



Subject : Change of the fuel injection system 2625-02i

Effectivity type: DG-1000
variants: DG-1000M

Accomplishment : Serial production from S/N 10-264M36 onward
Up to S/N M35 optional retrofit

Reason : The electronic fuel injection system for the Solo 2625-02i was changed and this has resulted in a new layout of the injector valves. The injector valves for the redundancy system are no longer located at the rear end, but are together with the main injector valves, directly in the main air intake ducts.

Instructions : Instruction 1: Installation of the fuel system according to plan 10EP205.
Instruction 2: Installation of the motor wiring according to drawing 10E217.
Instruction 3: Exchange of the fuel injection system and installation of the ignition cables and the temperature sensor according to drawing 10M116.
Instruction 4: Manual revision: Exchange the following manual pages against new pages issued September 2019, marked with TN1000/43.
Respect the marked changes.
Maintenance manual DG-1000M: pages 0.2, 0.6, 0.12, diagrams 13 and 16A.

Material : Fuel injection system 2625-02i, with set of connectors for motor wiring, Part Number 21000111.
Drawings 10E217, 10EP205 and 10M116.
Manual pages, see instruction 4.

Weight and balance : influence negligible

Remarks : Manual pages and working instructions will be shipped with the material.

Use only genuine spare parts.
Parts (except for standard parts) and material kits shall only be installed if an EASA Form 1 is existent for these products.
The DG invoice is valid as "Certificate of conformity" for standard parts.

Instructions No. 1 up to 3:

1. EASA registered aircraft: The pilot/owner is not allowed to perform the actions. The actions have to be performed and released according to M.A.801 (b) 1. or (c).
2. Non EASA registered aircraft: 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.

Instruction No. 4 may be executed by the pilot/owner himself.
The actions are to be inspected and released by the pilot/owner (according to MA. 801 (b) 3. for EASA registered aircraft).

Bruchsal, date:
May 5, 2020

If you have any questions concerning this TN please contact DG Flugzeugbau: Tel.: 0049 7251 3020-0, e-mail: info@dg-flugzeugbau.de

Author:
J.B. Wassenaar

Modifications approved under the authority of DOA Ref. EASA.21J.530 under Minor Change No. TM1000-43, dated October 24, 2019.

The technical content of this document is approved under the authority of DOA Ref. EASA.21J.530.