

Subject	: Coolant pump, spark plug connectors, mounting of the gas strut at the powerplant, primer valve, retaining spring for pedal adjustment cable, full tank sensor, manual revision
Effectivity	type : DG-800 variants: DG-800B with engine Solo 2625, DG-808C
Accomplishment	: <ol style="list-style-type: none"><li>1. In case the coolant pump is defective.</li><li>2. In case new spark plug connectors are needed.</li><li>3. Check prior to next flight. Exchange if necessary until the next annual inspection, latest until March. 31. 2013.</li><li>4. <b>Only DG-800B:</b> In case the primer valve is defective, optional, or if the existing primer valve is no longer available.</li><li>5. Before the next annual inspection, at latest by March. 31. 2013 (only DG-808C).</li><li>6. When exchanging the coolant hoses.</li><li>7. With the 25 hour inspection.</li><li>8. Every 50 engine hours.</li><li>9. Optional.</li><li>10. Check prior to next take-off.</li><li>11. <b>Only DG-800B:</b> Before the next annual inspection, at latest by March. 31. 2013.</li><li>12. <b>Only DG-800B:</b> With the next exchange of the fuel hoses.</li><li>13. <b>Only DG-808C:</b> Before the next annual inspection, at latest by March. 31. 2013.</li><li>14. Before the next annual inspection or if one of measures 1 up to 6 has to be executed (with exemption of the check of instruction 3), at latest by March. 31. 2013.</li></ol>
Reason	: <ol style="list-style-type: none"><li>1. The existing coolant pump is no longer available. A new type of pump has been tested. A different coolant mix. must be used with the new pump. Only DG-808C: The failure message "water pump" must be deactivated in the DEI-NT.</li><li>2. Instead of the spark plug connectors type "Bosch" connectors type "PVL" may be used.</li><li>3. At the mounting point of the gas strut at the powerplant a large washer S12/1 shall prevent the gas strut from disconnecting from the powerplant if the rod end of the gas strut fails.</li><li>4. <b>Only DG-800B:</b> The primer valve which has been designed for the DG-808C may be used for the DG-800B.</li><li>5. <b>Only DG-808C:</b> During the revision of the electrical system of the DG-808C it was detected that a fuse for the fire warning light is not installed.</li><li>6. It is acceptable to exchange the coolant only every 6 years when replacing the coolant hoses.</li><li>7. It is not necessary to exchange the spark plugs and the fuel filter every year but only every 25 hours with the 25 hour inspection.</li><li>8. Operational experience has shown that the upper drive belt rollers must not be replaced every 50 engine hours (this limitation was only given in the DG-808C MM).</li><li>9. A modified mounting of the propeller-brake retaining rubber cord may reduce the wear of the levers and the connecting rod.</li><li>10. If the spring which pulls the pedal adjustment cable tight is defective or not connected the handle of the pedal adjustment cable won't be pulled to the front so that it may hook into the trim release lever at the control stick with pedals in a rear position.</li><li>11. <b>Only DG-800B:</b> The check if the fuel cock is open is missing on the cockpit-placard "Pre-flight inspection".</li><li>12. <b>Only DG-800B:</b> Replace the plastic fuel line fittings with metal fittings at the next exchange of the fuel hoses.</li><li>13. <b>Only DG-808C:</b> One type of full tank sensor installed in some DG-808C will be impaired by the fuel after a certain time. If the sensor loses its transparency the switch in the sensor will remain in the full tank position which leads to a wrong fuel level display and refuelling via the internal refuelling pump is no longer possible.</li></ol>

14. Revision of flight-, maintenance- and repair manuals.  
The following DG Service Infos have been incorporated into the maintenance manuals:
  - a) SI 48-02 Check of the coolant pump.
  - b) SI 64-07 Carburettor type Mikuni B38 new version: Reinstallation of a carburettor membrane which has already been used.
  - c) SI 69-10 Adjustment of propeller after jump of drive belt (attached to the MM).

