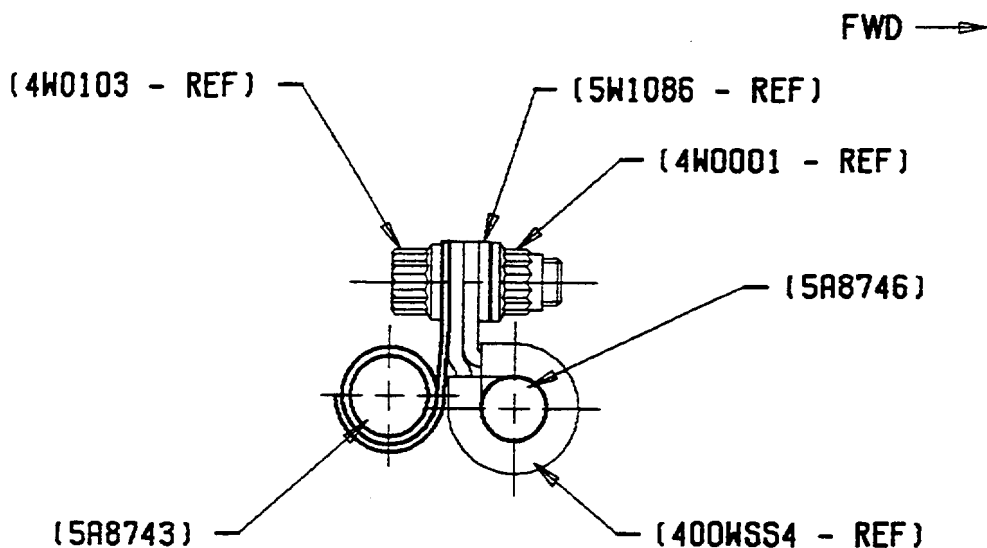
ded0000276

Clipping point 0570 - Before and after alteration
Fig.25

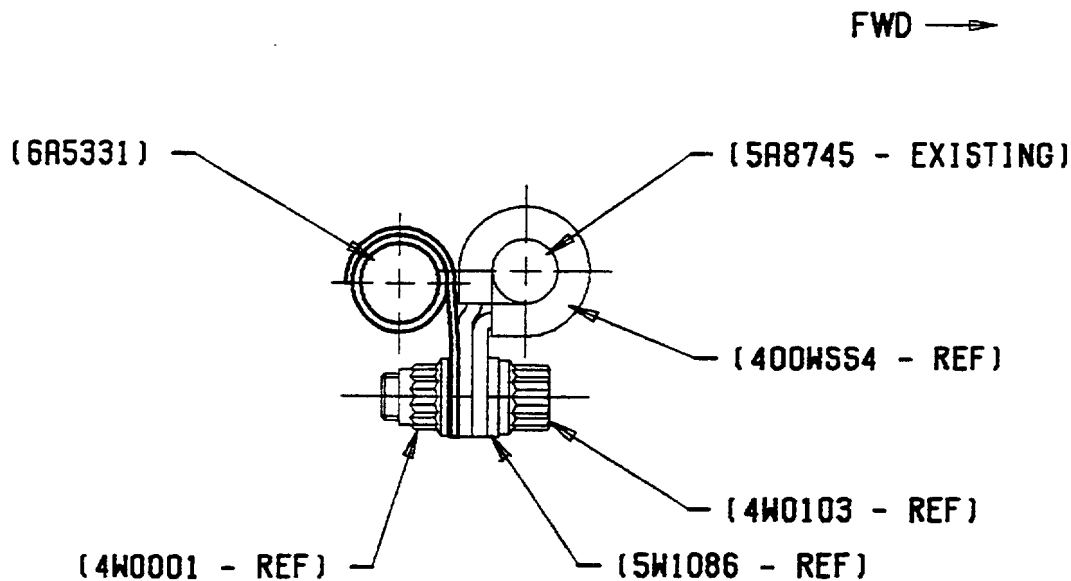
V2500-ENG-71-0109



SERVICE BULLETIN



CLIPPING POINT 0572
BEFORE ALTERATION



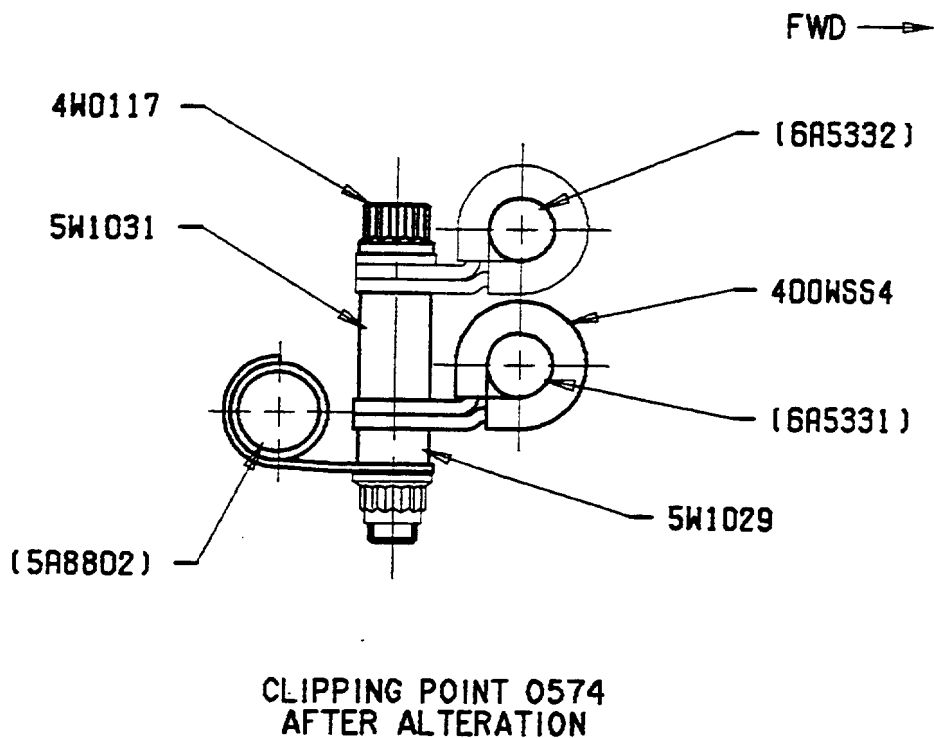
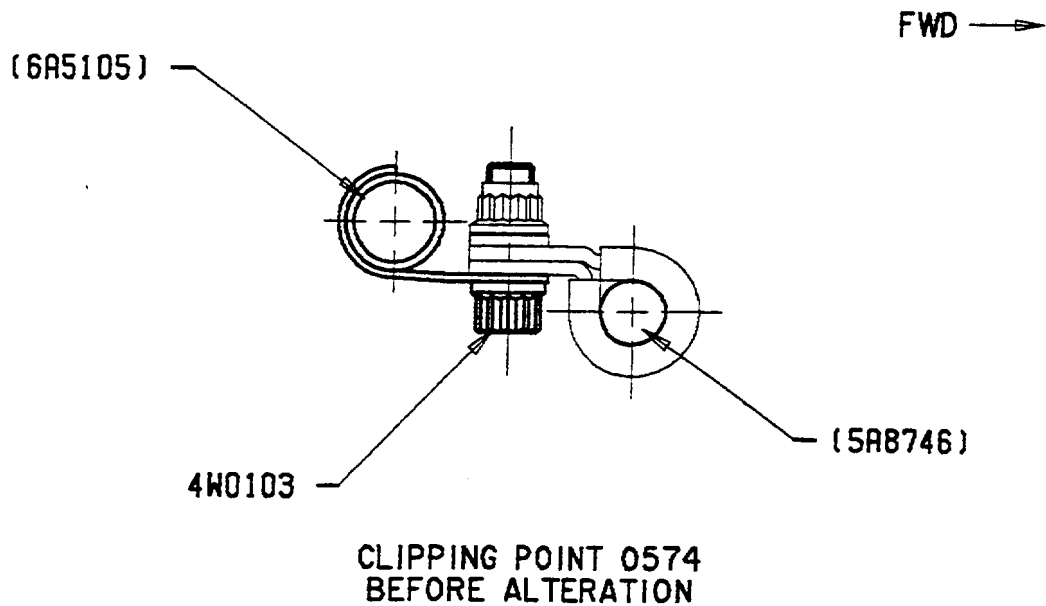
CLIPPING POINT 0572
AFTER ALTERATION

Clipping point 0572 - Before and after alteration
Fig.26

V2500-ENG-71-0109



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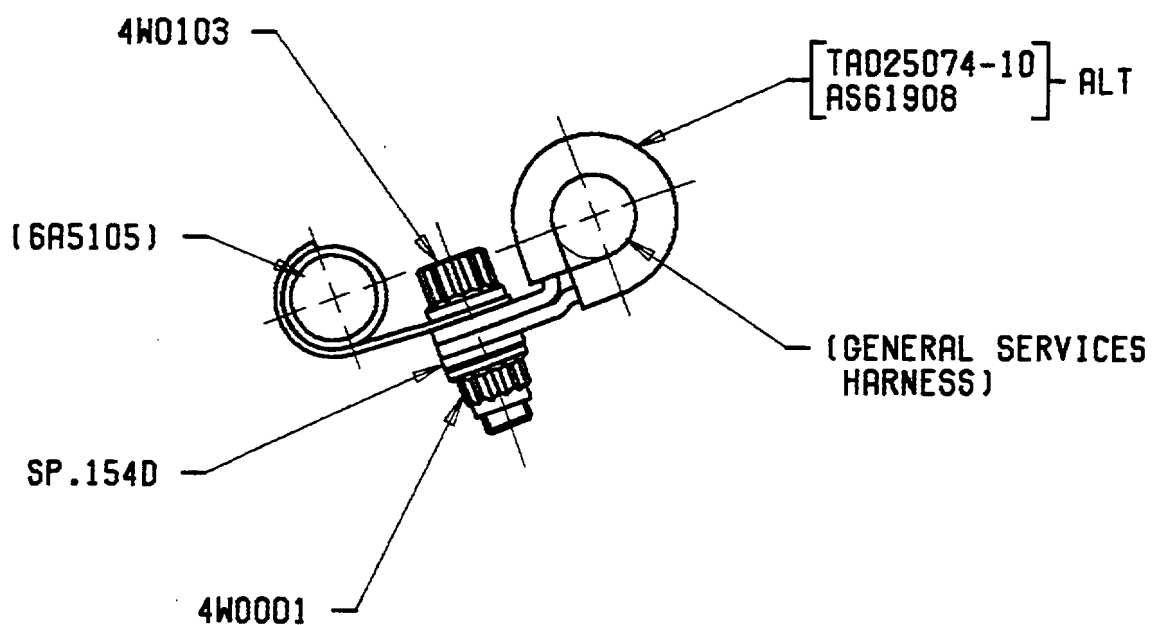


