



SERVICE BULLETIN

ENGINE - FUEL AND CONTROL - ENGINE - AIR SYSTEM - INCORPORATE A CHAMFER ON THE P4.9 PRESSURE CONTROL MANIFOLD ADAPTOR - CATEGORY CODE 3 - MOD.ENG-73-0001

1. Planning Information

A> Effectivity

- (1) Aircraft: Airbus A320
- (2) Engine: V2500-A1 Serial No.V0014

B. Reason

(1) Condition

The EGT wiring harness must be routed inboard as it exits the junction box, in order not to foul the C-duct rear of the bifurcations bumpers. This has caused a potential interference between the bifurcation dumpers and the P4.9 pressure control manifold adaptor.

(2) Background

Interference has been experienced in some engines.

(3) Objective

To prevent the interference between the bumpers and the P4.9 adaptor.

(4) Substantiation

None

(5) Effect of Bulletin on:

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**

The sharp corners of the fitting are chamfered to avoid an interference with the C-duct rear of the bifurcation bumpers.

D. 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.

E. Compliance

Category Code 3

Accomplish prior to revenue service

F. Manpower

Estimated Manhours to incorporate the full intent of this Bulletin:

Venue	Estimated Manhours
(1) In service	40 minutes

G. Material – Price and Availability

(1) Modification kit not required.

Tooling – Price and Availability

Special tools are not required.

I. Weight and Balance

(1) Weight change	..	..	..	None
(2) Moment arm	..	..	..	No effect
(3) Datum	..	..	..	Engine front centerline

J. Electrical Load Data

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

K. References

(1) Internal Reference No.

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EC88VF064

EC88VF064A

(2) Other References

V2500 Aircraft Maintenance Manual, 71-13-00, Maintenance Practices.

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2. Accomplishment Instructions

A. Rework Instructions

WARNING: ALL ELECTRICAL POWER SUPPLY FROM THE ENGINE MUST BE DISCONNECTED.

- (1) Disconnect power supply from the engine by opening all applicable circuit breakers.
- (2) Open the C-duct panels to gain access to the pipes adaptor.
- (3) Rework 4P8089, pipes adaptor and reidentify as follows:

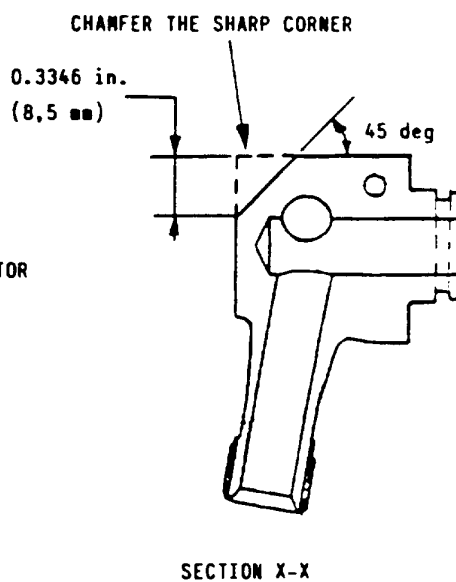
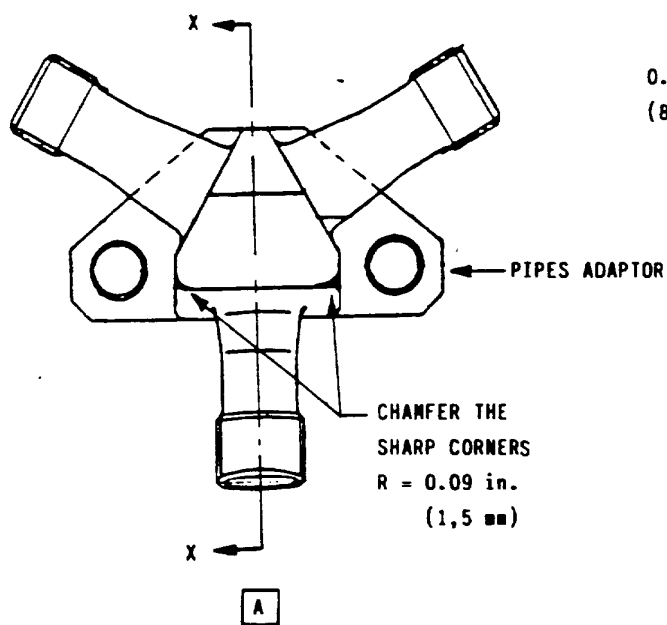
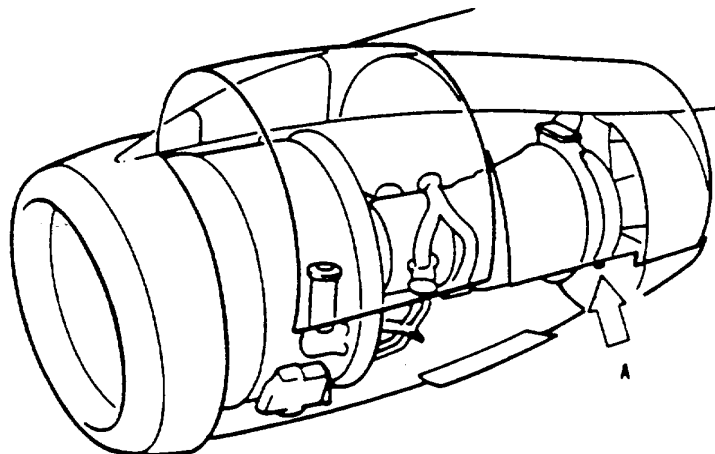
Procedure	Supplementary Information	
(a) Chamfer the sharp corners of the pipes adaptor. Use of hand tool (file) is permissible	Refer to Figure 1	
(b) Using a vibropeen, remove the old P/N and mark the new P/N	Old P/N	New P/N
	4P8089	4P8105

B. Assembly Instructions

- (1) Close the C-duct panels, refer to Aircraft Maintenance Manual, 71-13-00.
- (2) Reconnect the power supply.

C. Recording Instructions

- (1) A record of accomplishment is necessary.



Pipes adaptor
Fig.1

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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
4P8105 (73-22-51)	1	-	Adaptor, pipes	4P8089 (01-310)	(1D)(A)(B)

C. Instruction/Disposition Code Statements

(1D) Old Part Number must be reworked and identified to the new Part Number.

(A) New part is currently available for sale.

(B) Old part will no longer be available.

NOTE: The estimated 1990 Unit Price shown is provided for planning purposes only and does not constitute a firm quotation. Consult I.A.E's Spare Parts Sales Department for information concerning firm prices.

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