



MODIFICATION BULLETIN

AIRPL
MODEL
91
Safir

91.1/8

PAGE 1 OF 3

Introduction of modifications according to CAR requirements.

URGENCY: III x)

EFFECT ON WEIGHT DISTRIBUTION:

TIME OF DELIVERY
FOR NECESSARY PARTS: 2 months after order

WEIGHT CHANGE
LBS.

STATION
IN.

MOMENT CHANGE
LBSIN.

K/K

-

-

-

MARKING: None

Drawings: Not essential

Aircraft concerned:

Item Parts required on each plane:

91101-91115, 91117-91123,
91126-91129, 91131-91135,
91138, 91141, 91142, 91145-91148

(Number of aircraft: 37)

Spare parts not involved.

01	1	Filter	1027345
02	1	Cylindrical pin	2x16 AS 211101
03	10	Fuse retainer	EF 2106
04	2	Sealing plate, mixture control	1027351
05	1	Sealing	1027350
06	2	Sealing plate, cold and hot air control	1027353
07	1	Sealing	1027352
08	2	Sealing plate, tachometer	1027354
09	1	Sealing	1027355
10	2	Sealing plate, instrument	1027348
11	1	Sealing	1027349
12	2	Sealing plate, propeller control	1027358
13	1	Sealing	1027359
14	16	Screw	M4x12 AS 212116
15	16	Lock nut	M4 AS 215402
16	2	Receptacle	XP 8217-17
17	2	Plug	XP 8117-77
18	2	Receptacle	XP 8116-17
19	2	Plug	XP 8116-77
20	24	Screw	M3x10 AS 212116
21	16	Lock nut	M3 AS 215402
22	8	Clamp	AS 216510-10

x) To be introduced at next air-
plane overhaul.

13/1 1951

SAAB SERVICE DEPT:

SAAB DESIGN DEPT:

ROYAL SWEDISH AERONAUTICS BOARD:

L. Carlsson

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In order to prevent foreign particles from being drawn into the fuel line a filter shall be fitted to the fuel line connection at the tank. The filter should be attached to the fitting bolt by means of a cylindrical pin.

In order to prevent leaking fuel from collecting in the fuselage belly underneath the fuel tank drain holes of 5 millimetres diameter should be drilled through the fuselage skin.

Spare fuses shall be introduced for all fuses in the electrical main central. The spare fuses shall be fitted on the ordinary fuses by means of fuse retainers BT 2106.

In order to make the fire wall lead-throughs for controls and cables fireproof the rubber and bakelite sealings of these shall be replaced. At the control lead-throughs sealings of Klingerit and sheet metal are to be introduced and at the cable lead-throughs connectors are to be introduced.

The following text (15 millimetres high) shall be applied immediately adjacent to the oil and fuel filler caps:

Aircraft equipped with engine Gipsy Major 1:

Fuel

Min. octane 88 (non-lead)

Capacity 135 litres

Aircraft equipped with engine Gipsy Major 10 Mk 1:

Fuel

Min. octane 80

Capacity 135 litres

Aircraft equipped with Gipsy Major 10 Mk 2:

Fuel

Min. octane ~~91/98~~ 80

Capacity 135 litres

Note. On aircraft equipped with large fuel tanks the corresponding capacity should be indicated.

Oil

Capacity 13 litres

Note. As the filling capacity varies by varying lengths of filler necks the capacity should be checked first and then the actual capacity be introduced.

Work procedure:

Gain the fuel tank.

Remove the bolt 13 AS 252229 according to figure 1. Fit the filter 1027345 into the bolt by press fit. Make the holes in the bottom end of the filter free by filing. Drill a hole of 2 millimetres diameter for the cylindrical pin through the filter and the last thread of the bolt. Remove extents and chips in bolt and filter. Edge the holes in the bolt. Install the filter and the cylindrical pin riveting the latter afterwards. Install the bolt and the filter at the fuel tank.

Drill 3 drain holes of 5 millimetres diameter in the fuselage skin underneath the fuel tank according to figure 2. The holes should be located immediately outside stringer 1 on the left side viewed in the direction of flight and immediately behind the frame at sta 3024, sta 3172 and sta 3500.

Install the spare fuses on the ordinary fuses according to figure 3.

Remove the sealings at the control lead-throughs in the fire wall. Rivet new sealings according to figure 4.



Cut all electric cables at the fire wall.

Make a hole of 31 millimetres diameter in the fire wall for the cable 12 B between the starting pedal and the starting motor (marked V12 on figure). Attach by soldering the cable from the starting pedal in the receptacle XP 8117-77. Install the receptacle on the fire wall. Attach by soldering the cable from the starting motor in the connector plug XP 8217-17. Install the receptacle on the fire wall. Attach by soldering the cable from the starting motor in the connector plug XP 8117-77. Clamp the shielding hose to receptacle and plug.