Clipping point 0574 - Before and after alteration
Fig.27

ded0000278



FWD →



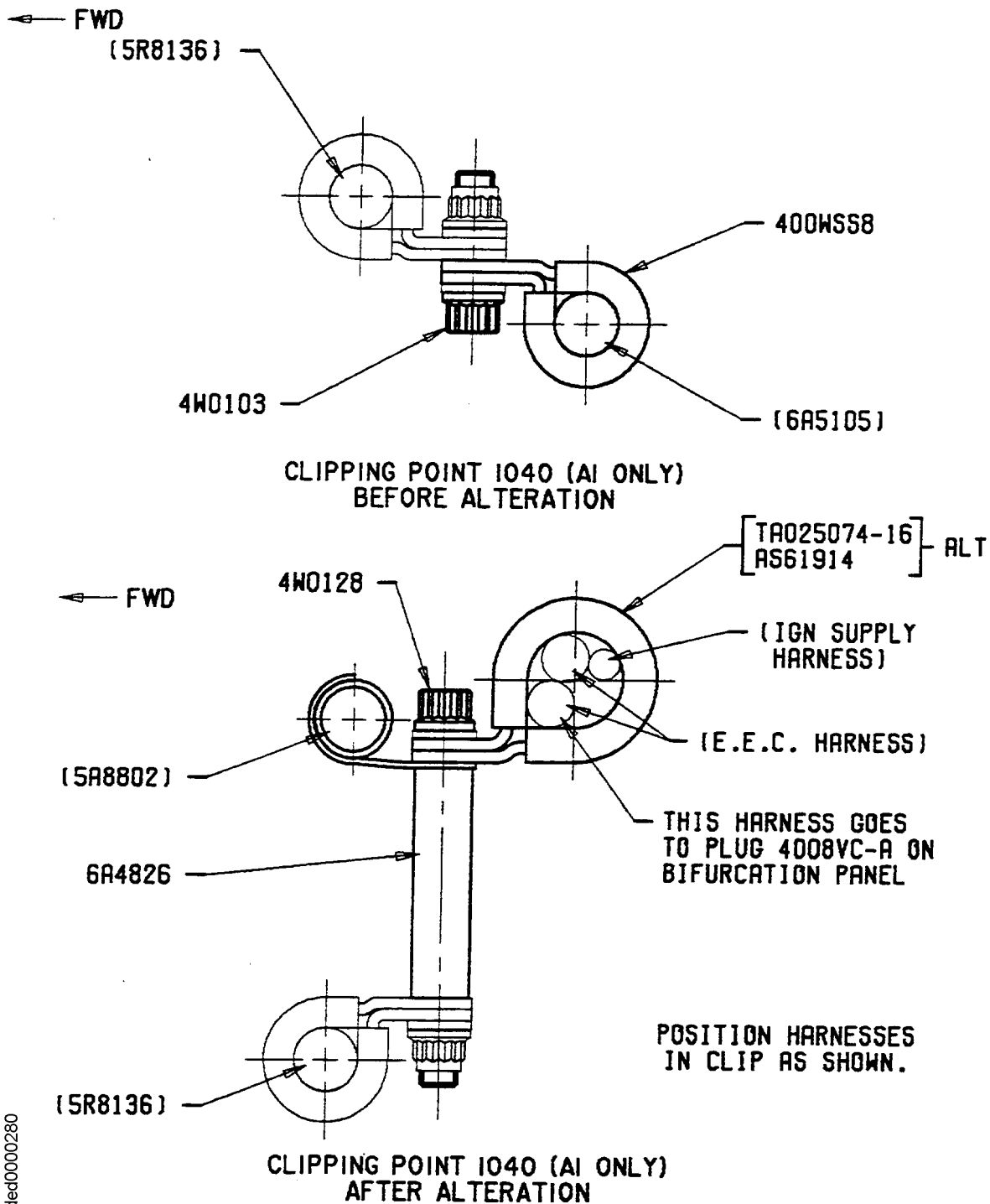
Clipping point 0841 - Deleted
Fig.28

V2500-ENG-71-0109



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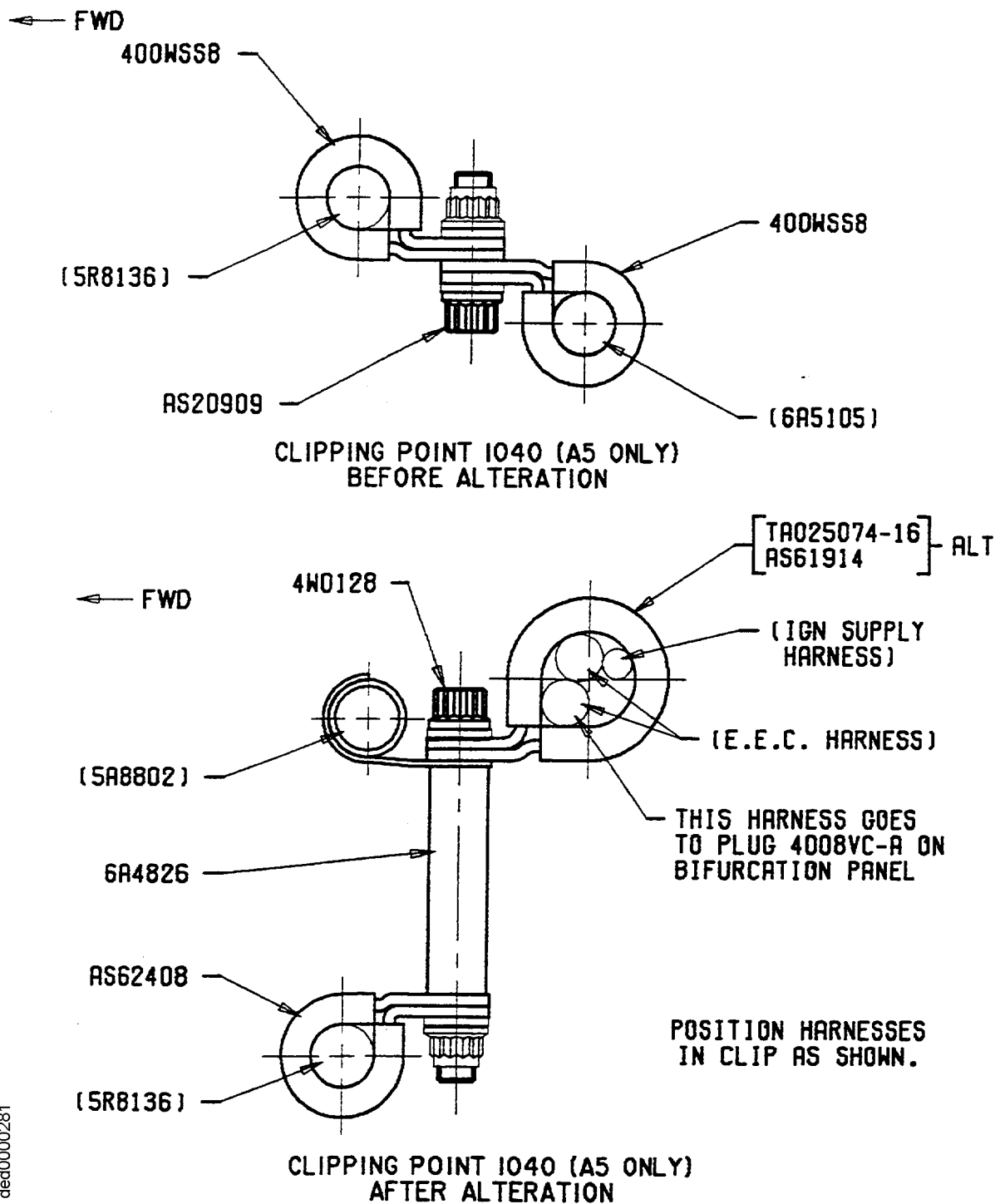
ded0000280

Clipping point 1040 - Before and after alteration
Fig.29

V2500-ENG-71-0109



SERVICE BULLETIN



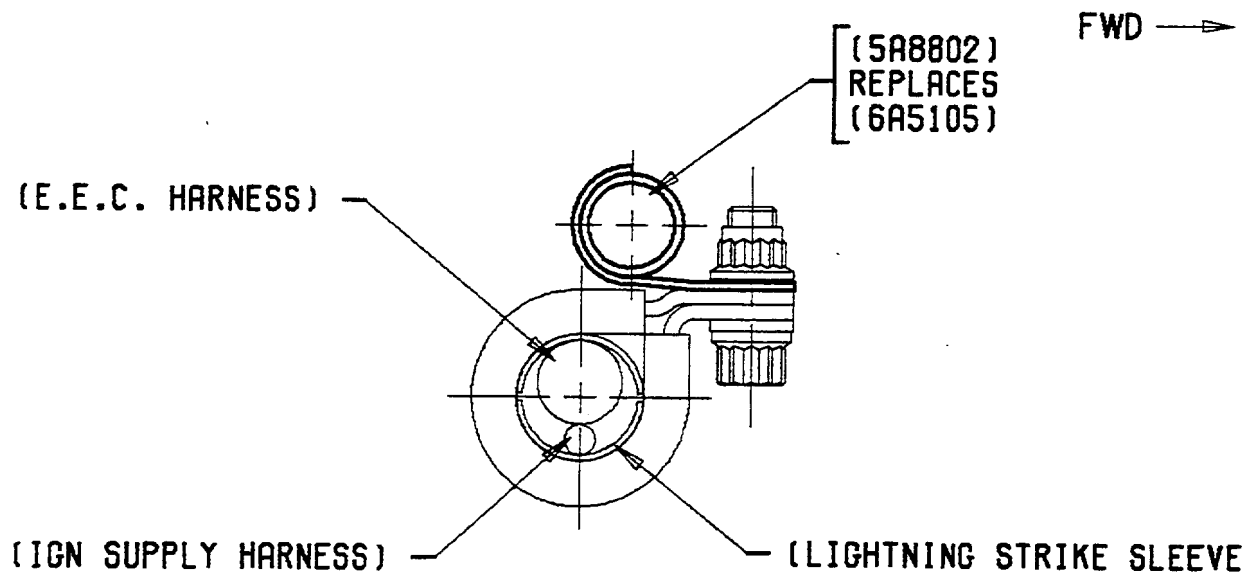
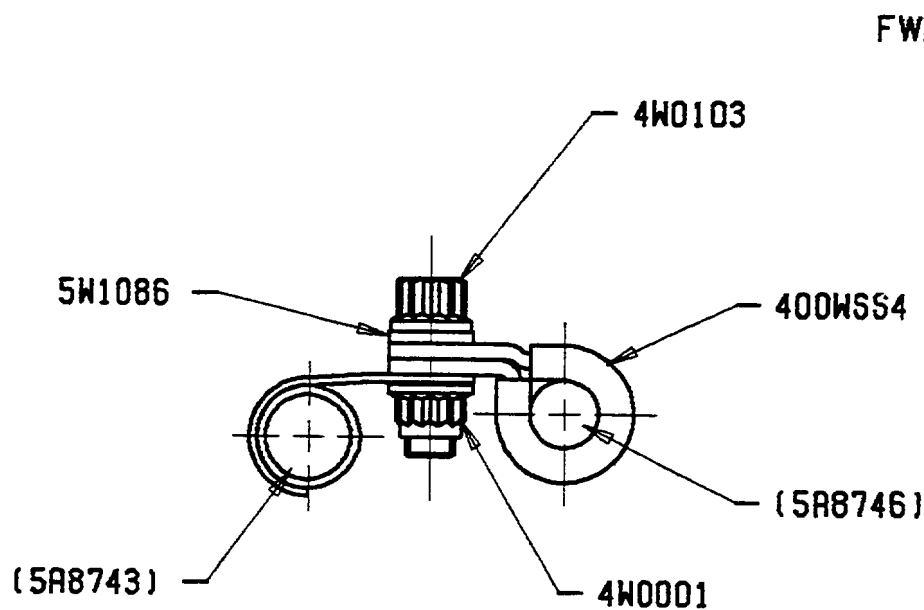
Clipping point 1064 - Before and after alteration
Fig.30

V2500-ENG-71-0109



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CLIPPING POINT 1064
BEFORE AND AFTER ALTERATIONClipping point 1067 - Deleted
Fig.31Clipping point 1067 - Deleted
Fig.31

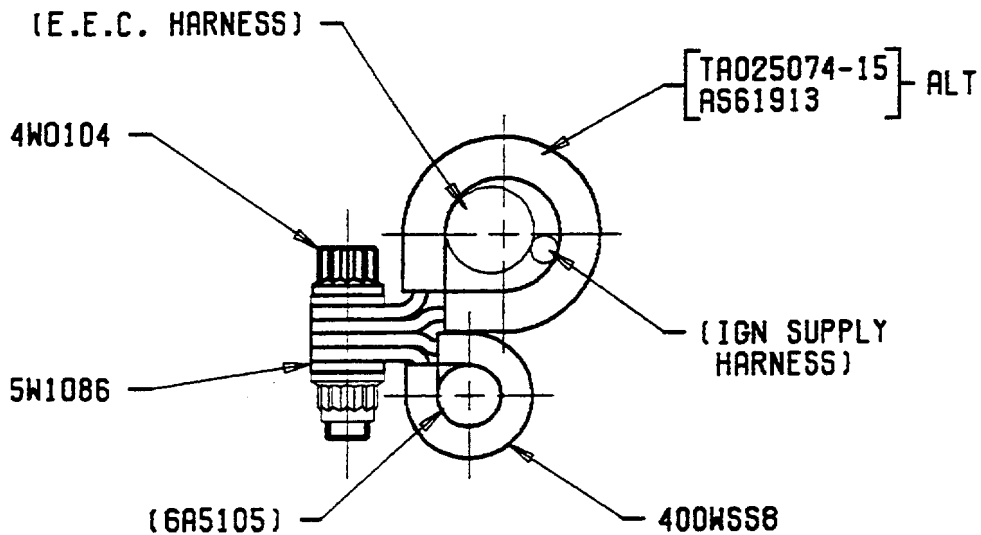
ded0000282

V2500-ENG-71-0109

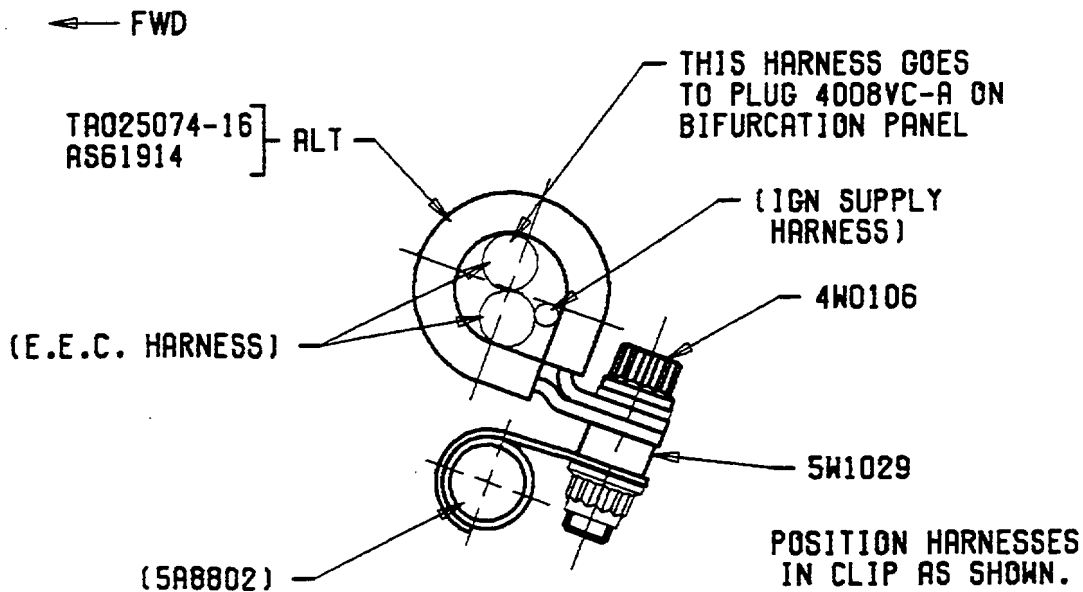


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CLIPPING POINT 1086
BEFORE ALTERATION

