



# Modification Bulletin

Aircraft Type  
91B and C Safir

Reference  <b>Power Plant</b>  Changed location of the manifold pressure connection	Date December 10, 1956	No 91.6/14
	Saab Service Dept. C Larsson	
	Saab Design. Dept. A J Andersson	Page 1 of 1
Urgency IV	Royal Swedish Board of Civil Aviation S Fogelström	

Marking  -	Effect on weight distribution		
	Weight change Lbs	Station In.	Moment change Lbsin.
	-	-	-

Time of delivery for necessary parts  
3 months after order  
K/K

<p><u>Drawings: Not essential</u></p> <p><u>Parts required per plane</u></p> <table border="1"> <thead> <tr> <th>Item</th> <th>Ref. figure</th> <th></th> </tr> </thead> <tbody> <tr> <td>01</td> <td>1</td> <td>Hose AS 251220-6x1050</td> </tr> <tr> <td>02</td> <td>1</td> <td>Angle tube SA 594740</td> </tr> <tr> <td>03</td> <td>1</td> <td>Clamp AS 216518-38</td> </tr> <tr> <td>04</td> <td>1</td> <td>Clamp AS 216518-14</td> </tr> <tr> <td>05</td> <td>1</td> <td>Screw AS 212116-M4x14</td> </tr> <tr> <td>06</td> <td>1</td> <td>Lock nut AS 215402-M4</td> </tr> </tbody> </table>	Item	Ref. figure		01	1	Hose AS 251220-6x1050	02	1	Angle tube SA 594740	03	1	Clamp AS 216518-38	04	1	Clamp AS 216518-14	05	1	Screw AS 212116-M4x14	06	1	Lock nut AS 215402-M4	<p><u>Aircraft concerned:</u> 91.201 - 91.320</p> <p><u>Spare parts not involved</u></p> <p><u>The following parts are obsolete:</u></p> <table border="1"> <tbody> <tr> <td>1</td> <td>Hose</td> <td>AS 251220-6x735</td> </tr> <tr> <td>1</td> <td>Coupling</td> <td>1075136</td> </tr> </tbody> </table>	1	Hose	AS 251220-6x735	1	Coupling	1075136
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The present location of the manifold pressure connection gives incorrect measuring values. Because of this the connection is to be moved from the oil sump (at the carburetor attachment) to the connection for the priming line on cylinder No. 2 according to the manufacturer's recommendations.

### Work procedure:

Remove the hose between the coupling on the oil sump and the fire-wall and then remove the coupling. Remove the plug from the connection for the priming line on cylinder No. 2 and install it on the oil sump. Fit angle tube item 02 on cylinder No. 2 and hose item 01 between the angle tube and the fire wall. Attach the hose in the same way as the previous hose and clamp it also to the front manifold pipe on the engine.

