



POWER PLANT - ENGINE - REROUTE THE CORE HARNESS TO ENSURE ADEQUATE CLEARANCE BETWEEN THE HARNESS AND VARIOUS TUBES - CATEGORY CODE 6 - MOD.ENG-71-0120

1. Planning Information

A. Effectivity

- (1) Aircraft: (a) Airbus A320
(b) Airbus A321
- (2) Engine: (a) V2500-A1 Engines prior to serial No.V0355
(b) V2527-A5 Engines prior to serial No.V10059
(c) V2530-A5 Engines prior to serial No.V10059

B. Concurrent Requirements

None

C. Reason

(1) Condition

See 'Background'

(2) Background

During the build of V2500-A5 engines two possible fouls on the EEC harness leads to the T3 sensor were identified. These were with the stage 10 make-up valve (R.H.S.) air tube and a fuel manifold tube.

(3) Objective

This Service Bulletin instructs re-clipping of the leads to provide sufficient clearance.

(4) Substantiation

The changes were shown to be satisfactory by an assembly check on a mock-up engine.

(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 Removal/Installation will be revised to add the new configuration of this Service Bulletin.

D. Description

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

- (a) Clip point 5790 is deleted and the lead clipped at this point has been incorporated into Clip Point 5789 to provide improved clearance with the adjacent fuel manifold tube.
- (b) A clip and spacer are added to Clip Point 5789. The spacer has been added to lift the earthing tags away from the bracket and prevent damage to the tags during tightening of the securing bolt.
- (c) Clip Point 5788 remains unchanged but the harness leads in each clip are transposed to create a greater clearance with the R.H.S. air supply tube from the stage 10 make-up valve.

E. Approval

The part number changes and/or part modifications described in Section 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.

F. Compliance

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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

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(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.

J. Weight and Balance

(1) Weight Change

None

(2) Moment Arm

No effect

(3) Datum

Engine front mount centerline
(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.