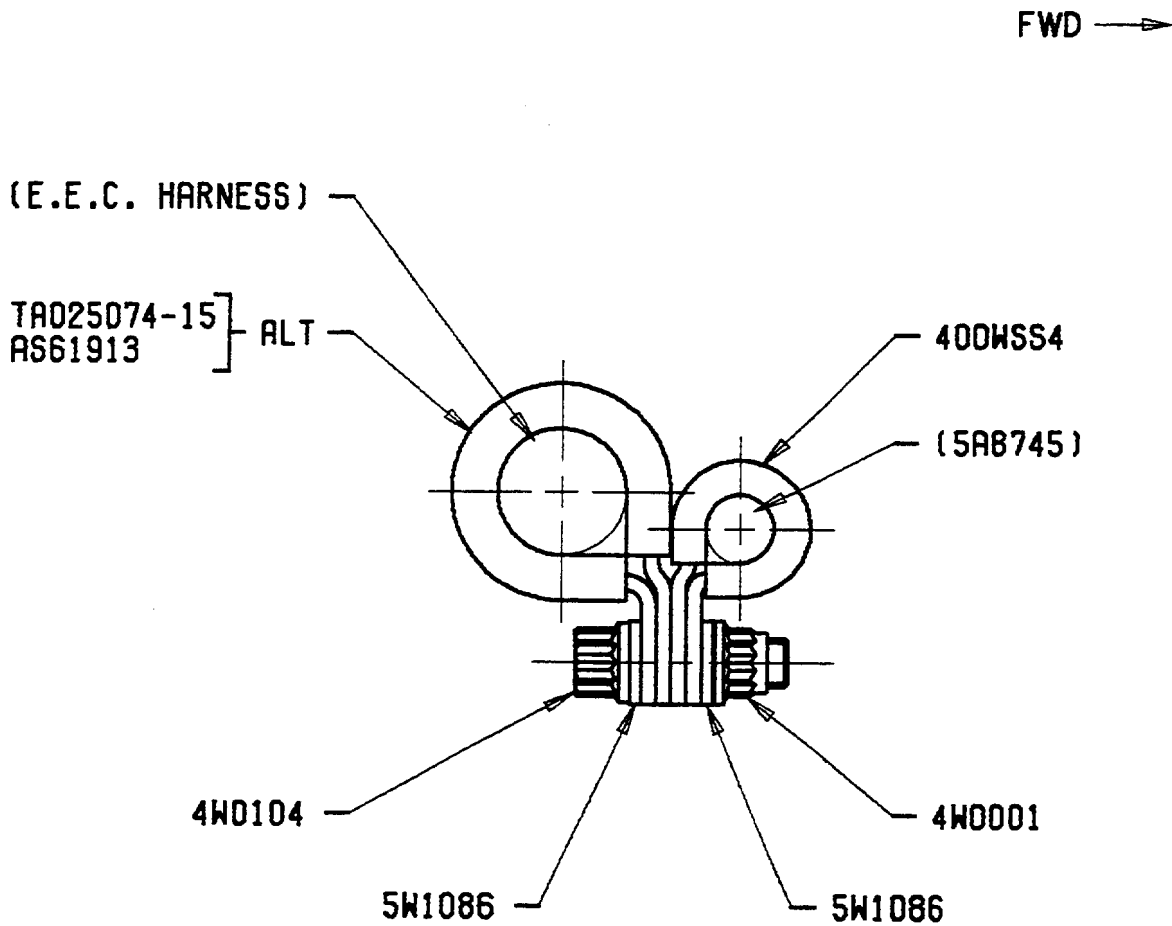
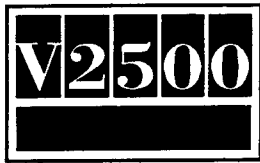


CLIPPING POINT 1086
AFTER ALTERATION

Clipping point 1086 - Before and after alteration
Fig.32

ded0000283

V2500-ENG-71-0109



Clipping point 1088 - Deleted
Fig.33

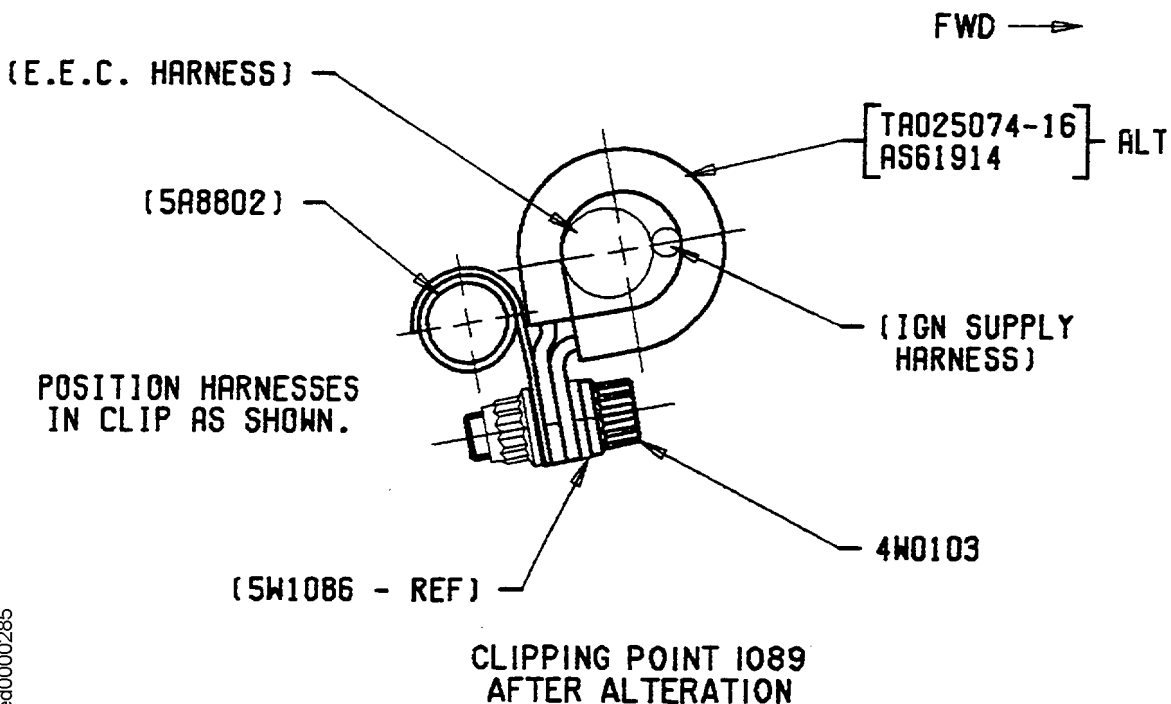
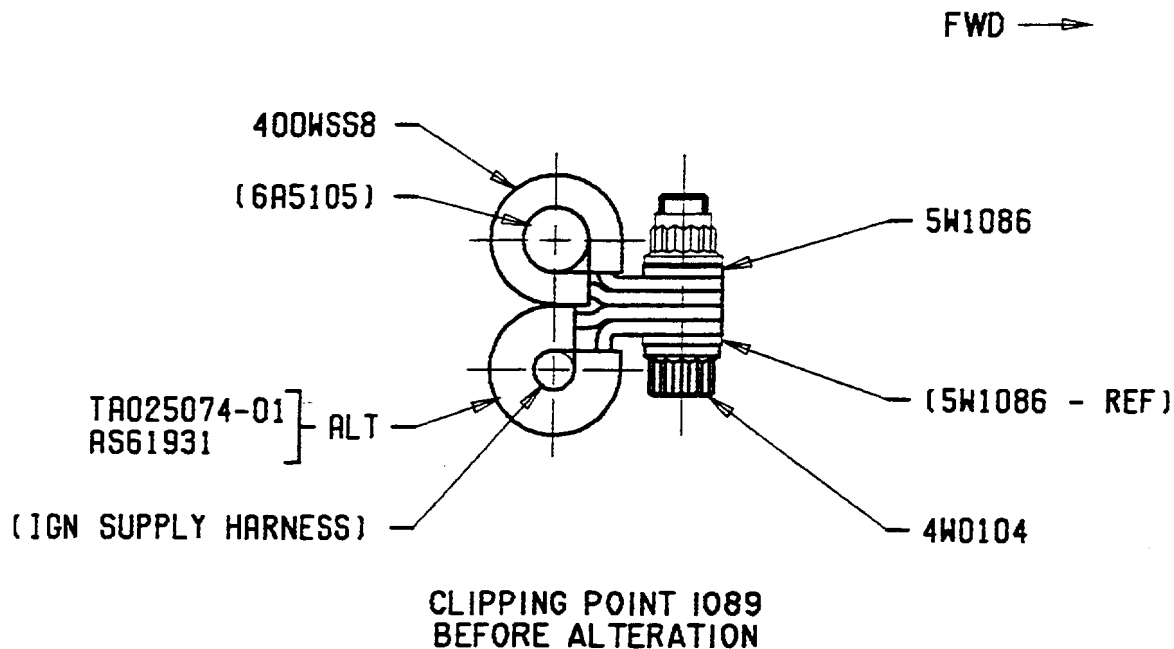
V2500-ENG-71-0109

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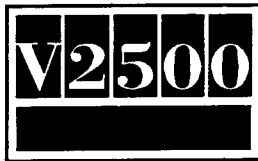


SERVICE BULLETIN



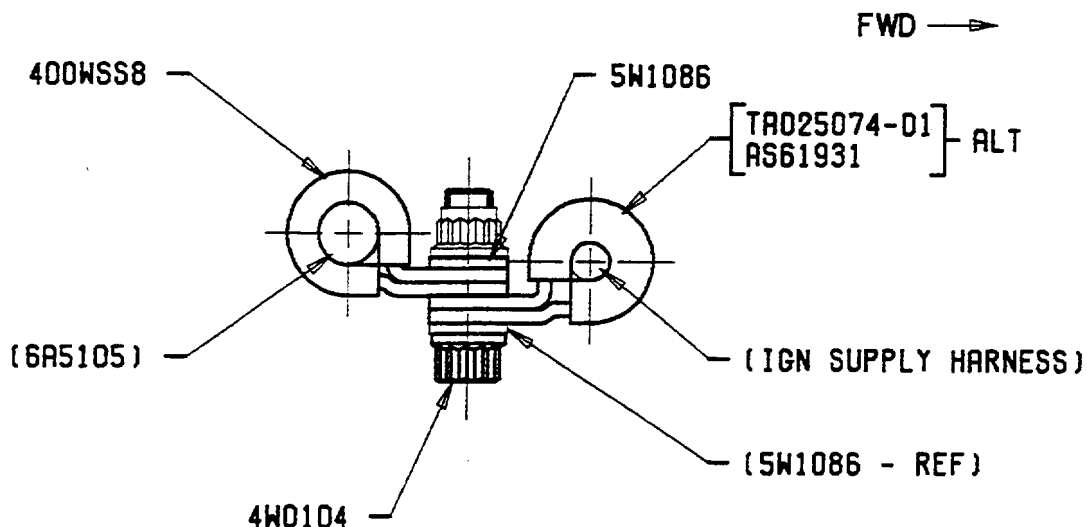
Clipping point 1089 - Before and after alteration
Fig.34

V2500-ENG-71-0109

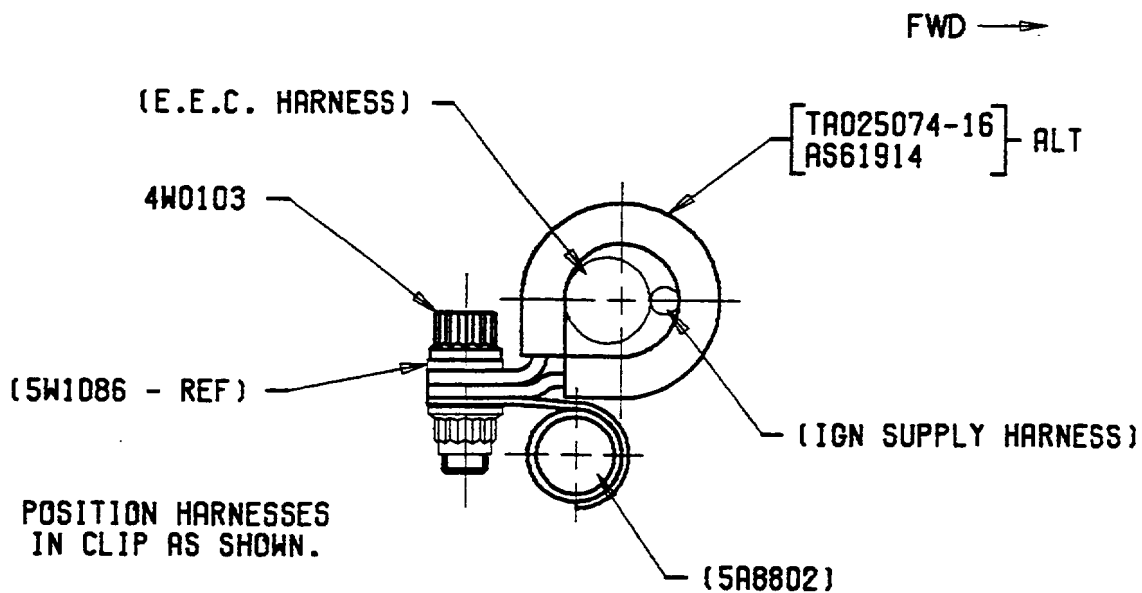


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CLIPPING POINT 1090
BEFORE ALTERATION



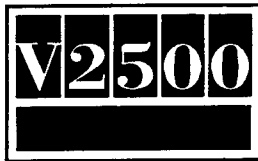
POSITION HARNESSES
IN CLIP AS SHOWN.