- Instructions :
1. Coolant pump: Modification and exchange of coolant according to Service Info 74-12.  
Only DG-808C: New control unit software Version 1.6 must be installed.
  2. Use of PVL spark plug connectors (part No. see MM section 8.1).
  3. Check if a large washer S12/1 is installed, see diagrams 10a and 10 DG-800B and diagram 10 DG-808C. The outside diameter should be 22 mm (0.87 in.). If the diameter is smaller the washer must be replaced.
  4. **Only DG-800B:** Exchange of primer valve and modification of mounting according to working instruction No. 1 for TN800/41.
  5. Installation of a fuse for the fire warning light according to working instruction No. 2 for TN800/41.
  6. Exchange of coolant (see MM section 4.16) together with exchange of coolant hoses.
  7. Exchange of spark plugs and fuel filter (see MM section 3.5.1) only every 25 h engine time.
  8. Exchange drive belt rollers only when worn.
  9. Modify installation of the propeller-brake retaining rubber cord according to MM diagram 13b.
  10. Check if the handle of the pedal adjustment cable will be pulled to the front so that it can't hook into the trim release lever at the control stick, even with pedals in a rear position. If this is not the case exchange or reconnect the spring according to MM section 1.3.6. This check is now incorporated in the daily inspection program in the flight manual.
  11. **Only DG-800B:** Exchange the cockpit-placard "Preflight inspection" or install a suitable placard "Fuel cock open?" below the existing placard.
  12. **Only DG-800B:** Replace the plastic fuel line fittings with metal fittings according to item "material" and from ser. No. 8-155 on refer to diagram 11b or 11d in addition.
  13. **Only DG-808C:** Check and exchange of full tank sensor according to working instruction No. 3 for TN800/41. The life time of the sensor is now limited to 6 years (see MM section 0.4.3).
  14. Manual revision:  
**DG-800B:** Exchange the complete Flight and maintenance manuals as due to the many changes and a new format of the MM page No.'s are different to the existing manuals.  
Respect the changes marked in the right hand margin on the following pages:  
**AFM:** 0.1, 1.2, 1.5, 1.6, 2.2, 2.5, 2.6, 2.9 ÷ 2.12, 3.4, 3.7, 4.5, 4.8, 4.9, 4.11, 4.15, 4.22, 4.25 ÷ 4.28, 5.3, 5.8 ÷ 5.10, 6.3, 7.2, 7.14, 7.16 ÷ 7.18, 8.7, 9.1 ÷ 9.5  
**MM:** 0.13, 0.14, 1.2, 1.4, 1.5, 1.7 ÷ 1.11, 1.13, 1.14 ÷ 1.16, 1.18, 1.26, 1.27, 1.30, 2.1, 2.4, 3.1 ÷ 3.6, 3.8 ÷ 3.10, 4.1 ÷ 4.3, 4.7 ÷ 4.11, 4.13, 4.15, 4.16, 4.19 ÷ 4.23, 4.25 ÷ 4.31, 5.1, 5.2, 6.1 ÷ 6.3, 8.1 ÷ 8.5, 9.2, diagrams 1 ÷ 6, 7, 7a, 8, 9, 10a, 10b, 11, 11a, 11b, 11d, 12a, 13b, 14 (14a removed), 15, 17, 8M210, W59, SI 69-10  
  
**DG-808C:** Exchange the following manual pages with new pages issued May 2012 marked with TN800/41. Respect the changes marked in the right hand margin  
**AFM:** 0.1, 0.3 ÷ 0.5, 1.2, 1.5, 2.6, 2.8, 2.9, 3.4, 4.4 ÷ 4.6, 4.8, 4.9, 4.11, 4.15, 4.20, 4.24, 4.26, 4.27, 4.29, 5.14, 6.2, 6.4, 6.7, 6.10, 7.1, 7.2, 7.4, 7.9 ÷ 7.11, 7.15, 7.18, 7.20, 7.22, 7.23

**MM:** 0.1, 0.3 ÷ 0.12, 1.3, 1.5, 1.6, 1.8, 1.10, 1.11, 1.14 ÷ 1.16, 1.24, 1.27, 1.29, 1.30, 2.1, 2.2, 2.5, 2.6, 2.7, 3.1, 3.3 ÷ 3.11, 4.1 ÷ 4.3, 4.6 ÷ 4.11, 4.13, 4.15, 4.16, 4.18 ÷ 4.23, 4.25 ÷ 4.31, 5.1, 5.2, 6.1 ÷ 6.3, 7.2, 8.1 ÷ 8.4, 9.2, diagrams 1 ÷ 5, 5a, 8, 9, 10, 11, 11d, 12, 13, 13b, 14, 17, 14a removed, 8M110, 8E250, SI 69-10

We recommend to print out the complete manuals instead of exchanging pages due to the many changes.

**DG-800B and DG.808C:** The DG-800B repair manual is valid for both variants. Exchange the complete manual as due to the many changes and a new format page No.'s are different to the existing manual.

Respect the changes marked in the right hand margin on the following pages: 1.1, 2.1, 4.1 – 4.3, 5.4, 6.1 ÷ 6.3

- Material : 1. Service Info 74-12 with the material listed therein  
2. 45002085 PVL spark plug connectors 5kΩ (DG part. No. 45002085)  
3. 40050121 Large washer S12/1  
4. Working instruction No. 1 for TN800/41 with the material listed therein  
5. Working instruction No. 2 for TN800/41 with the material listed therein  
6. /  
7. /  
8. /  
9. 53200622 1 item clevis pin 6H11x22x19,5 DIN 1434 St zn  
60510951 2 items Ty-raps 92x1,6  
30091130 70 cm rubber cord dia. 2mm  
10. if defective: 60000295 tension spring 55x12x1  
11. 6000126 Placard pre-flight inspection  
12. 60000226 TSV8 MS, replacement for TS8 and YS8  
60000225T-Red. 8-6-8, replacement for TRS 8-6-8  
60000221 8/6 Stahl, replacement for r GRS 8-6 (only up to ser.no. 8-102)  
13. Working instruction No. 3 for TN800/41 with the material listed therein  
14. DG-800B: Flight manual DG-800B Revision 19 May 2012,  
Maintenance manual DG-800B Revision 25 May 2012,  
Repair manual DG-800B Revision 4 May 2012  
DG-808C: Manual pages see instruction 14 and Repair manual DG-800B  
Revision 4 May 2012  
or Flight manual DG-808C Revision 2 May 2012,  
Maintenance manual DG-808C Revision 4 May 2012,  
Repair manual DG-800B 4 May 2012

Weight and balance : influence negligible

Remarks : Instructions No. 1-3 and 5-14 may be executed by the pilot/owner himself.  
From instruction 13 only the determination of the type of the sensor may be performed by the pilot/owner, not the exchange of the sensor.  
The instructions are to be inspected and entered in the aircraft logs by a licensed inspector at latest with the next annual inspection.

Instructions No. 4 and the exchange of the sensor from instruction 13:

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:  
24. July 2012

Author: W. Dirks

Modifications approved by EASA Date 14.09.2012  
under Approval No. 10041426

*Wilhelm Dirks*