EC93VR056

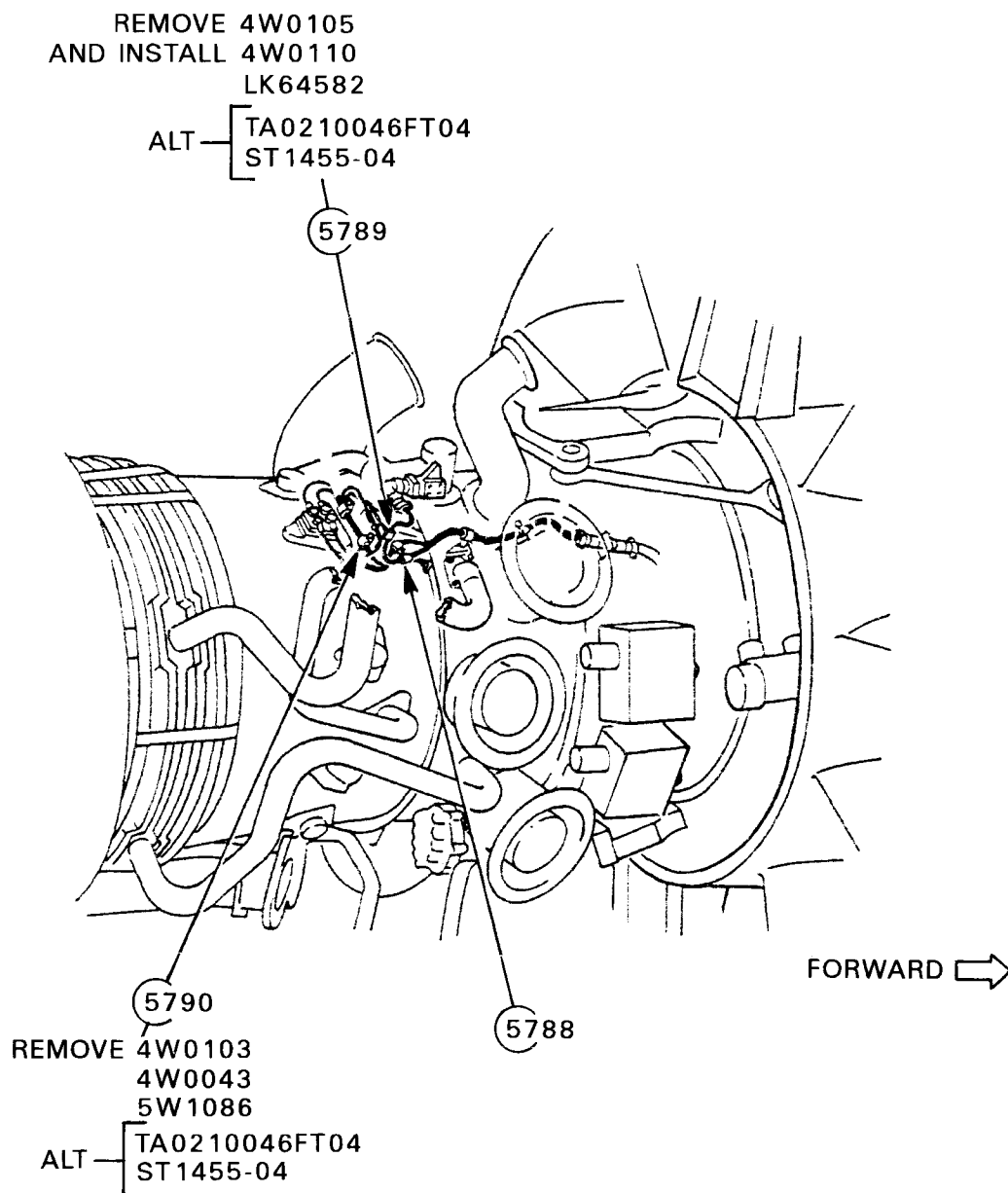
M. Other Publications Affected

(1) V2500 Engine Illustrated Parts Catalog (S-V2500-1IA), Chapter/Section 71-52-44.

(2) V2500 Engine Illustrated Parts Catalog (S-V2500-2IA), Chapter/Section 71-52-44.

(3) V2500 Engine Manual (E-V2500-1IA), 72-00-40, Removal-04 and Installation-07.