CLIPPING POINT 1090
AFTER ALTERATION

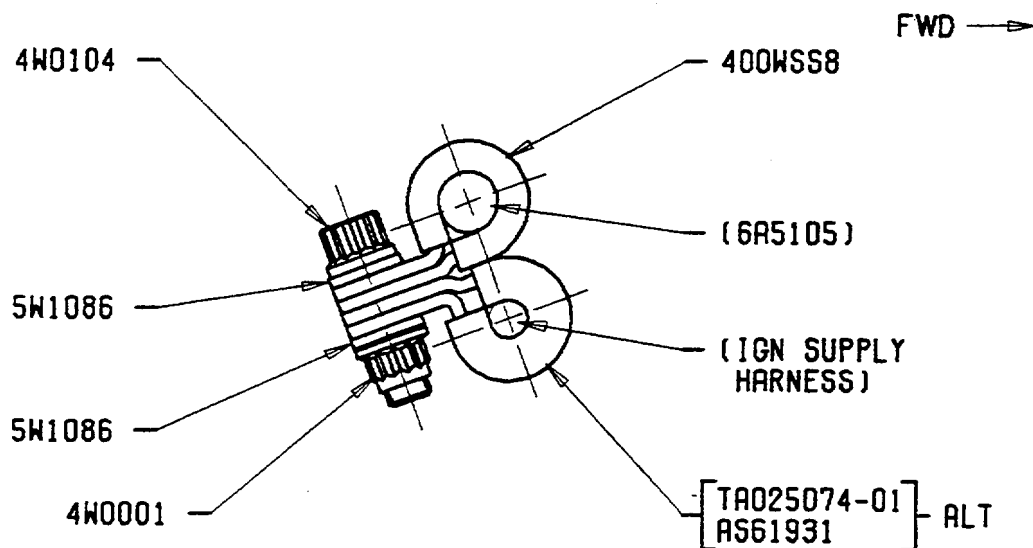
Clipping point 1090 - Before and after alteration
Fig.35

ded0000286

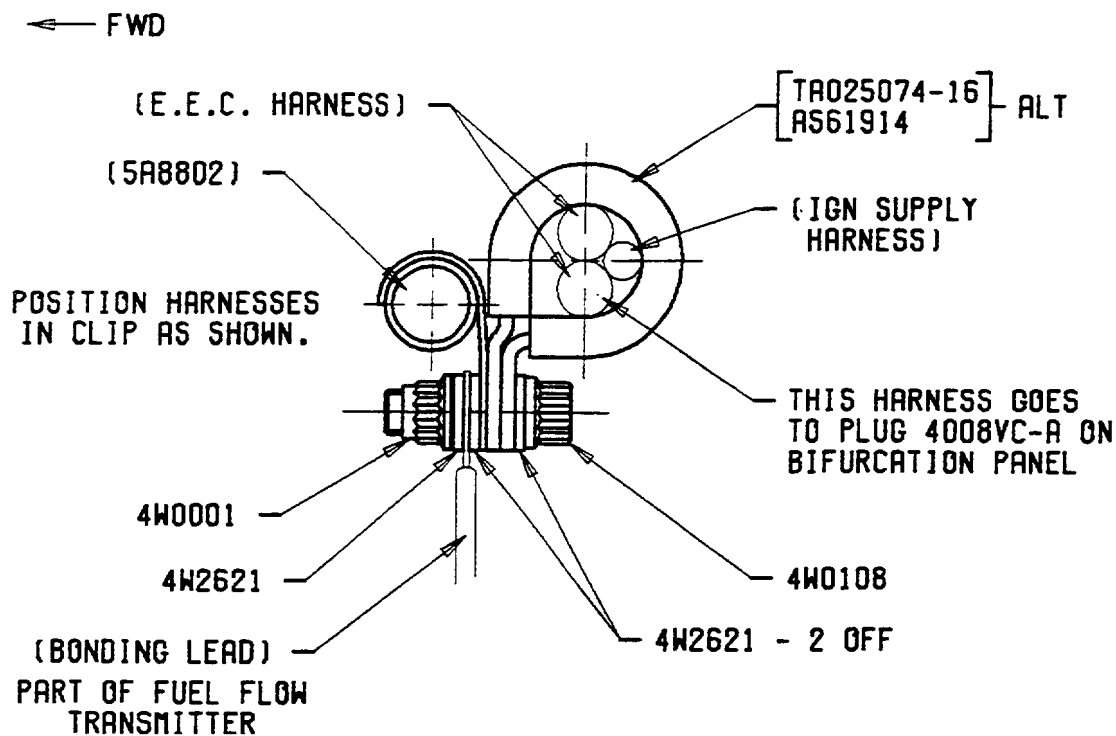
V2500-ENG-71-0109



SERVICE BULLETIN



CLIPPING POINT 1091 - DELETED



CLIPPING POINT 1141 - ADDITIONAL

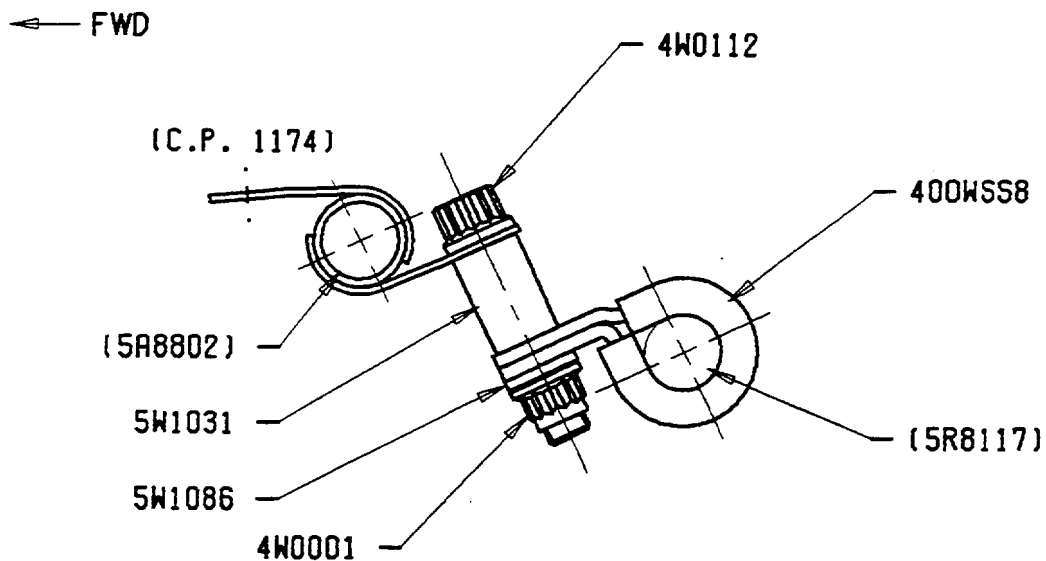
Clipping point 1091 - Deleted Clipping point 1141 - Additional
Fig.36

V2500-ENG-71-0109

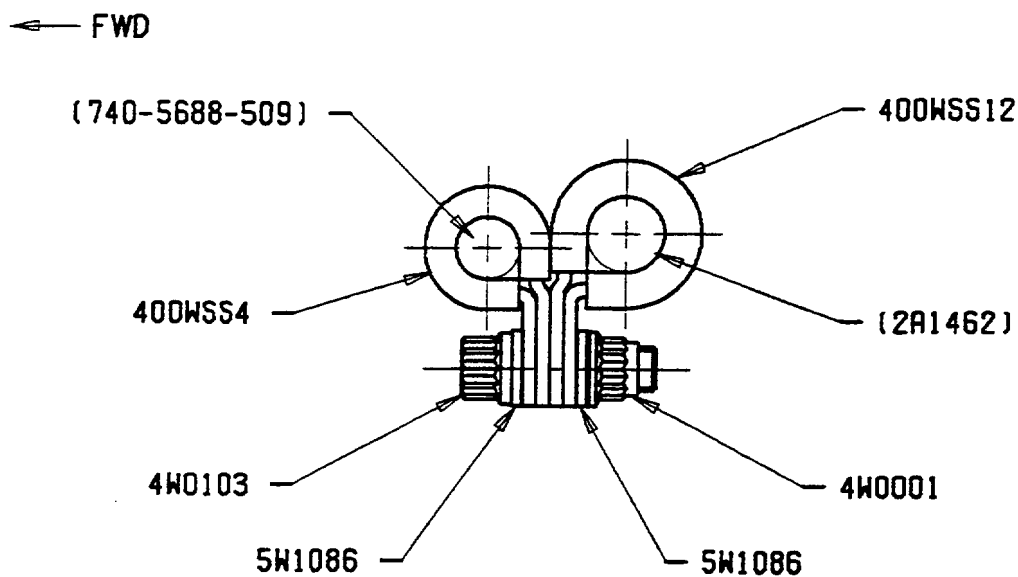


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CLIPPING POINT 1168 - ADDITIONAL