Make a hole of 25 millimetres diameter in the fire wall for the cables 1B, 2B and 3B between the ignition lock and left and right magneto and ground (marked V10 on figure). Attach by soldering the cables rear of the fire wall in the receptacle XP 8116-17. Install the receptacle on the fire wall. Attach by soldering the cables in front of the fire wall in the plug XP 8116-77. A shielding hose should be clamped to receptacle and plug.

Drill a hole of 25 millimetres diameter in the fire wall for the cables 8A and 9A between the electric central and the regulator (marked V11 on figure). Attach by soldering the cables from the electric central in the receptacle XP-8116-17. Install the receptacle on the fire wall. Attach by soldering cables from the regulator in the plug XP-8116-77. The shielding hose should be clamped to receptacle and plug.

Drill a hole of 31 millimetres diameter in the fire wall for the cable 2A between the terminal strip in the electric central and the accumulator (marked V13 on figure). Attach by soldering the cable from a terminal in the receptacle XP 8217-17. Install the receptacle in the fire wall. Attach by soldering the cable from the accumulator in the plug XP 8117-77. The shielding hose should be clamped to receptacle and plug.

The connectors should be given a location with a view to suitable cable layout and accessibility. Old holes in the fire wall not to be used should be tightened by riveted stainless steel sheets.

For cable wiring refer to wiring diagram G-8 and G-9 in the Service Manual.

