

**Working instruction No. 1 for TN800/41
Retrofit of an IWP 069 Primer valve**

I Up to ser. No. 8-154

A Installation

Installation is according to drawing 8M314

1. Remove the left hand drive belt cover.
2. Remove the existing primer valve and if installed the straight connector with the filter (see MM Diagram 11 resp. 11a). These parts and the pipe clamp used for mounting will no longer be required.
3. Remove the lower mounting bolt of the mounting bracket 8M169 for the lower drive belt roller 8M171 (see drawing 8M249 cross section A-A)
4. Plug the new primer valve into the connector (8M313/1 with fitting 8M313/2 and filter) and the holder 8M309/1 and mount the assembly with bolt M5x20 DIN912-8.8 zn, washer 5,3 DIN125 St zn (below bolt head) and washer 5,3 DIN9021 St zn (below nut) and self-locking nut SSN003 at the location of the bolt (see item 3). Don't tighten the nut.
5. Install one Ty-rap 140x3,6 at 8M307/1 and one Ty-rap 140x3,6 at 8M309/1. Slip a third Ty-rap 186x4,8 through the first ones. First tighten the first 2 Ty-raps. Then pull the parts 8M313/1 and 8M309/1 with the third Ty-rap firmly against the primer valve. Now tighten the nut (see item 4).
6. Shorten the hose which leads from the primer valve to the carburettor so that it fits the new installation (approx. 110 mm/4.33 in.), apply red heat shrink tubing to the shortened end. Connect to the new primer valve.
Remove the hose which leads from the fuel distributor to the carburettor and replace it with a new hose of approx. 180 mm / 7.1 in. length.
7. Use a 40 mm/1.57 in.) long piece of the hose shortened previously to connect the fitting 8M313/2 with the existing T6 connector, apply red heat shrink tubing over the full length.
8. Shorten den hose leading from the T6 connector to the fuselage so that it fits the new installation, apply red heat shrink tubing to the shortened end.
9. Plug and secure the existing connector plug to the new primer valve.
10. Reinstall the left hand drive belt cover. Secure the bolts with Loctite 243.
11. Secure the primer valve with a Ty-rap 360x4,8 to the drive mount to prevent rotation of the primer valve..
12. Secure the primer valve wiring with a Ty-rap 186x4,8 to the plug.
13. File drawing 8M314 to the aircraft log.

B Material

amount	DG part no.	designation
1	/	drawing 8M314
1	60503070	primer valve IWP 069
1	40873130	connector for primer valve 8M313/1 with fitting 8M313/2 and filter
1	40873091	8M309/1 holder for primer valve with hose nipple
1	50052002	bolt M5x20 DIN912-8.8 zn
1	52050001	washer 5,3 DIN125 St zn
1	51050025	nut SSN003
2	60510952	Ty-rap140x3,6
1	60510956	Ty-rap 360x4,8
3	60510953	Ty-rap186x4,8
1	39001027	hose 6x1,5x9 180 mm long with metal shielding and red heat shrink tubing at the ends
100 mm	60504276	heat shrink tubing red 1/2"
2	60000651	hose clamp 8-12
2	60000640	protection cap

**Working instruction No. 1 for TN800/41
Retrofit of an IWP 069 Primer valve**

II from ser. No. 8-155 on (2 fuel pumps in line with fuel return line)

