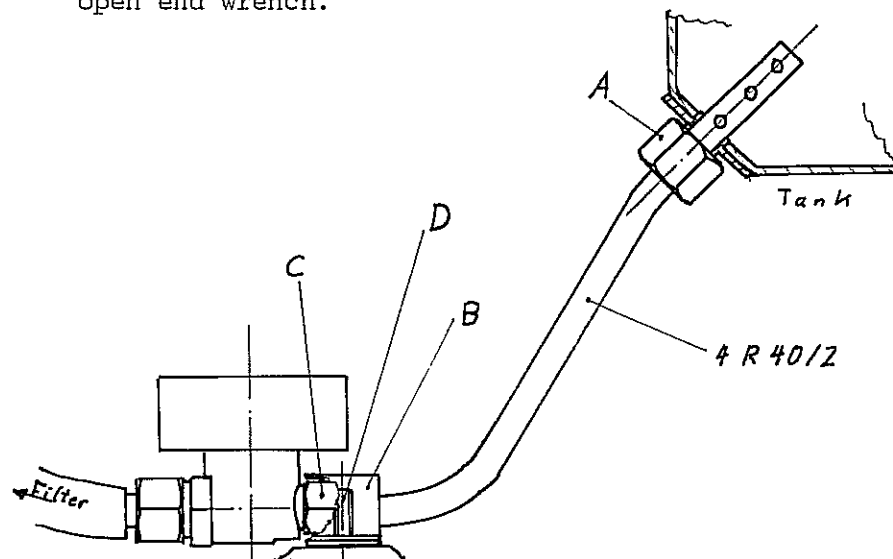


- Subject:** Fuel shut off valves
- Effectivity:** Powered sailplane DG-400  
Serial No. 4-1 up to 4-140
- Accomplishment:** Within 30 days
- Reason:** Due to the increased contents of alcohol in automotive gas (MOGAS) the rubber gaskets of the shut off valves in the DG-400 fuel system tend to bubble up excessively. The shut off valves have to be exchanged for new ones with special gaskets.
- Instructions:**
1. Empty the tank by use of pumps or via the drainer.  
If you detect abnormal turbidity in this fuel, please inform Glaser-Dirks.
  2. Exchange of the fuel cock in the cockpit PN 16 V6 12026 (see maintenance manual diagram 8).
    - a) Disassemble the two pipe clamps which fix the valve to the cockpit wall. Move them to open the pipe connections by use of a 14 mm open end wrench. Then you can take out the valve.
    - b) Assemble the new valve reversing the procedure.  
The valve with special sealing is marked by a D on the body.
    - c) The placard "fuel cock" is to be removed from the old valve and to be glued onto the new one.
  3. Exchange of the shut off valve Götz 755.008 located between the tank and the fuel filter (see maintenance manual diagram 8)
    - a) Unscrew the cap nut at the valve (fuel filter side) with a 17 mm open end wrench and remove the hose.  
It is recommended to clean or exchange the fuel filter on this occasion.
    - b) Screw of the nut holding the pipe clamp at the fuselage floor. Unscrew the cap nut A at the tank with a 17 mm open end wrench.



Lift the valve with caution to free the pipe clamp B from the bolt D at the floor.

Note: Be carefull not to bend the copper tube 4 R 40/2  
Pull out part 4 R 40/2 together with the valve out of the tank.

- c) Fix the valve in a vice and unscrew the cap nut C and pull the part 4 R 40/2 out of the valve.
  - d) Inspect part 4 R 40/2 for kinks and cracks. The part can only be reused, if it is not damaged. Otherwise a new part has to be ordered.
  - e) Assemble 4 R 40/2 to the new valve. Use Loctite 72 b (672) to secure the cap nut. (Note: don't use Loctite on the other cap nuts!)  
The valve with special sealings is marked by a D on the body.
  - f) Further assembly by reversing the procedure.
  - g) Check that the aileron-wingflap-controls can't interfere with the valve in any position. If necessary, you have to rotate the valve accordingly.
4. Fill up 5 l (1.3 US gal) of fuel and check the fuel system for tightness by switching on the ignition.
  5. Check the fuel flow rate following the maintenance manual sec. 1.11.3.

Material:

One of each shut off valves PN 16 V6 12026 and Götz 755.008 both marked with a D on the body available through  
Glaser-Dirks Flugzeugbau GmbH  
Im Schollengarten 19-20  
7520 Bruchsal 4  
W-Germany

Remarks:


~~These measures may be executed by the owner himself and are to be entered in the aircraft logs mentioning TN 826/14.~~

Note:

Please return the old valves to Glaser-Dirks mentioning your address and the serial no. of your DG-400. (For US Customers: Return the valves through Glaser-Dirks West - Mr. Dyer-Bennet).

Bruchsal 4, Sept. 30. 1985

Signature:

  
Dipl.-Ing. W. Dirks

LBA-approved:

Approval of translation has been done by best knowledge and judgement. - In any case the original text in German language is authoritative.



14. OKT. 1985