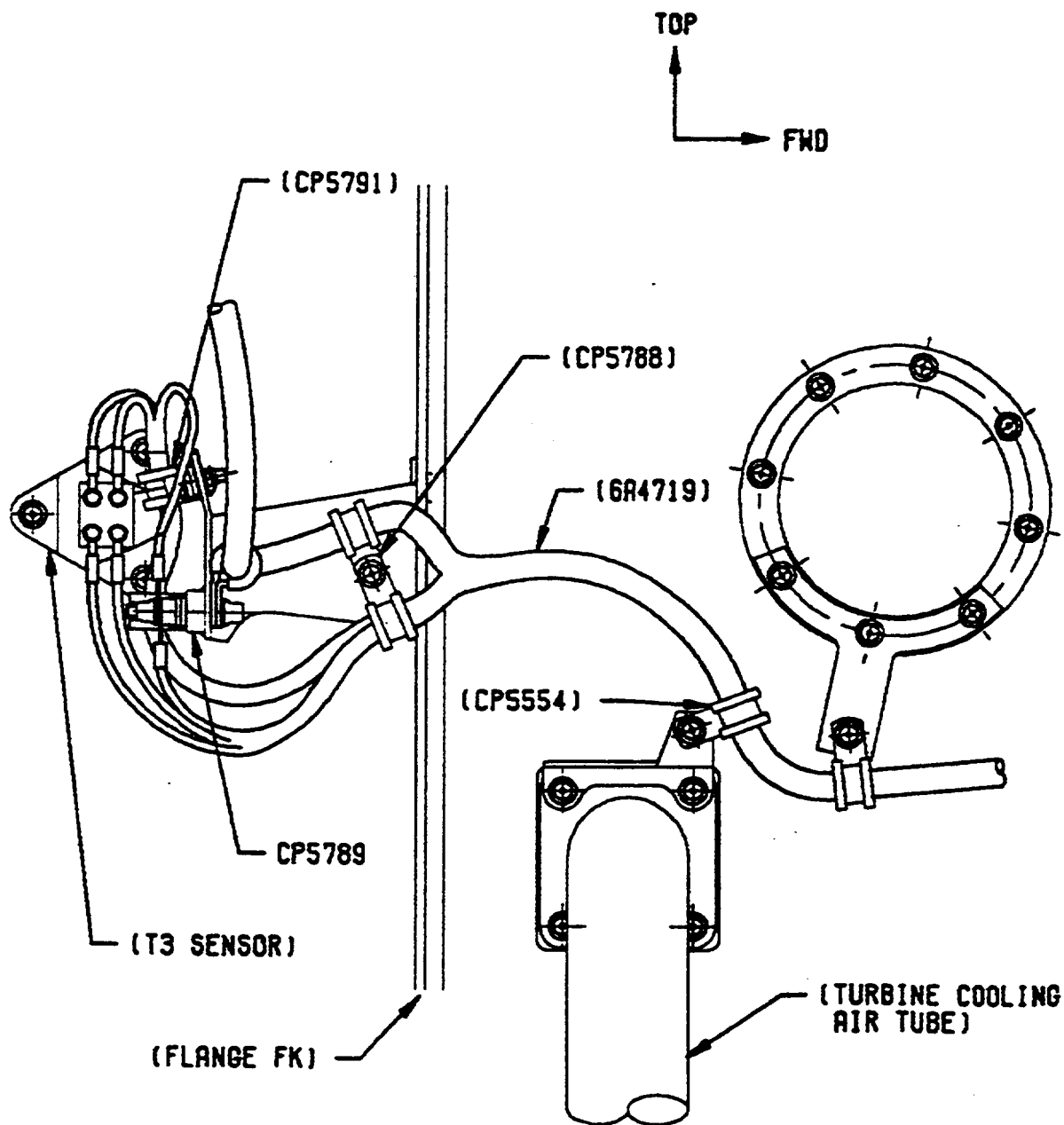
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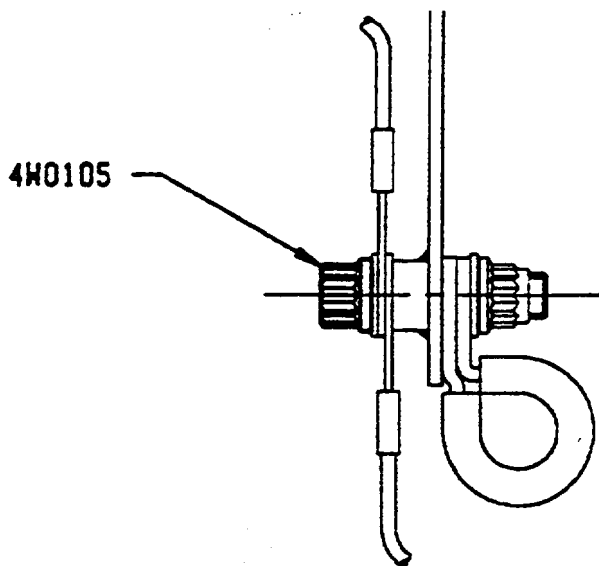
Location of clip points 5788, 5789 and 5790
Fig.1

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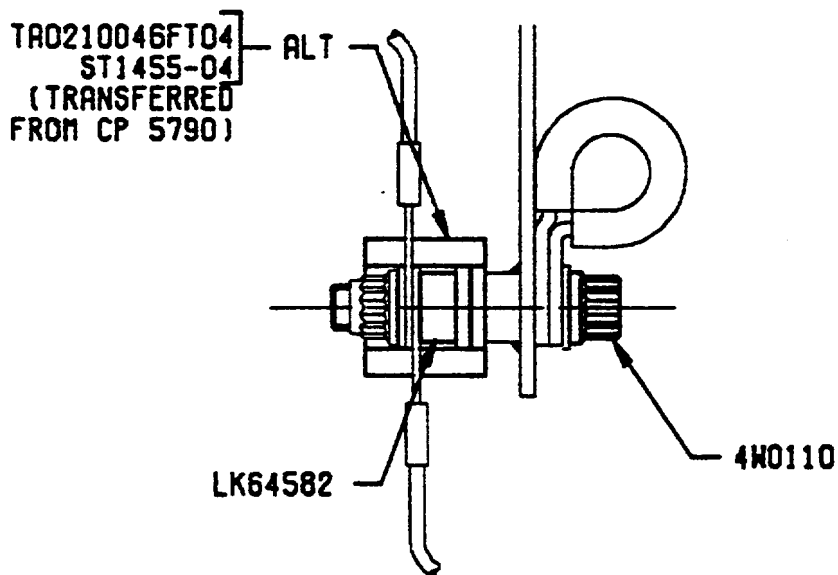


View on EEC link harness in the region of the T.3. sensor - After alteration
Fig.2