CLIPPING POINT 1169 - ADDITIONAL

ALL ITEMS ON C.P. 1169 ARE
PART OF THE NACELLE MODEL

Clipping point 1168, 1169 - Additional
Fig.37

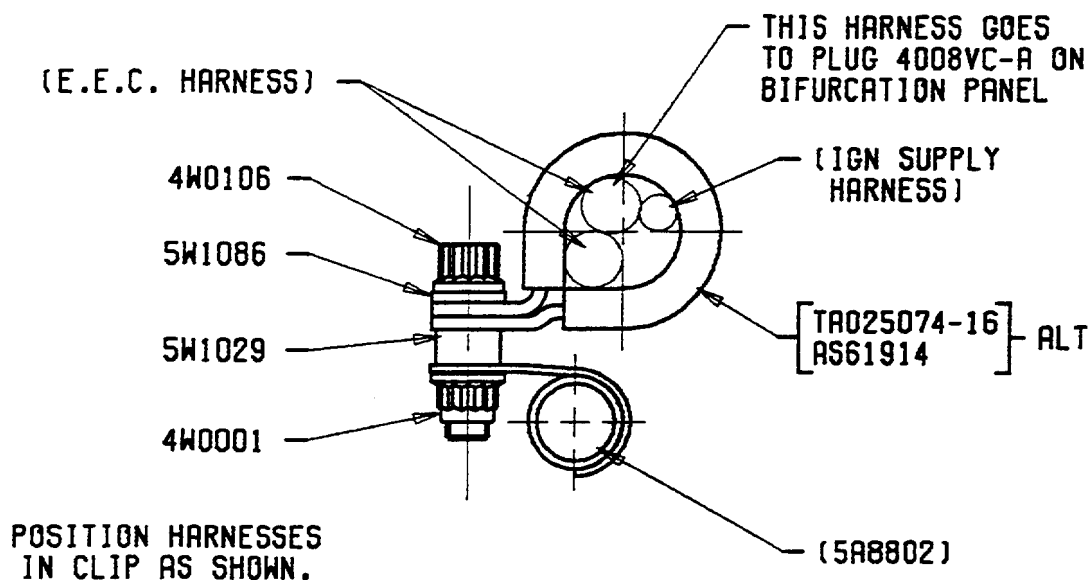
ded0000288

V2500-ENG-71-0109



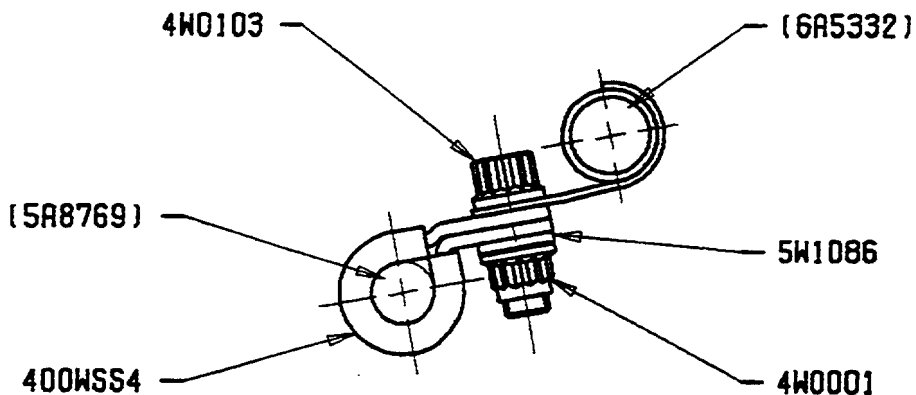
SERVICE BULLETIN

← FWD



CLIPPING POINT 1170 - ADDITIONAL

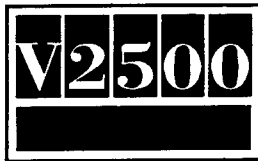
FWD →



CLIPPING POINT 1171 - ADDITIONAL

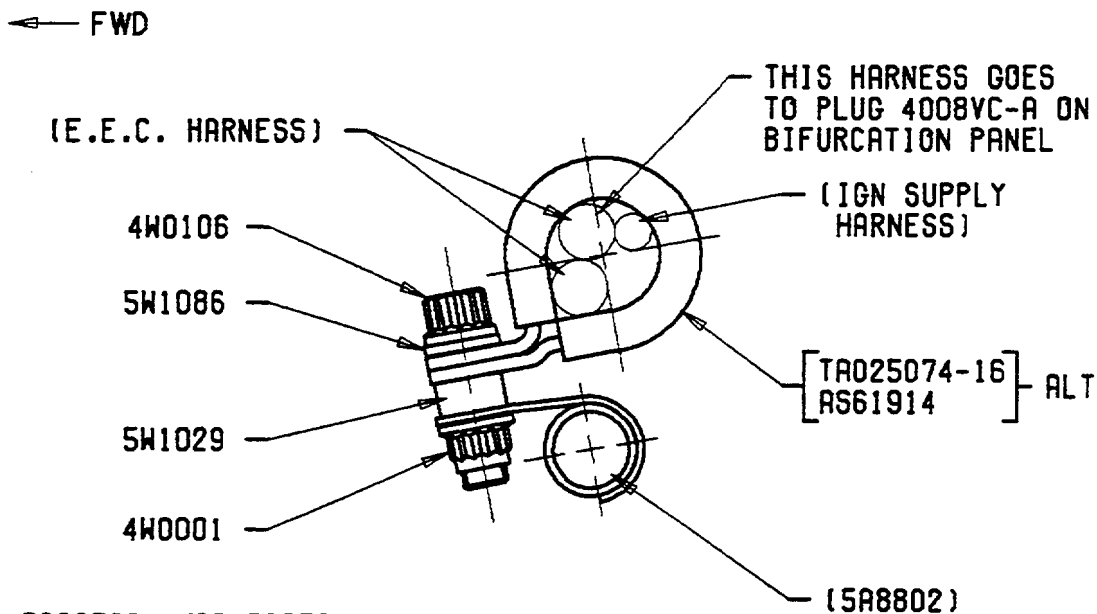
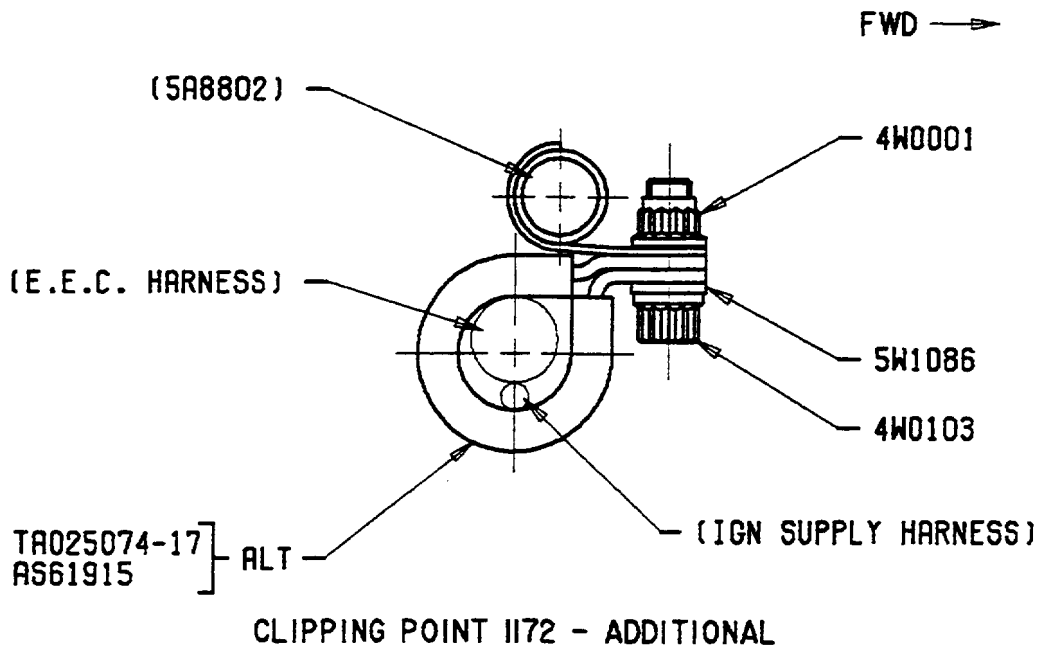
Clipping points 1170, 1171 - Additional
Fig.38

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POSITION HARNESSES
IN CLIP AS SHOWN.

CLIPPING POINT 1173 - ADDITIONAL

Clipping points 1172, 1173 - Additional
Fig.39

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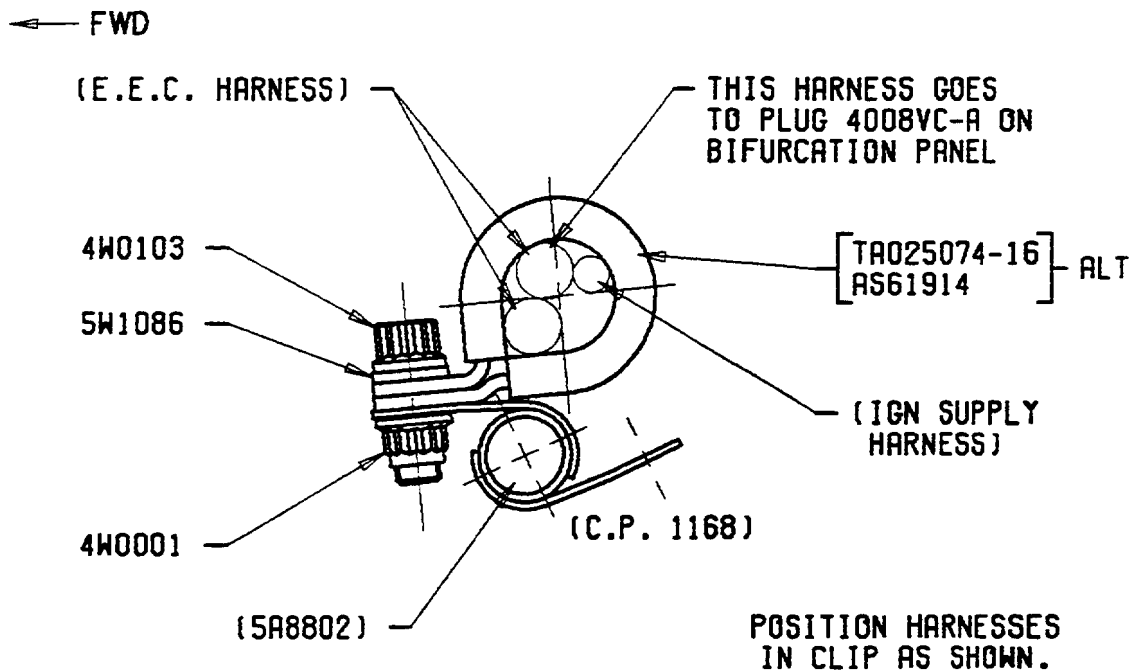
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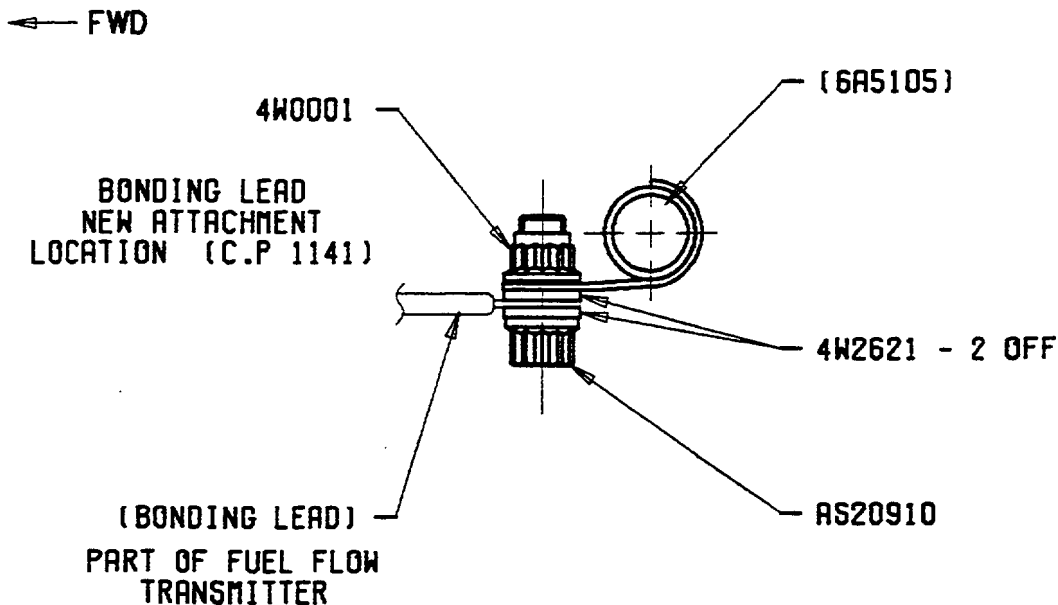


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CLIPPING POINT 1174 - ADDITIONAL



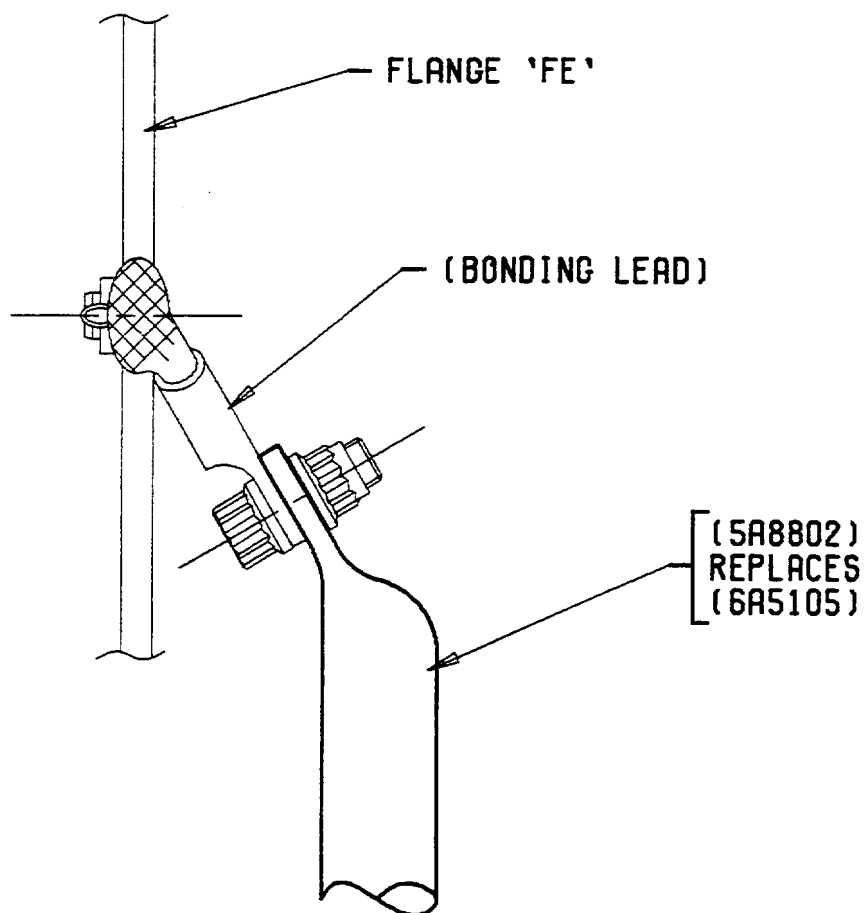
Clipping point 1174 - Additional Bonding Lug - Deleted Fig.40

ded0000291

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← FWD



ded0000292

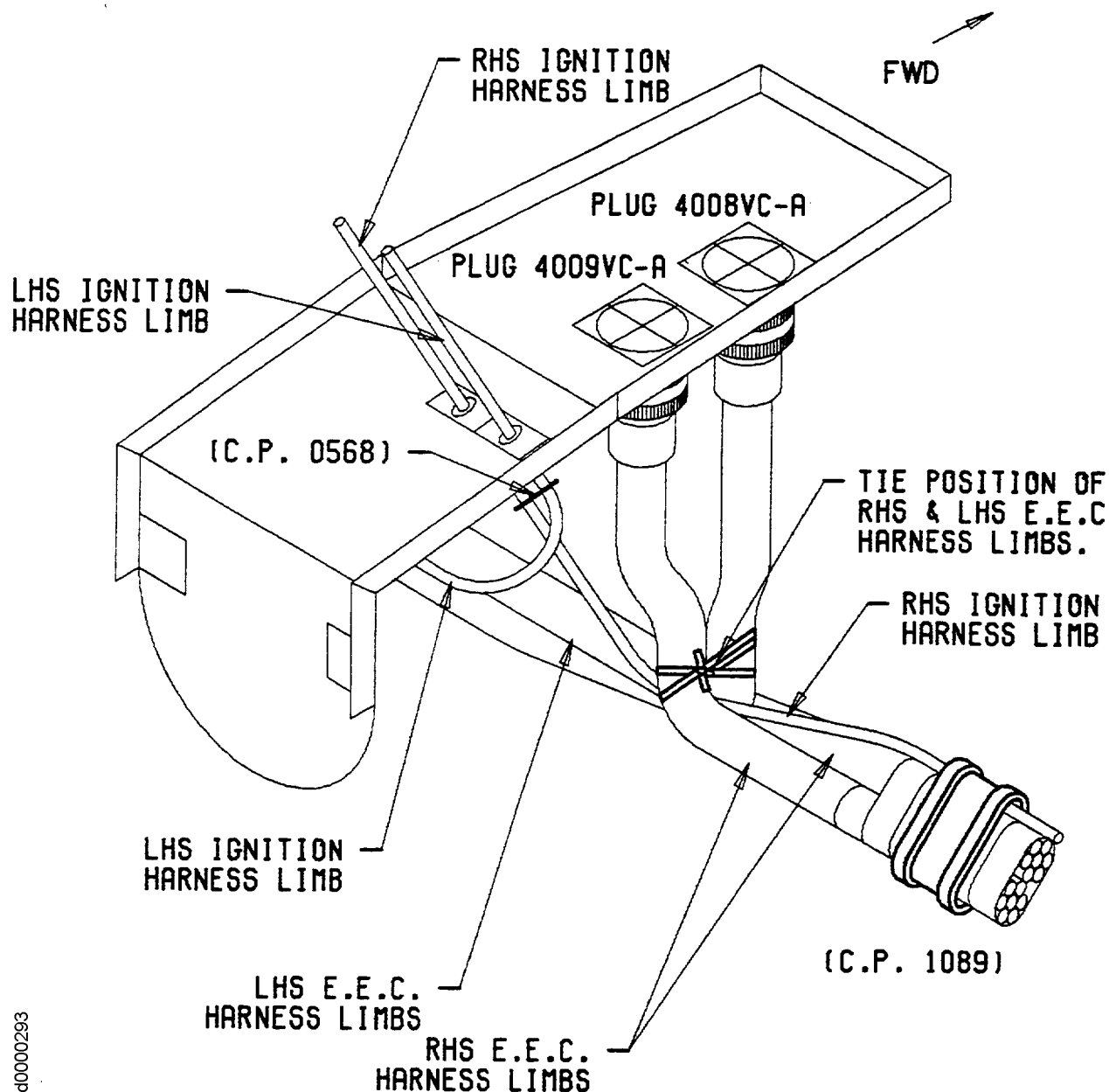
Bonding lug - Before and after alteration
Fig.41

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HARNESSES TO BE TIED IN ACCORDANCE WITH
IAE SPEC 1009 USING LACING TAPE 718G (3105838).



ded0000293

Diagrammatic view at bifurcation panel showing run of EEC and ignition supply harness
Fig.42

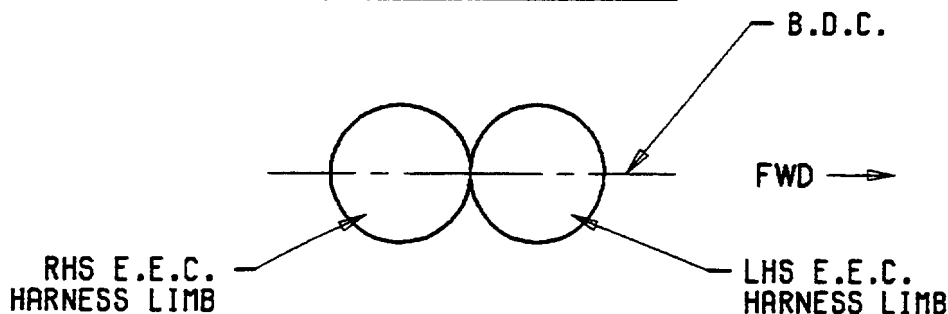


SPECIAL BUILD INSTRUCTIONS.