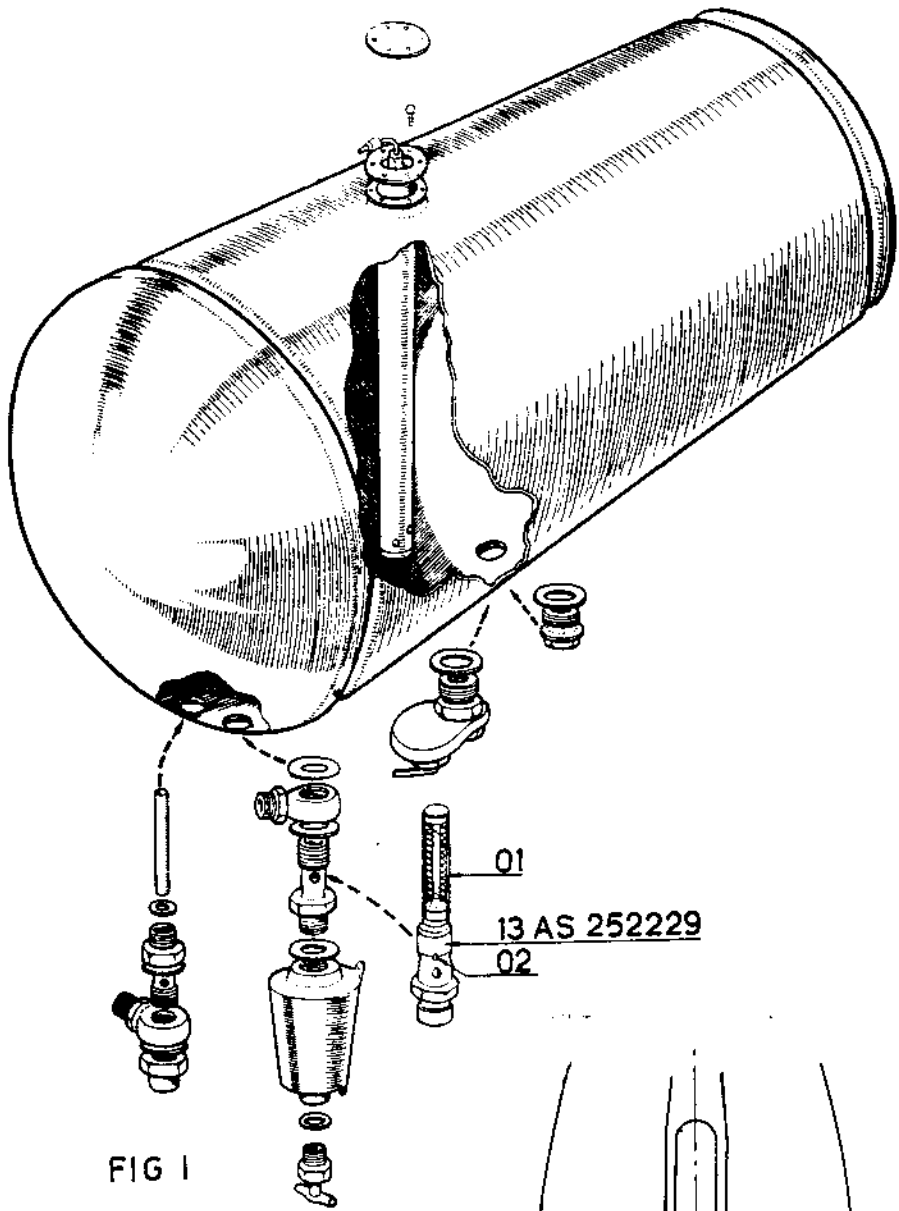


FIG 1

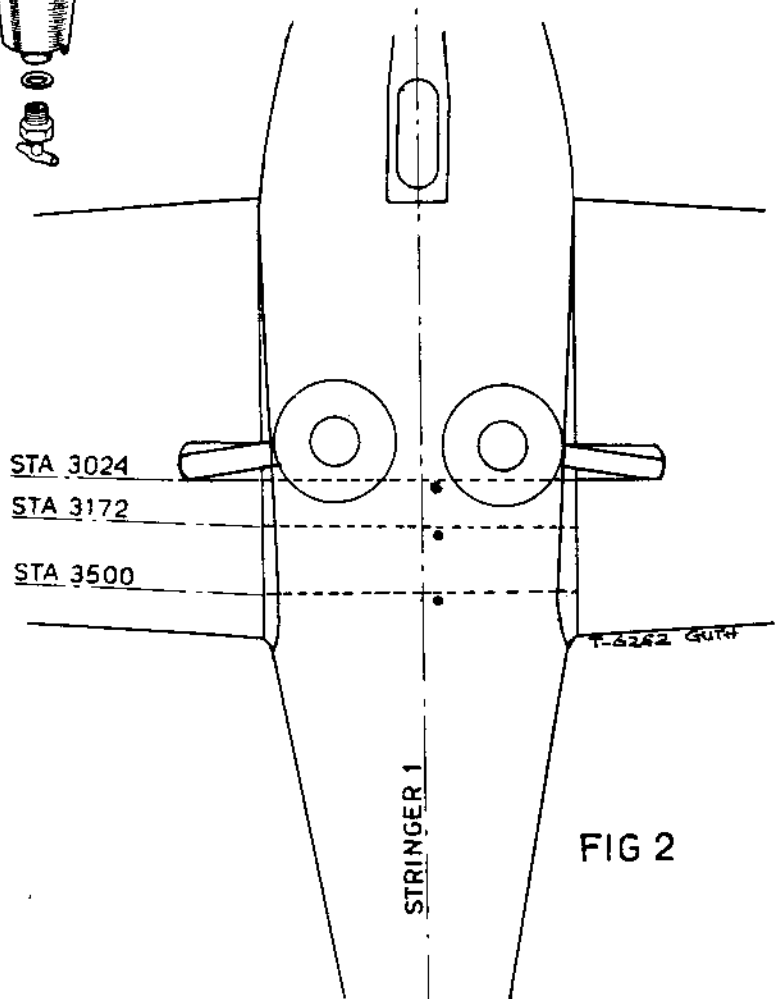


FIG 2

