

SERVICE LETTER: JSL 005-1
Issue: 1
Date: 1st September 2008
Subject: Starter Motor Earth Cable

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1 Applicability

The changes detailed herein are suitable for all Jabiru Aircraft, kit and factory built.

Note: for LSA category aircraft, this Letter is equivalent to an Optional Manufacturer's Safety Direction.

2 Background

2.1 General

The modification detailed in this Letter increases the current available to engine's starter motor, improving cranking speed and engine starting.

Shown below in Figure 1 is (on left) a typical starter motor installation and the modified installation (on right). In the typical installation the motor's earth cable is connected to the backing plate of the engine. The modified installation connects the earth cable directly to the starter motor end cap.

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Figure 1: Cable to Engine Backing Plate



Cable Attached to End of Starter

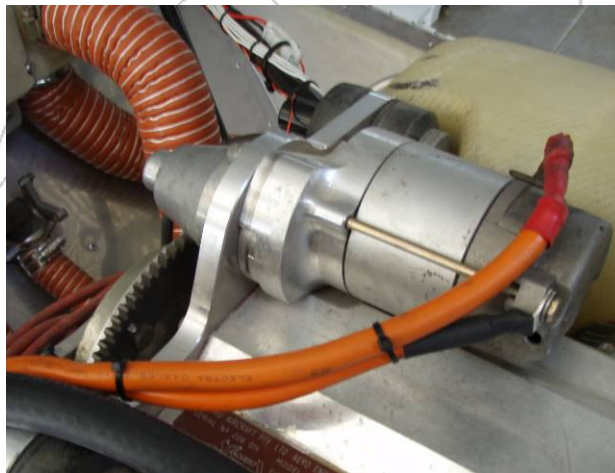


Figure 2: Alternate Cable Attachment

3 Compliance – Implementation Schedule:

For any Jabiru engine the implementation of this Service Letter is recommended. This includes factory-built aircraft.

However, applying the modification is recommended by Jabiru Aircraft.

4 Procedure

- a) Remove the cable from under the cap screw on the engine backing plate.
- b) Re-fit the cap screw to the engine backing plate. A washer must be fitted underneath the head of the screw.
- c) Before installing, clean any grime or corrosion off the mating surfaces of the motor and the cable to ensure a good electrical connection
- d) As this is a 3/16th bolt a larger washer under the head is required to ensure good contact.

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- e) Clean the thread of the starter motor through-bolt, removing old Loctite.
- f) Fit the cable under the head of the bolt that holds the starter body together. Apply a small amount of Loctite 242 (approximately the size of a match head) or equivalent to the starter motor through-bolt thread on assembly.
- g) It may be necessary to cut some cable-ties and re-route the cable slightly to gain sufficient length to reach the end of the starter motor.
- h) Once the cable is connected, apply zip-ties as required to restrain the cable. If possible, Zip-tie the cable to the starter motor through-bolt as shown in Figure 1. An alternate cable restraint is shown in Figure 2 and may be used where there is not enough cable length for Figure 1-type restraint. Use Zip-ties to restrain all excess cable loops.

5 Airworthiness Note:

Any work called for by this letter must be carried out by authorised personnel. For J230 family models in Australia, this means the owner, an RA-Aus Level 2 holder or a Licensed Aircraft Maintenance Engineer (LAME) – as appropriate to the aircraft's registration and use (Private or Air Work operations).

On completion of the work, the authorised person must note the completion of the actions required by this letter in the aircraft's maintenance logbook. This note should note what work was carried out, reference this Service Letter, indicate the date of the work and the identity (including licence number where appropriate) of the person carrying out the work.