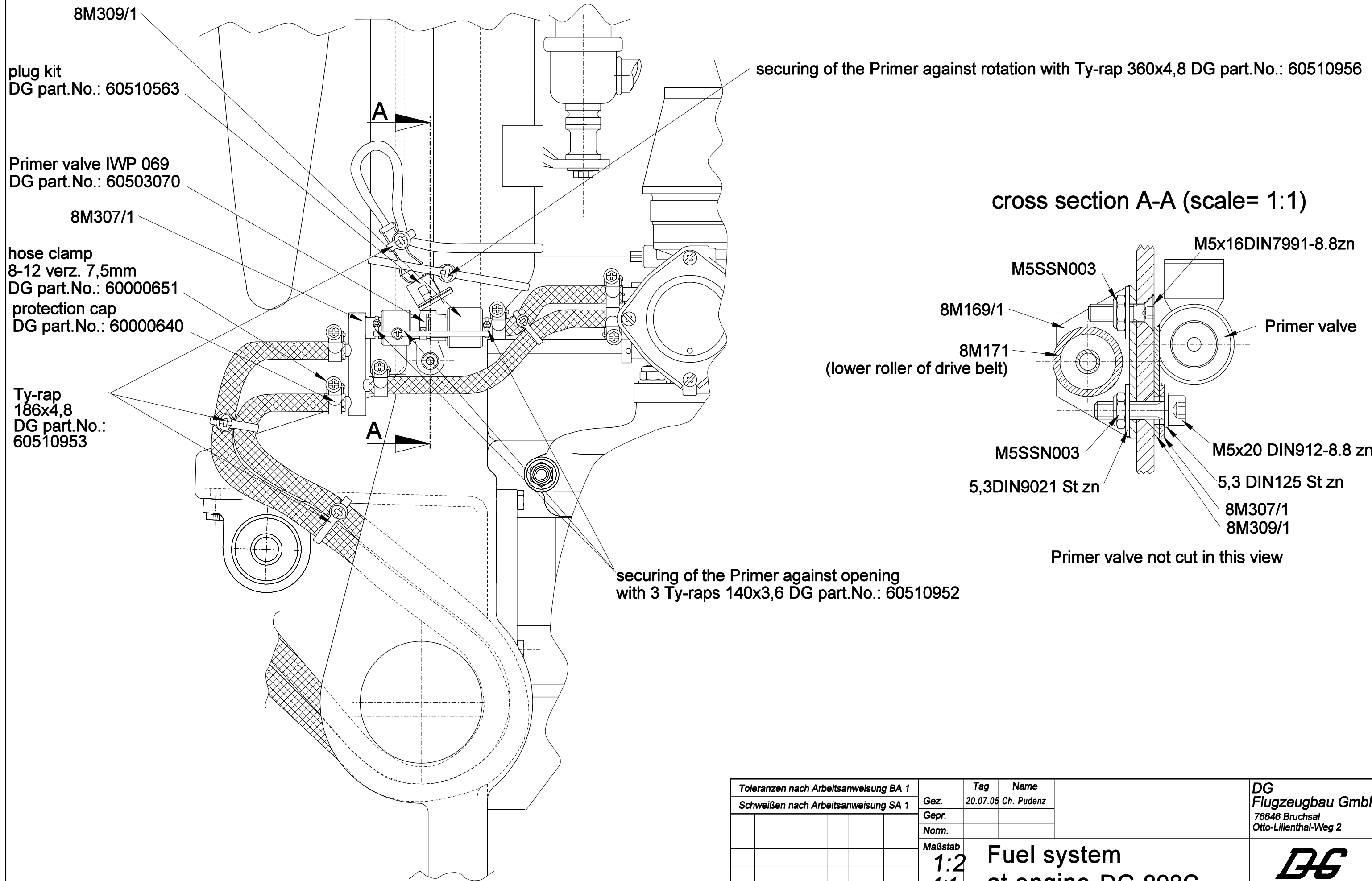
A Installation

Installation is according to drawing 8M249

1. Remove the left hand drive belt cover.
2. Remove the existing primer valve including the fuel distributor 8M297 (see MM Diagram 11b). These parts and the pipe clamp used for mounting will no longer be required.
3. Remove the lower mounting bolt of the mounting bracket 8M169 for the lower drive belt roller 8M171 (see drawing 8M249 cross section A-A)
4. Plug the new primer valve into the fuel distributor 8M307/1 and the holder 8M309/1 and mount the assembly with bolt M5x20 DIN912-8.8 zn, washer 5,3 DIN125 St zn (below bolt head) and washer 5,3 DIN9021 St zn (below nut) and self-locking nut SSN003 at the location of the bolt (see item 3). Don't tighten the nut.
5. Install one Ty-rap 140x3,6 at 8M307/1 and one Ty-rap 140x3,6 at 8M309/1. Slip a third Ty-rap 140x3,6 through the first ones. First tighten the first 2 Ty-raps. Then pull the parts 8M307/1 and 8M309/1 with the third Ty-rap firmly against the primer valve. Now tighten the nut (see item 4).
6. Shorten the hose which leads from the primer valve to the carburettor so that it fits the new installation (approx. 110 mm/4.33 in.), apply red heat shrink tubing to the shortened end. Connect to the new primer valve.
Remove the hose which leads from the fuel distributor to the carburettor and replace it with a new hose of approx. 160 mm / 6.3 in. length (see MM diagram 11d).
7. Plug and secure the existing connector plug to the new primer valve.
8. Reinstall the left hand drive belt cover. Secure the bolts with Loctite 243.
9. Secure the primer valve with a Ty-rap 360x4,8 to the drive mount to prevent rotation of the primer valve..
10. Secure the primer valve wiring with a Ty-rap 186x4,8 to the plug.
11. If not already installed, install Ty-raps 186x4,8 to the fuel lines (see drawing 8M249).
12. File drawing 8M249 to the aircraft log.

B Material

amount	DG part no.	designation
1	/	drawing 8M249
1	60503070	primer valve IWP 069
1	40873071	8M307/1 fuel distributor
1	40873091	8M309/1 holder for primer valve with hose nipple
1	50052002	bolt M5x20 DIN912-8.8 zn
1	52050001	washer 5,3 DIN125 St zn
1	51050025	nut SSN003
3	60510952	Ty-rap140x3,6
1	60510956	Ty-rap 360x4,8
4	60510953	Ty-rap186x4,8
1	39001027	hose 6x1,5x9 160 mm long with metal shielding and red heat shrink tubing at the ends
30 mm	60504276	heat shrink tubing red ½"



Toleranzen nach Arbeitsanweisung BA 1					Tag	Name	DG Flugzeugbau GmbH 76646 Bruchsal Otto-Lilienthal-Weg 2
Schweißen nach Arbeitsanweisung SA 1					20.07.05	Ch. Pudenz	
Gez.							
Gepr.							
Norm.							Fuel system at engine DG-808C (DG-800B from ser. no. 8-155 on with TN800/41 instruction 4)
Maßstab					1:2		
					1:1		
Maße ohne Toleranzang. nach:							
a	cross section A-A added	21.05.12	W.Dirks				DG 8M249
Ausg.	Änderung	ÄM	Tag	Name			