TYING TOGETHER OF THE RHS AND LHS E.E.C. HARNESS LIMBS AT THE BIFURCATION CONNECTORS 4008VC-A AND 4009VC-A.

AFTER THE E.E.C. AND IGNITION HARNESSES HAVE BEEN FULLY CLIPPED TO THE ENGINE AND THE CONNECTORS ARE FITTED TO THEIR RESPECTIVE ACCESSORY AND BIFURCATION PANEL RECEPTACLES, TYING OF THE E.E.C. HARNESS LIMBS TOGETHER WITH LACING IS REQUIRED AT THE BIFURCATION PANEL CONNECTORS 4008VC-A AND 4009VC-A. THE POSITION OF THE TIE IS REQUIRED AT THE LOWEST POINT WHERE THE TWO LIMBS COME TOGETHER AT BOTTOM DEAD CENTRE, I.E. LHS FORWARD OF RHS. TYING TO BE IN ACCORDANCE WITH IAE SPEC 1009.

POSITIONING OF RHS & LHS E.E.C. HARNESS LIMBS FOR TYING LACING.



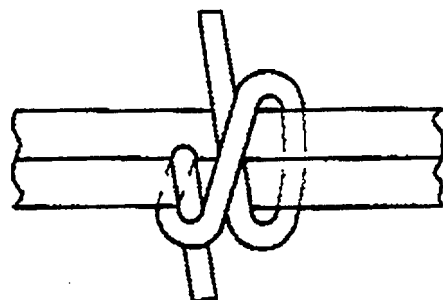
THIS LACING WILL BE REQUIRED TO BE TAKEN OFF WHEN REMOVING THE E.E.C. HARNESS FROM THE ENGINE AND REINSTATED WHEN REFITTING THE HARNESS.

RUN OF RHS IGNITION HARNESS LIMB AT B.D.C.

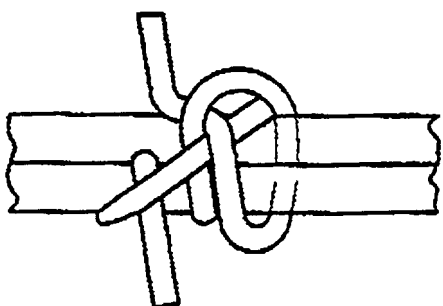
THE RHS IGNITION HARNESS LIMB REQUIRES TO BE RUN ALONGSIDE THE RHS E.E.C. HARNESS LIMB RUNNING TO CONNECTOR 4009VC-A (I.E. FORWARD OF RHS E.E.C. HARNESS), BOTH PASSING THROUGH CP 1089 (SEE FIG 42). THE IGNITION HARNESS PASSES THROUGH THE GAP BELOW THE RHS AND LHS E.E.C. HARNESS LIMBS RUNNING TO CONNECTORS 4008VC-A AND 4009VC-A AT THE BIFURCATION PANEL, AND THEN RUNS REARWARDS THROUGH CP 0568.

Special build instructions
Fig.43

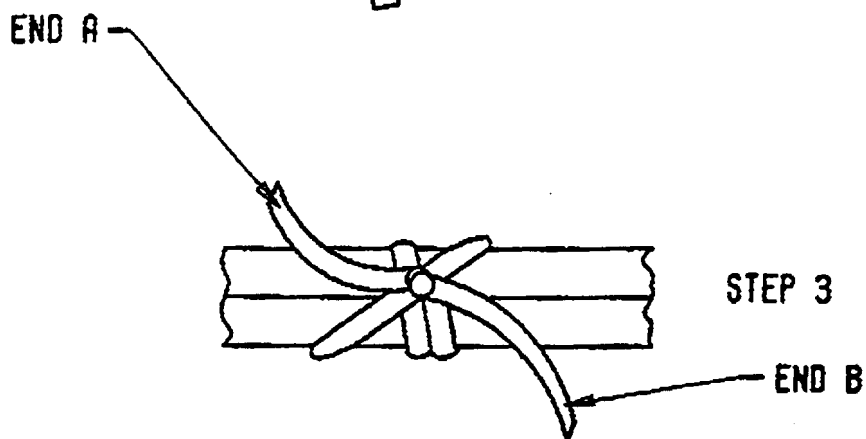
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STEP 1



STEP 2

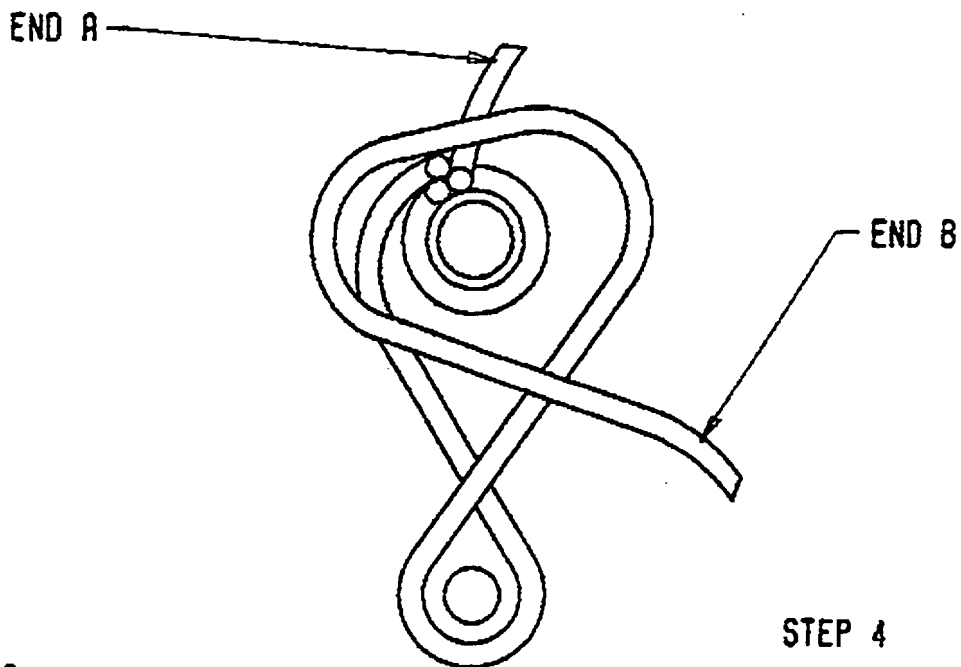


STEP 3

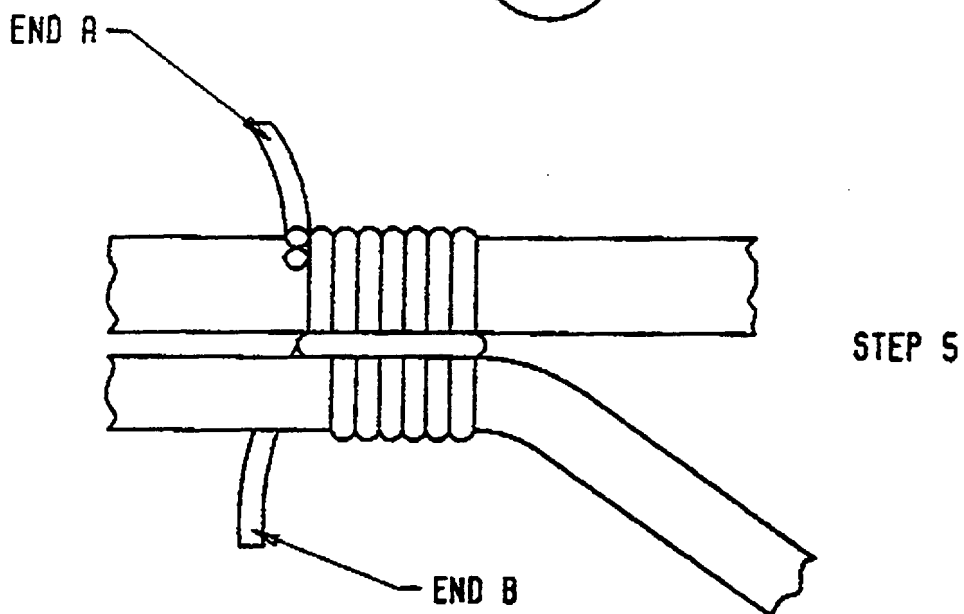
END B

Typical view showing procedure for fastening lacing tape
Fig.44

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STEP 4



STEP 5

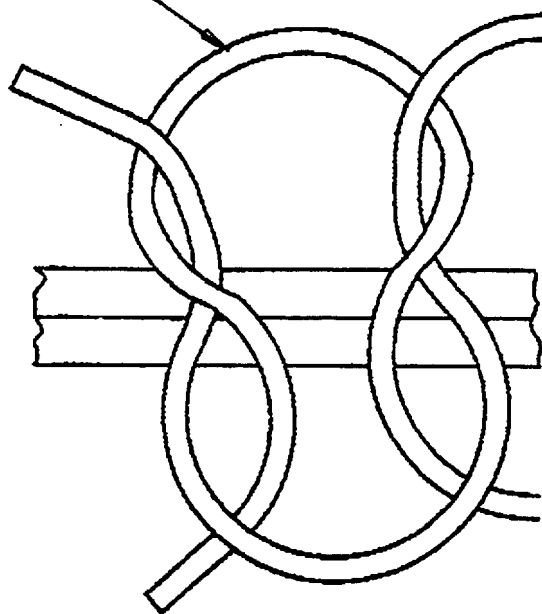
Typical view showing procedure for fastening lacing tape
Fig.45

ded0000296



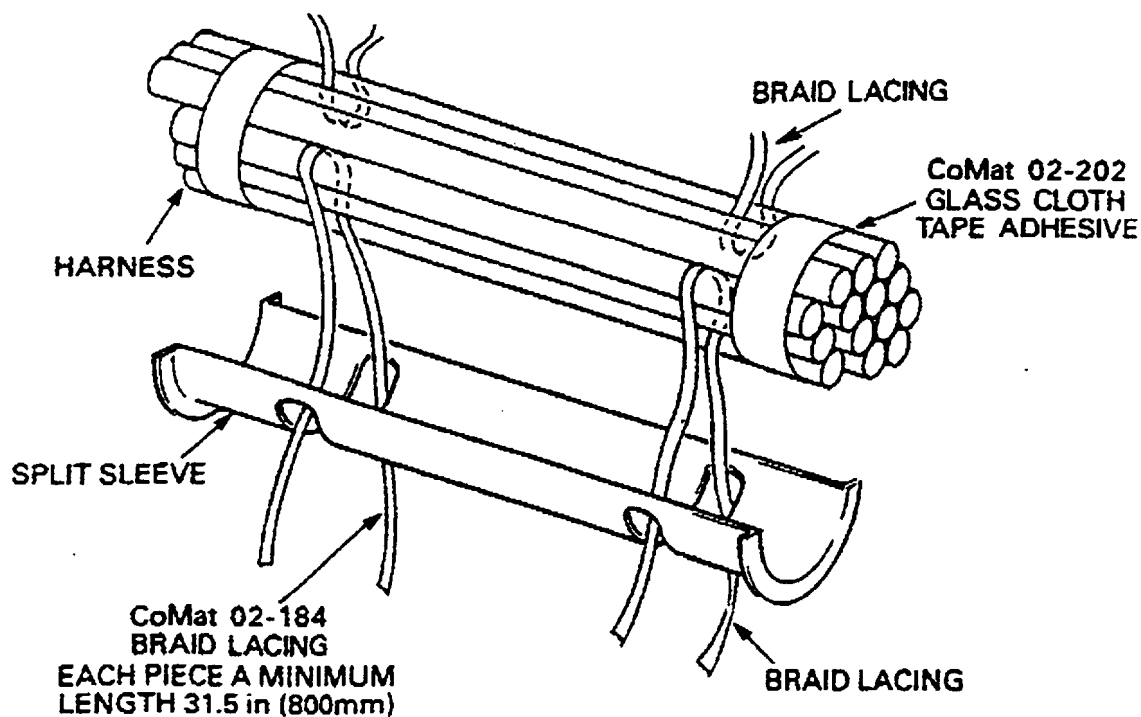
STEP 6

REEF KNOT

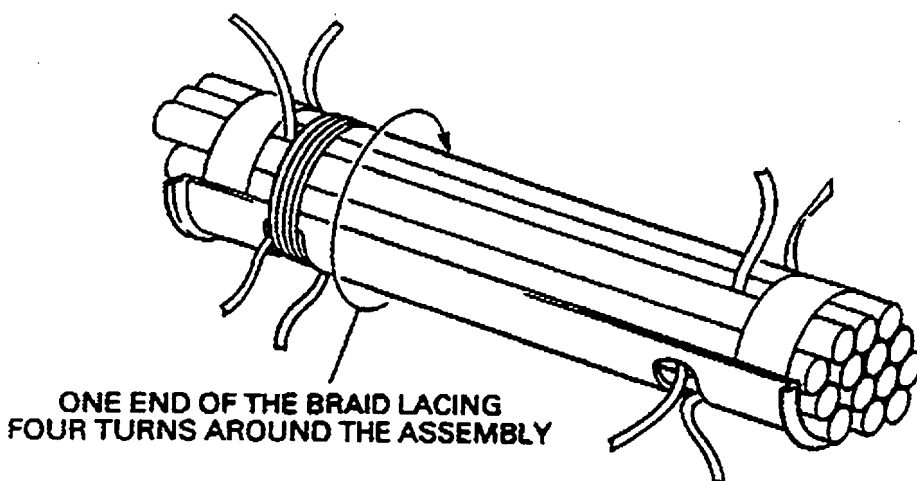


Typical view showing procedure for fastening lacing tape
Fig.46

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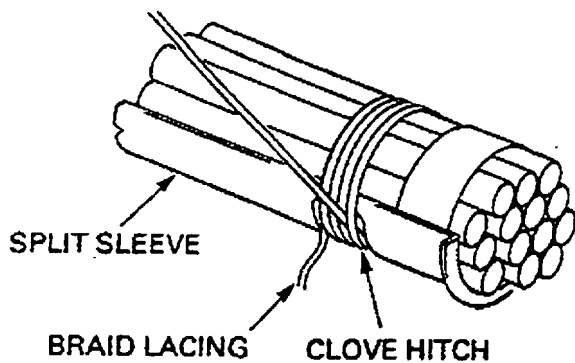
STEP 1



