

Subject: A) Different cylinder heads and engine bearer
B) Different cable routing along the engine
C) Usage of stepless ear clamps and lock-wire with the PUR-fuel hoses

Applicability: All ASW 27-18E, TCDS EASA.A.220, all serial numbers
All ASW 28-18E, TCDS EASA.A.034, all serial numbers

Urgency: none

Classification: Minor Change

Reason: A) For the engine SOLO 2350 two types of cylinder heads exist (internal denomination used at SOLO: "Small" and "Large"). SOLO changes over to uniformly installing "Large" cylinder heads. This requires changes to the engine bearer.
B) Cable ducts for the bypass wires of the ignition and for the wires of the rpm-sensor are installed. This is more suitable to the vibrating environment and prevents cable breaks at the location of cable ties.
C) When PUR-fuel hoses (transparent) are used, at those positions where fire protection hose is applied the screw clamps are replaced by stepless ear clamps. These better fit under the fire protection hose.
The fire protection hose itself is fixed with lock wire. At every end of fire protections hose, lock wire is wound, so that the underlying clamp is enclosed. When twisting, cutting and bending in the ends of the lock wire, take care, that it can neither harm the hose nor a person.

Action: A) Installation of the engine according to drawing 850.00.9001.
Exchange of the following manual pages:

	ASW 27-18E	ASW 28-18E
Revision	TN 5 / 18.02.09	TN 10 / 18.02.09
Maintenance Manual	2.40, 2.41, 2.42, 2.50, 2.51, 2.52	2.37, 2.38, 2.46, 2.47, 2.48

B) Wire installation according to drawing 850.64.9001

C) Hose installation according to drawing 850.62.9001

Material and Drawings:

Refer to action, and:

- 850.00.9002 Solo2350 Overview
- 850.64.0001 Cable duct, top
- 850.64.0002 Attachment for cable duct sideways
- 850.64.0003 Distance bushing
- 850.64.0201 Cable duct, sideways
- 850.67.0110 Engine bearer, type 2
- 850.72.0024 Bushing for decompression lever
- 850.72.0025 Decompression lever
- 850.72.0026 Plate for decompression
- 850.72.0027 Bushing

**Weight (Mass) and
Balance:**

The differences in weight are so small that a weight and balance procedure is not necessary.

Notes:

Action B or C can be accomplished without action A.

The actions must only be done by the manufacturer of the sailplane (A.Schleicher) or a repair station approved for such work.

The Manual pages may be exchanged by the owner/operator of the sailplane himself.

All action has to be documented by an inspector authorised for such work in the sailplane's log book, Flight and/or Maintenance Manual and the records of inspections.

To retrofit action B, it is necessary to cut open a large part of the shrink hose applied to the wires in the area of the engine. The wires for the rpm-sensor must be removed from the 9-pin connector with an extraction tool for AMP III+-contacts. The wires for the ignition bypass must be replaced, since they are too short. They are connected to the ignition coils with a cable shoe (4,8mm). The wires are ducted according to the drawings and covered with new shrink hose. The connection to the ignition coils is embedded into silicone again. To attach the top cable duct, a M5 threaded hole is to be drilled into the aluminium plate on top of the crank case. For details refer to the drawings.

Poppenhausen, 18.02.09

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The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.