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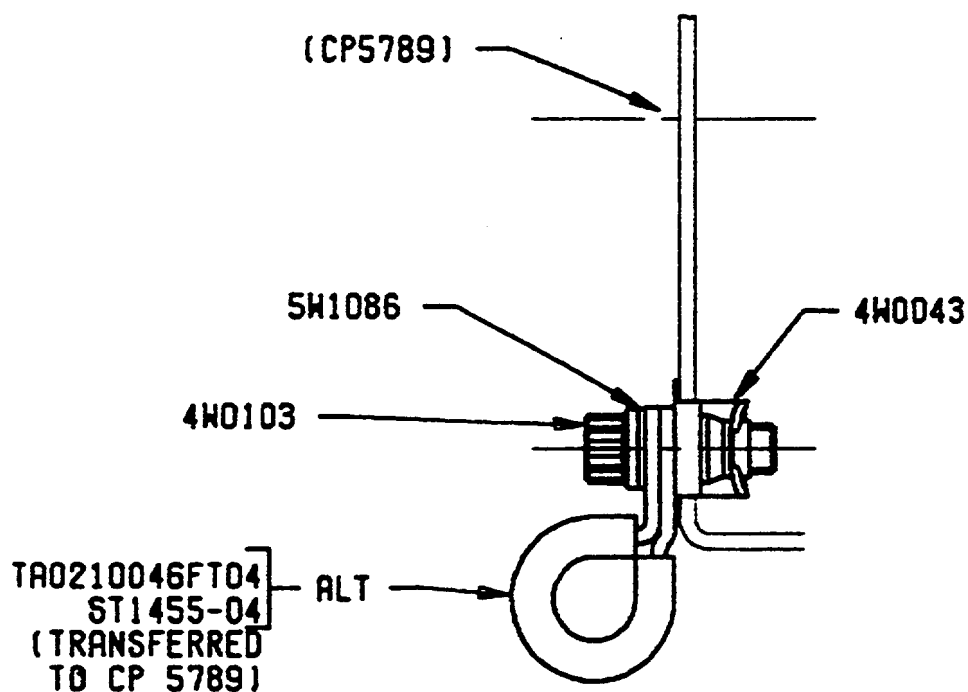
VIEW SHOWING C.P. 5789
BEFORE ALTERATION



VIEW SHOWING C.P. 5789
AFTER ALTERATION

View showing clip point 5789 – Before and after alteration
Fig.3

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View showing deleted clip point 5790
Fig.4



2. Accomplishment Instructions

A. Rework Instructions

- (1) There are no rework instructions necessary to accomplish this Service Bulletin.

B. Assembly Instructions

- (1) Disassemble clipping point 5790. Discard the bolt, the washer and the nut, but keep the TA0210046FT04 or ST1455-04 clip. Refer to Figure 1 and Figure 4.
- (2) Disassemble clipping point 5789. Discard the 4W0105 bolt but keep the remaining parts. Refer to Figure 2 and Figure 3.
- (3) Disassemble clipping point 5788 sufficiently to remove the two limbs of the 6A4719 harness. Move the two harness limbs so that they go into the opposite clips. Assemble clipping point 5788 with the 6A4719 harness limbs in their new positions using the existing clipping point components. Refer to Figure 1 and Figure 2.
- (4) Assemble clipping point 5789 using the parts kept from step (2), the TA0210046FT04 or ST1455-04 clip removed from clipping point 5790 in step (1) and the new LK64582 spacer and the new 4W0110 bolt. Refer to figure 2 and Figure 3.
- (5) Torque the nuts at clipping points 5788 and 5789 to 36 to 45 lbfin (4 to 5 NM).

C. Recording Instructions

- (1) A record of accomplishment is necessary.



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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
4W0110 (71-52-44)	1		Bolt, bi hex head)))CP5789	4W0105 (01-118)	(A)(B)(S1)
LK64582 (71-52-44)	1		Spacer))	- (01-123)	(A)(C)
- (71-52-44)	1		Bolt, bi hex head)))	4W0103 (01-126)	(B)
- (71-52-44)	1		Washer)CP5790))	5W1086 (01-127)	(B)
- (71-52-44)	1		Nut))	4W0043 (01-133)	(B)

C. Instruction/Disposition Code Statements:

- (A) New parts are currently available.
- (B) Old parts can be used up on other applications.
- (C) Additional part.
- (S1) Not interchangeable.

NOTE: The estimated 1994 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.

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