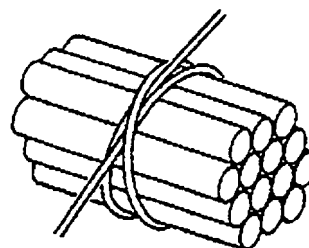
STEP 2

ded00000298

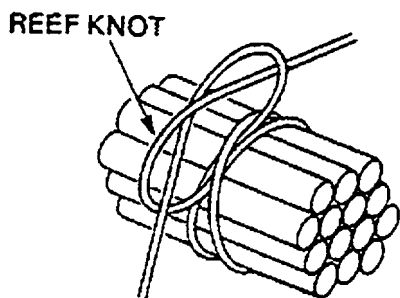
Typical view showing procedure for fastening lacing tape at lightning strike sleeves
Fig.47



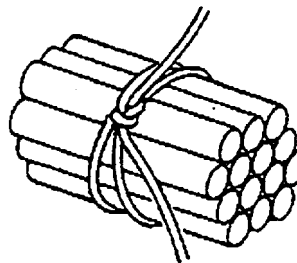
STEP 3



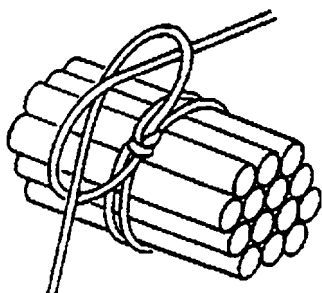
STEP 4



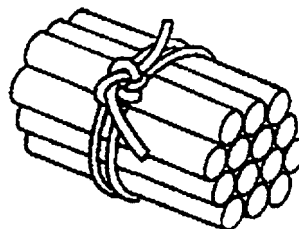
STEP 5



STEP 6



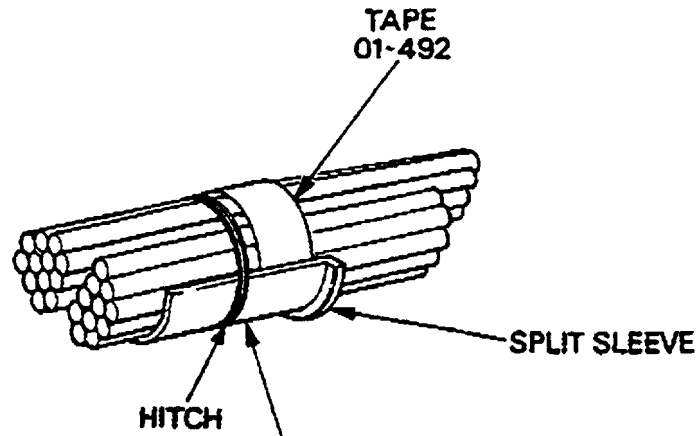
STEP 7



STEP 8

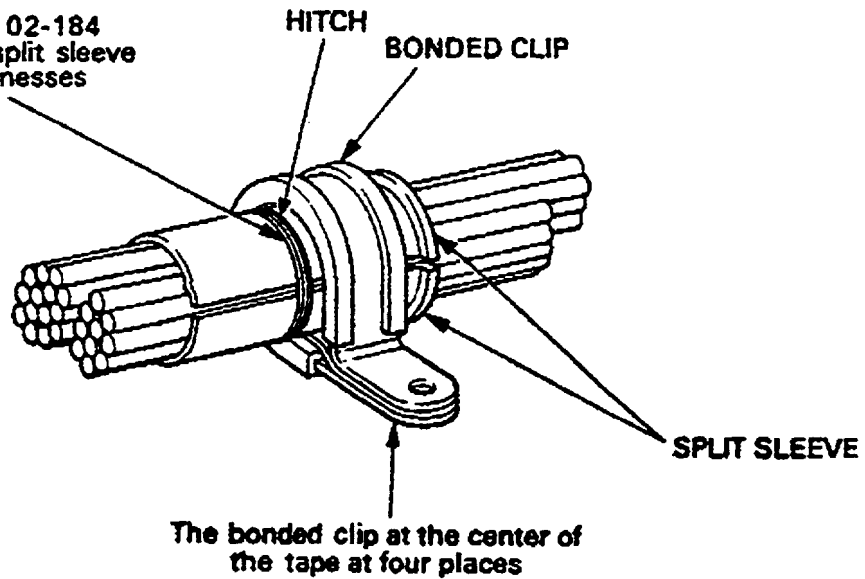
ded0000299

Typical view showing procedure for fastening lacing tape at lightning strike sleeves
Fig.48



STEP 9

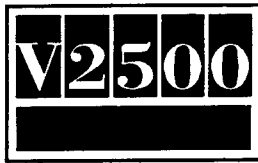
Four turns of CoMat 02-184 braid lacing attach the split sleeve to the electrical harness



STEP 10

ded00003300

Typical view showing procedure for fastening lacing tape at lightning strike sleeves
Fig.49



SERVICE BULLETIN

3. Material Information

Applicability: For each V2500 Engine to incorporate this Bulletin.

A. Kits associated with this Bulletin:

None

B. Parts affected by this Bulletin:

New Part No. (ATA No.)	Qty	Est'd Unit Price (\$)	Keyword	Old Part No. (IPC No.)	Instructions Disposition
- (71-51-41)	1		Bolt, bihex)	4W0110 (01-126)	(D)
- (71-51-41)	1		Washer)	5W1086 (01-127)	(D)
- (71-51-41)	1		Clamp, loop)	TA025074-14 (01-129)	(D)
- (71-51-41)	1		Clamp, loop)	AS61912 (01-129)	(D)
TA025074-16 (71-51-41)	1	9.44	Clamp, loop)	- (01-129)	(A)(C)(S3)
AS61914 (71-51-41)	1		Clamp, loop)	- (01-129)	(A)(C)(S3)
- (71-51-41)	1		Spacer)	5W1030 (01-131)	(D)
- (71-51-41)	1		Nut, bihex)	4W0001 (01-133)	(D)
- (71-51-41)	1		Bolt, bihex)	4W0103 (01-134)	(D)
- (71-51-41)	1		Washer)	5W1086 (01-135)	(D)
- (71-51-41)	1		Clamp, loop)	TA025074-14 (01-137)	(D)
- (71-51-41)	1		Clamp, loop)	AS61912 (01-137)	(D)
- (71-51-41)	1		Nut, bihex)	4W0001 (01-141)	(D)

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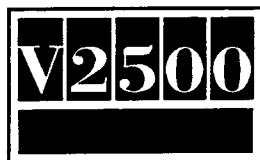


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TA025074-16	1		Clamp, loop	)	TA025074-14	(A)(D)(S1)
(71-51-41)			)	CP 0250	(01-145)	(S2)
AS61914	1	9.44	Clamp, loop	)	AS61912	(A)(D)(S1)
(71-51-41)			)		(01-145)	(S2)
4W0109	1	4.43	Bolt, bihex	)	4W0103	(A)(D)(S1)
(71-51-41)			)		(01-150)	(S2)
TA025074-16	1		Clamp, loop	)	TA025074-14	(A)(D)(S1)
(71-51-41)			)	CP 0251	(01-153)	(S2)
AS61914	1		Clamp, loop	)	AS61912	(A)(D)(S1)
(71-51-41)			)		(01-153)	(S2)
5W1030	1	11.90	Spacer	)	-	(A)(C)(S3)
(71-51-41)			)		(01-155)	
-	1		Bolt, bihex	)	4W011	(A)(D)(S1)
(71-51-41)			)		(01-158)	(S2)
-	1		Washer	)	5W1086	(A)(D)(S1)
(71-51-41)			)		(01-159)	(S2)
-	1		Clamp, loop	)	TA025074-14	(A)(D)(S1)
(71-51-41)			)	CP 0252	(01-161)	(S2)
-	1		Clamp, loop	)	AS61912	(A)(D)(S1)
(71-51-41)			)		(01-161)	(S2)
-	1		Spacer	)	ST1698D41	(A)(D)(S1)
(71-51-41)			)		(01-163)	(S2)
-	1		Nut, bihex	)	4W0001	(A)(D)(S1)
(71-51-41)			)		(01-165)	(S2)
4W0103	1		Bolt, bihex	)	-	(A)(C)(S3)
(71-51-41)			)		(01-166)	
5W1086	1		Washer	)	-	(A)(C)(S3)
(71-51-41)			)		(01-167)	
TA025074-16	1		Clamp, loop	)	CP 1174	-
(71-51-41)			)		(01-169)	(A)(C)(S3)
AS61914	1		Clamp, loop	)	-	(A)(C)(S3)
(71-51-41)			)		(01-169)	
4W0001	1		Nut, bihex	)	-	(A)(C)(S3)
(71-51-41)			)		(01-173)	
4W0107	1		Bolt, bihex	)	4W0103	(A)(D)(S1)
(71-51-41)			)		(01-174)	(S2)
TA025074-10	1	8.21	Clamp, loop	)	TA025074-14	(A)(D)(S1)
(71-51-41)			)		(01-177)	(S2)
AS61908	1	8.21	Clamp, loop	)	AS61912	(A)(D)(S1)
(71-51-41)			)	CP 0254	(01-177)	(S2)
TA025074-10	1		Clamp, loop	)	-	(A)(C)(S3)
(71-51-41)			)		(01-178)	
AS61908	1		Clamp, loop	)	-	(A)(C)(S3)
(71-51-41)			)		(01-178)	
5W1029	1	11.90	Spacer	)	-	(A)(C)(S3)
(71-51-41)			)		(01-179)	
4W0115	1	3.34	Bolt, bihex	)	4W0104	(A)(D)(S1)
(71-51-41)			)		(01-182)	(S2)

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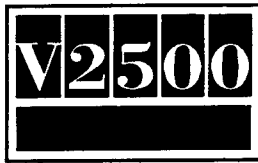


SERVICE BULLETIN

TA025074-16 (71-51-41)	1		Clamp, loop	)	TA025074-14	(A)(D)(S1)
AS61914 (71-51-41)	1		Clamp, loop	)	(01-185)	(S2)
5W1032 (71-51-41)	1	12.70	Spacer	)	AS61912 (01-185)	(A)(D)(S1) (S2)
				)	-	(A)(C)(S3)
				)	(01-187)	
TA025074-16 (71-51-41)	1		Clamp, loop	)	TA025074-13	(A)(D)(S1)
AS61914 (71-51-41)	1		Clamp, loop	)	(01-529)	(S2)
				)	AS61911 (01-529)	(A)(D)(S1) (S2)
4W0109 (71-51-41)	1		Bolt, bihex	)	4W0104	(A)(D)(S1)
5W1030 (71-51-41)	1	11.90	Spacer	)	(01-534)	(S2)
				)	-	(A)(C)(S3)
				)	(01-539)	
4W0106 (71-51-41)	1	4.63	Bolt, bihex	CP 1170	-	(A)(C)(S3)
					(01-558)	
- (71-51-41)	1		Bolt, bihex	CP 0544	4W0103 (01-558)	(D)
5W1086 (71-51-41)	1	0.40	Washer	CP 1170	-	(A)(C)(S3)
					(01-559)	
- (71-51-41)	1		Washer	CP 0544	5W1086 (01-559)	(D)
TA025074-16 (71-51-41)	1		Clamp, loop	CP 1170	-	(A)(C)(S3)
					(01-561)	
- (71-51-41)	1		Clamp, loop	CP 0544	TA025074-15	(D)
					(01-561)	
AS61914 (71-51-41)	1		Clamp, loop	CP 1170	-	(A)(C)(S3)
					(01-561)	
- (71-51-41)	1		Clamp, loop	CP 0544	AS61913 (01-561)	(D)
5W1029 (71-51-41)	1	11.20	Spacer	CP 1170	-	(A)(C)(S3)
					(01-563)	
4W0001 (71-51-41)	1	2.67	Nut, bi-hex	CP 1170	-	(A)(C)(S3)
					(01-565)	
- (71-51-41)	1		Nut, bi-hex	CP 0544	4W0001 (01-565)	(D)

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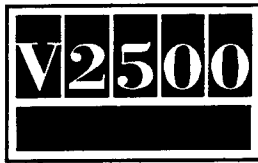


