

- Subject : Fuel pressure regulator, manual revision
- Effectivity : DG-1000M
- Accomplishment : Instruction 1: during production from ser. No. 10-221M26 on and for replacement in case of damage of the existing fuel pressure regulator
Instruction 2: Prior to the next annual inspection but latest 31. Dec. 2015
- Reason : 1. The existing fuel pressure regulator Pierburg 7.21476.50.0 is no more available. The Solo company replaced it by a Bosch fuel pressure regulator 0280160557 with a mounting bracket produced by Solo (supplied as Solo part No. 2300884). The regulator was tested and found to deliver the same pressure as the existing regulator. However the mounting holes are different and must be modified in case of replacing a Pierburg regulator.
2. Manual revisions: Introduction of the new fuel pressure regulator, correction of errors etc.
- Instructions : 1. Install the Bosch fuel pressure regulator 0280160557 according to working instruction No. 1 for TN1000/27.
2. Exchange the following manual pages against new pages issued July 2015 marked with TN1000/27. Respect the changes marked in the right hand margin.
Flight manual: 0.2, 0.4, 0.5, 4.15
Maintenance manual: 0.1, 0.3- 0.6, 1.11, 1.28, 3.8, 4.12, 8.2, 8.3, diagram 16
- Material : 1. Working instruction No. 1 for TN 1000/27
2. Material listed in Working instruction No. 1 for TN 1000/27
3. Manual pages see above
- Weight and balance : influence negligible
- Remarks : Instructions No. 2 may be executed by the pilot/owner himself and are to be inspected and entered in the aircraft logs by a licensed inspector at latest with the next annual inspection.

Instructions No. 1 (in case of replacement in case of damage of the existing fuel pressure regulator):
1. EASA countries: The actions have to be performed in a Part -145 approved organisation, or in a Part M, Subpart F approved organisation according to the regulations of the Part M and released according to M.A.801.
2. Non EASA countries: The actions have to be performed in a licensed workshop. All instructions are to be inspected and entered in the aircraft logs by a licensed inspector.

Bruchsal, date:
23. July 2015

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Modifications approved by EASA Date 10. August 2015
under Approval No. 10054383

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