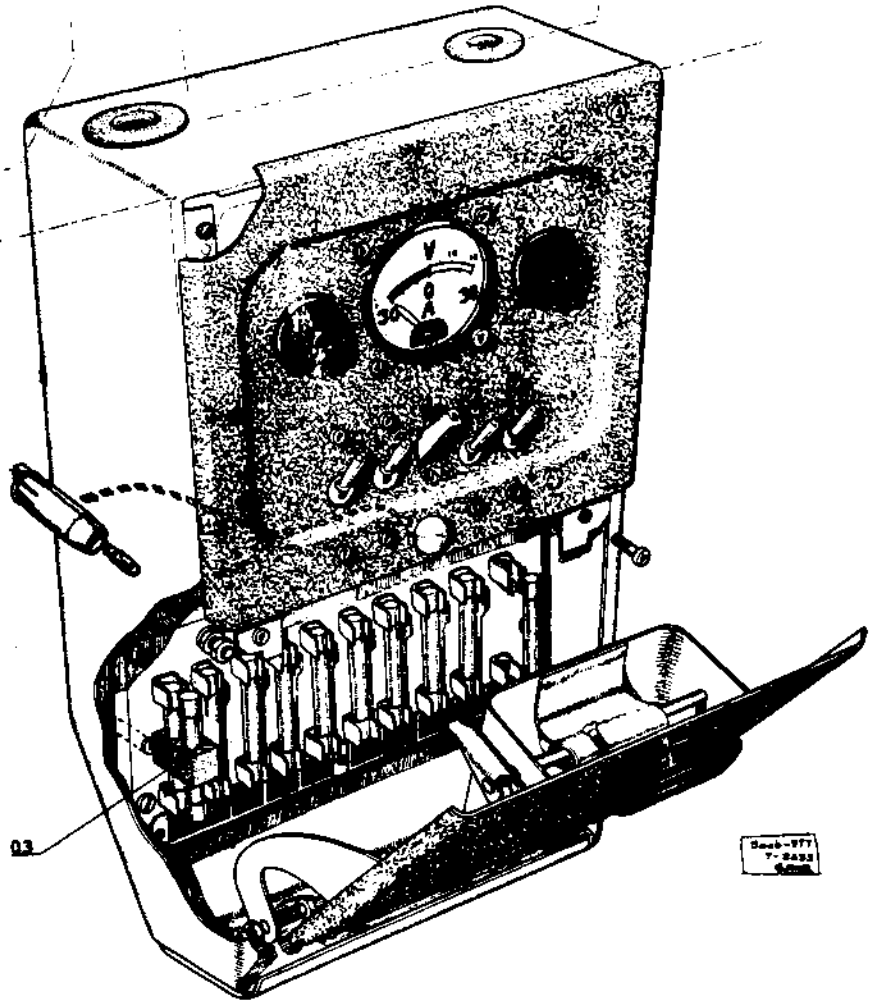


FIG. 3

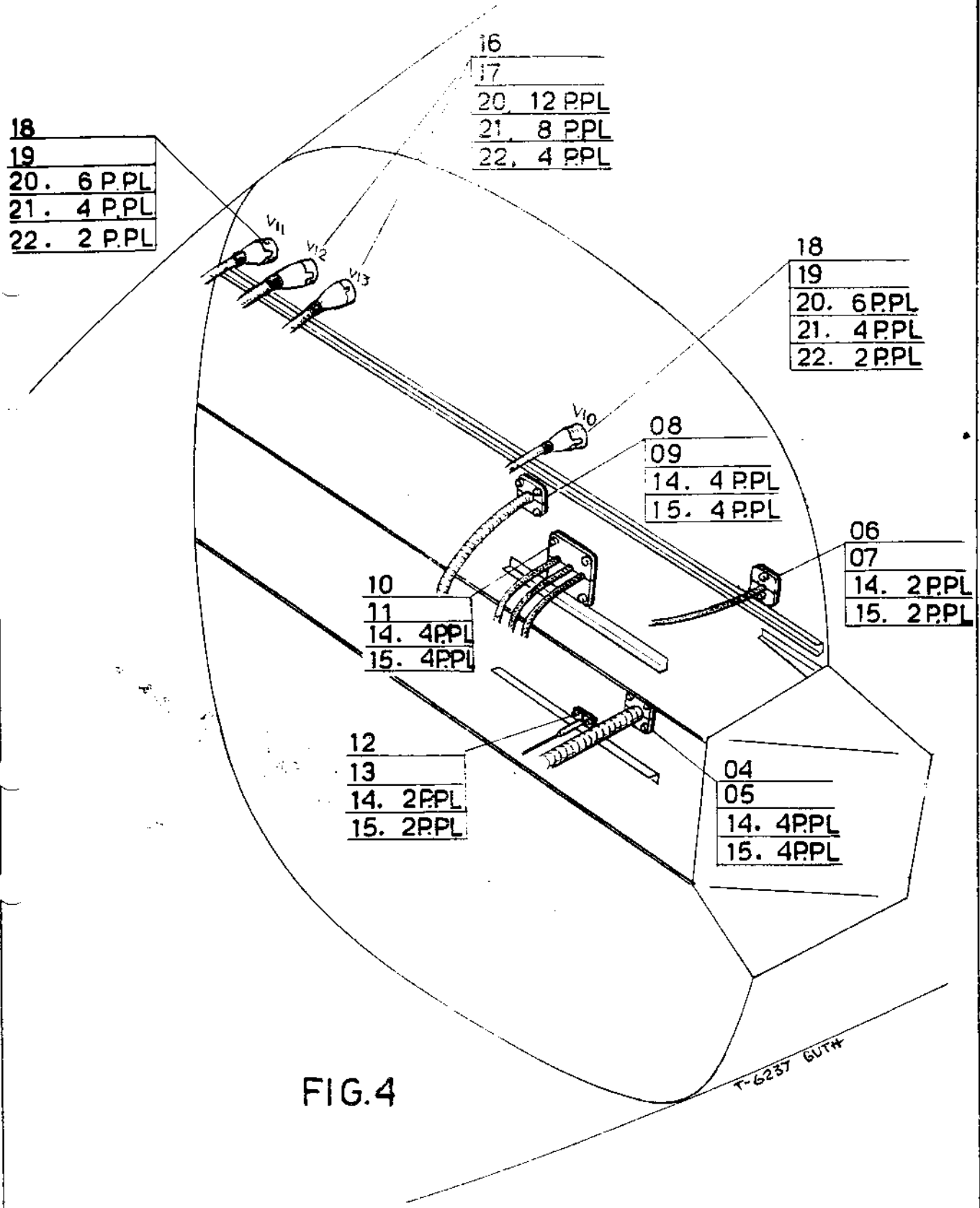


FIG.4