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4W0106 (71-51-41)	1		Bolt, bi-hex)		4W0104 (02-333)	(A)(D)(S1) (S2)
- (71-51-41)	1		Washer)		5W1086 (02-334)	(D)
TA025074-16 (71-51-41)	1		Clamp, loop)	CP 1086	TA025074-15 (02-336)	(A)(D)(S1) (S2)
AS61914 (71-51-41)	1		Clamp, loop)		AS61913 (02-336)	(A)(D)(S1) (S2)
5W1029 (71-51-41)	1		Spacer)		- (02-338)	(A)(C)(S3)
4W0103 (71-51-41)	1	4.63	Bolt, bihex	CP 1172	- (02-341)	(A)(C)(S3)
- (71-51-41)	1		Bolt, bihex	CP 1088	4W0104 (02-341)	(D)
5W1086 (71-51-41)	1	861.00	Washer	CP 1172	- (02-342)	(A)(C)(S3)
- (71-51-41)	2		Washer	CP 1088	5W1086 (02-342)	(D)
TA025074-17 (71-51-41)	1	9.73	Clamp, loop	CP 1172	- (02-344)	(A)(C)(S3)
- (71-51-41)	1		Clamp, loop	CP 1088	TA025074-15 (02-344)	(D)
AS61915 (71-51-41)	1	9.73	Clamp, loop	CP 1172	- (02-344)	(A)(C)(S3)
- (71-51-41)	1		Clamp, loop	CP 1088	AS61913 (02-344)	(D)
4W0001 (71-51-41)	1		Nut, bi-hex	CP 1172	- (02-348)	(A)(C)(S3)
- (71-51-41)	1		Nut, bi-hex	CP 1088	4W0001 (02-348)	(D)

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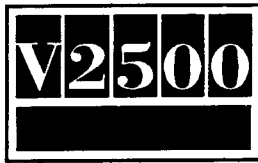


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TA025074-16	1		Clamp, loop	)	-	(A)(C)(S3)
(71-51-41)				)	(02-540)	
AS61914	1		Clamp, loop	)	-	(A)(C)(S3)
(71-51-41)				)	(02-540)	
4W0108	1	8.39	Bolt, bihex	) CP 1141	-	(A)(C)(S3)
(71-51-41)				)	(02-542)	
4W2621	3	0.85	Washer	)	-	(A)(C)(S3)
(71-51-41)				)	(02-544)	
4W0001	1		Nut	)	-	(A)(C)(S3)
(71-51-41)				)	(02-548)	
718G	AR	2.57 ME	Tape, lacing		-	(A)(C)(S3)
(71-51-41)			RR No.3105838		(03-970)	
4W0106	1	4.63	Bolt, bihex	)	-	(A)(C)(S3)
(71-51-41)				)	(07-025)	
5W1086	1	0.40	Washer	)	-	(A)(C)(S3)
(71-51-41)				)	(07-026)	
TA025074-16	1		Clamp, loop	)	-	(A)(C)(S3)
(71-51-41)				) CP 1173	(07-028)	
AS61914	1		Clamp, loop	)	-	(A)(C)(S3)
(71-51-41)				)	(07-028)	
5W1029	1		Spacer	)	-	(A)(C)(S3)
(71-51-41)				)	(07-030)	
4W0001	1		Nut, bihex	)	-	(A)(C)(S3)
(71-51-41)				)	(07-032)	
-	1		Bolt, bihex	)	4W0103	(D)
(71-51-43)				)	(01-182)	
-	1		Washer	)	SP154D	(D)
(71-51-43)				)	(01-183)	
-	1		Clip, loop	) CP 8041	TA025074-10	(D)
(71-51-43)				)	(01-185)	
-	1		Clip, loop	)	AS61908	(D)
(71-51-43)				)	(01-185)	
-	1		Nut, bihex	)	4W0001	(D)
(71-51-43)				)	(01-189)	
TA025074-10	1	8.21	Clamp, loop	)	-	(A)(C)(S3)
(71-51-43)				) CP 0537	(01-485)	
AS61908	1	8.21	Clamp, loop	)	-	(A)(C)(S3)
(71-51-43)				)	(01-485)	
-	1		Clamp, loop	)	TA025074-01	(D)
(71-51-44)				) CP 0541	(01-241)	
-	1		Clamp, loop	)	AS61931	(D)
(71-51-44)				)	(01-241)	

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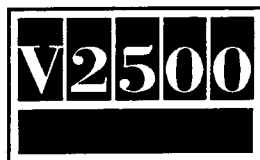


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4W0103 (71-51-44)	1	4.63	Bolt, bihex)		4W0104 (01-246)	(A)(D)(S1) (S2)
- (71-51-44)	1		Washer)		5W1086 (01-247)	(D)(E)
TA025074-16 (71-51-44)	1		Clamp, loop)	CP 1089	TA025074-01 (01-249)	(A)(D)(S1) (S2)
AS61914 (71-51-44)	1		Clamp, loop)		AS61931 (01-249)	(A)(D)(S1) (S2)
4W0103 (71-51-44)	1		Bolt, bihex)		4W0104 (01-254)	(A)(D)(S1) (S2)
- (71-51-44)	1		Washer)		5W1086 (01-255)	(D)(E)
TA025074-16 (71-51-44)	1		Clamp, loop)	CP 1090	TA025074-01 (01-257)	(A)(D)(S1) (S2)
AS61914 (71-51-44)	1		Clamp, loop)		AS61931 (01-257)	(A)(D)(S1) (S2)
- (71-51-44)	1		Bolt, bihex)		4W0104 (01-262)	(D)
- (71-51-44)	2		Washer)		5W1086 (01-263)	(D)
- (71-51-44)	1		Clamp, loop)	CP 1091	TA025074-01 (01-265)	(D)
- (71-51-44)	1		Clamp, loop)		AS61931 (01-265)	(D)
- (71-51-44)	1		Nut, bihex)		4W0001 (01-269)	(D)
5A8802 (71-51-50)	1	1399.00	Raceway assy, clipping		6A5105 (01-100)	(A)(B)(S1) (S2)
4W0126 (71-51-50)	1	4.78	Bolt, bihex)		4W0116 (01-117)	(A)(D)(S1) (S2)
5W1031 (71-51-50)	1	11.90	Spacer)	CP 0537	- (01-122)	(A)(C)(F) (S3)
- (71-51-50)	1		Clip, loop)	CP 1040	400WSS8 (01-128)	(D)
- (71-51-50)	1		Clip, loop)	CP 1086	400WSS8 (01-136)	(D)
- (71-51-50)	1		Clip, loop)	CP 1089	400WSS8 (01-144)	(D)
- (71-51-50)	1		Clip, loop)	CP 1090	400WSS8 (01-152)	(D)

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- (71-51-50)	1		Clip, loop	CP 1091	400WSS8 (01-160)	(D)
4W0111 (71-71-48)	1	4.29	Bolt, bihex)		- (02-124)	(A)(S3)
5W1086 (71-71-48)	1		Washer)		- (02-125)	(A)(S3)
400WSS4 (71-71-48)	1	6.10	Clip, loop)	CP 0252	400WSS4 (02-126)	(D)(S3)
ST1698D41 (71-71-48)	1	Quote	Spacer)		- (02-127)	(A)(S3)
4W0001 (71-71-48)	1		Nut)		- (02-132)	(A)(S3)
4W0103 (71-71-48)	1		Bolt, bihex)		- (03-425)	(A)(C)(S3)
5W1086 (71-71-48)	2		Washer)		- (03-427)	(A)(C)(S3)
400WSS12 (71-71-48)	1	8.14	Clip, loop)	CP 1169	- (03-429)	(A)(C)(S3)
400WSS4 (71-71-48)	1		Clip, loop)		- (03-431)	(A)(C)(S3)
4W0001 (71-71-48)	1		Nut, bihex)		- (03-433)	(A)(C)(S3)
4W0128 (73-11-49)	1	9.06	Bolt, bihex)	CP 1040	4W0103 (10-141)	(A)(D)(S1) (S2)
6A4826 (73-11-49)	1		Spacer	CP 1040	- (10-146)	(A)(C)(S3)
4W0112 (73-11-49)	1	2.95	Bolt, bihex)		- (20-125)	(A)(C)(S3)
5W1086 (73-11-49)	1		Washer)		- (20-126)	(A)(C)(S3)
400WSS8 (73-11-49)	1	7.31	Clip, loop)	CP 1168	- (20-128)	(A)(C)(S3)
5W1031 (73-11-49)	1		Spacer)		- (20-130)	(A)(C)(S3)
4W0001 (73-11-49)	1		Nut, bihex)		- (20-132)	(A)(C)(S3)

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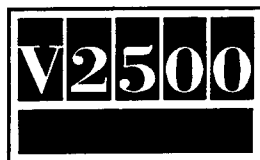


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4W0115 (73-11-49)	1	3.34	Bolt, bihex)	-	(A)(C)(S3)
5W1086 (73-11-49)	1		Washer)	(20-141)	(A)(C)(S3)
400WSS8 (73-11-49)			Clip, loop)	(20-142)	(A)(C)(S3)
5W1032 (73-11-49)	1		Spacer)	(20-144)	(A)(C)(S3)
4W0001 (73-11-49)	1		Nut, bihex)	(20-146)	(A)(C)(S3)
- (73-31-17)	1		Bolt, bihex)	-	(A)(C)(S3)
- (73-31-17)	2		Washer)	(20-148)	(A)(C)(S3)
- (73-31-17)	1		Nut, bihex)	-	(A)(C)(S3)
4W0103 (75-32-49)	1		Bolt, bihex)	-	(A)(C)(S3)
5W1086 (75-32-49)	1		Washer)	(01-125)	(A)(C)(S3)
400WSS8 (75-32-49)	1		Clip, loop)	(01-126)	(A)(C)(S3)
4W0001 (75-32-49)	1		Nut, bihex)	(01-132)	(A)(C)(S3)
6A5330 (75-32-49)	1	419.00	Tube assy, air - Stage 10 solenoid valve to H.P. comp. bleed valve - Disconnect to disconnect	AS20910 (01-125) 4W2621 (01-126) 4W0001 (01-132)	(D) (A)(C)(S3) (D)
6A5331 (75-32-49)	1	683.00	Tube assy, air - Stage 10 solenoid valve to H.P. comp. bleed valve - disconnect to bifurcation panel	AS20910 (01-125) 4W2621 (01-126) 4W0001 (01-132)	(D) (A)(C)(S3) (D)
400WSS4 (75-32-49)	1	6.10	Clip, loop CP 0570	-	(A)(C)(S3)
400WSS4 (75-32-49)	1		Clip, loop CP 0574	-	(A)(C)(S3)
6A5334 (75-32-49)	1	477.00	Tube assy, air - Stage 7 solenoid valve to H.P. comp. bleed valve - Disconnect to disconnect	AS20910 (01-125) 4W2621 (01-126) 4W0001 (01-132)	(D) (A)(C)(S3) (D)

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6A5332 (75-32-49)	1	680.00	Tube assy, air - Stage 7 solenoid valve to H.P. comp. bleed valve - Disconnect to bifurcation panel	5A8746 (08-500)	(A)(B)(S3)
4W0117 (75-32-49)	1	10.00	Bolt, bihex)	4W0103 (08-525)	(A)(D)(S3)
5W1031 (75-32-49)	1		Spacer) CP 0574	- (08-530)	(A)(C)(S3)
5W1029 (75-32-49)	1		Spacer)	- (08-531)	(A)(C)(S3)
- (75-32-49)	1		Bolt, bihex)	4W0103 (08-533)	(D)
- (75-32-49)	1		Washer) CP 0572	5W1086 (08-534)	(D)
- (75-32-49)	1		Clip, loop)	400WSS4 (08-536)	(D)
- (75-32-49)	1		Nut, bihex)	4W0001 (08-540)	(D)
- (75-32-49)	1		Bolt, bihex)	4W0103 (08-541)	(D)
- (75-32-49)	1		Washer) CP 1067	5W1086 (08-542)	(D)
- (75-32-49)	1		Clip, loop)	400WSS4 (08-544)	(D)
- (75-32-49)	1		Nut, bihex)	4W0001 (08-548)	(D)
4W0103 (75-32-49)	1		Bolt, bihex)	- (10-541)	(A)(C)(S3)
5W1086 (75-32-49)	1		Washer) CP 1171	- (10-542)	(A)(C)(S3)
400WSS4 (75-32-49)	1		Clip, loop)	- (10-544)	(A)(C)(S3)
4W0001 (75-32-49)	1		Nut, bihex)	- (10-548)	(A)(C)(S3)
4W0104 (75-32-49)	1	4.63	Bolt, bihex) CP 0570	4W0103 (12-149)	(A)(D)(S1) (S2)
5W1086 (75-32-49)	1		Washer)	- (12-150)	(A)(C)(F) (S3)

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4W0103	1	Bolt, bihex)	-	(A)(X)(S3)
(75-32-49)		)	(12-173)	
5W1086	1	Washer)	-	(A)(C)(S3)
(75-32-49)		)	(12-174)	
400WSS4	1	Clip, loop)	-	(A)(C)(S3)
(75-32-49)		)	(12-176)	
-	1	Clip, loop CP 1088	400WSS4	(D)
(75-32-49)			(12-176)	
4W0001	1	Nut, bihex CP 0572	-	(A)(C)(S3)
(75-32-49)			(12-180)	

C. Instructions/Disposition Code Statements

- (A) New parts are currently available
- (B) Old parts are no longer available
- (C) Additional parts
- (D) Old part can be used up in other applications
- (E) Leaves quantity 1 off
- (F) Quantity increased to 2 off
- (S1) New parts may be used in place of old parts but not vice versa
- (S2) New parts coded (S2) must replace old parts coded (S2) as a complete set per engine
- (S3) New parts coded (S3) must be fitted as a complete set per engine.

D. Consumable Materials

V02-184	Lacing tape
V02-202	Glass cloth tape

NOTE: The estimated 1997 unit prices shown are provided for planning purposes only and do not constitute a firm quotation. Consult the IAE Price Catalog or contact IAE's Spare Parts Sales Department for information concerning firm prices.

