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To Owners, Operators and Maintainers of Jabiru Engines:

Recent articles in the "Safety Spot" column of the Light Aircraft Association in the UK have alerted Jabiru Aircraft (Australia) to the potential frequency of an issue regarding the distributor caps and distributor rotors used in some Jabiru engines. The issue occurs when the housing for the spring-loaded central carbon brush rubs against the rotor as it turns. Over time in service the friction in this area "welds" the rotor to the cap and in some cases has led to a failure of the rotor and so of the ignition. Details are available in the June and July 2014 LAA "Safety Spot" articles, available through the LAA website; www.lightaircraftassociation.co.uk/Magazine/LAMain.htm



Figure 1 – Distributor Caps (Photo: LAA Safety Spot June 2014)

The number of incidents regarding these parts reported to Jabiru (Australia) up until the LAA article had been very small and identified damage to the parts but no engine stoppages or ignition failures. In response, a minor production change was made to the length of the rotor shaft which ensures cap/rotor clearance for all versions of the parts. The altered shaft remains compatible with the original Bosch components.

The original Distributor Caps and Rotors were supplied by Bosh and were manufactured by Bosch in Australia. They were fitted to Datsun (Nissan) 120Y cars which went out of production long ago (circa 1978). Bosh continued to make them as spare parts but eventually, because of the low sale volume, Bosch ceased production without notice and Jabiru was left without caps and rotors for our production and spare parts supply. A source of parts was located in Italy; inspection and testing showed them to be suitable substitutes – not identical but of equivalent form, fit and function. These components were supplied on four cylinder engines and as spare parts for a period of time. Note that other Jabiru Engine models are not affected by this issue.

Later Jabiru identified suitable Bosch components made in Japan and were able to revert back to the Bosh parts. These are now being used on new engines and are supplied when ordering spare parts from Jabiru (Australia).

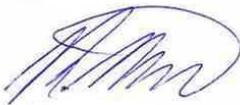
The parts in question were provided as spare parts between 21 Feb 2012 and 18 December 2013. They were also OEM fitment on engines from 22A3574 to 22A3684 which includes 22B284, 22B286 to 22B306, 22B318.

It is a requirement to remove the distributor cap and inspect the rotor at each 50 hour service interval so in most instances any damaged parts will have been identified and replaced by now. If damaged parts are found they can be returned for replacement within the warranty period. Maintainers must familiarise themselves with the correct procedure to replace these parts (Section 9.12 of the current Jabiru Engine Maintenance Manual – Document JEM0002-3) as the rotors must be glued in place. Also note that using excess glue can cause a hydraulic lock, preventing the rotor from seating properly in place; maintainers must ensure that the rotor is properly in place on installation.

Jabiru Aircraft (Australia) are monitoring the situation. This letter is being released to inform those concerned of the potential issue. Anyone identifying this problem with a Jabiru Engine is asked to report it in writing to Jabiru Aircraft (Australia) at info@jabiru.net.au.

Regards

Yours Sincerely,

A handwritten signature in blue ink, appearing to read 'R Stiff', enclosed in a light blue oval.

Rodney Stiff
Director, Jabiru Aircraft