



AVStar Fuel Systems, Inc.
1365 Park Lane South
Jupiter, FL 33458

www.avstardirect.com

SERVICE BULLETIN

DOCUMENT: AFS-SB8

REVISION: 2

CARBURETOR THROTTLE BODY TO BOWL RETAINING SCREW INSPECTION

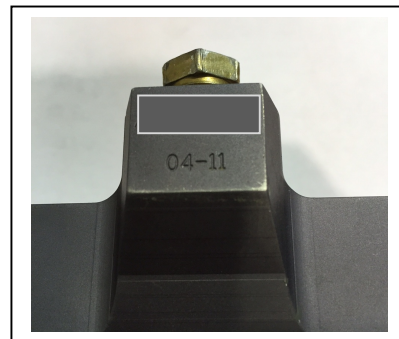
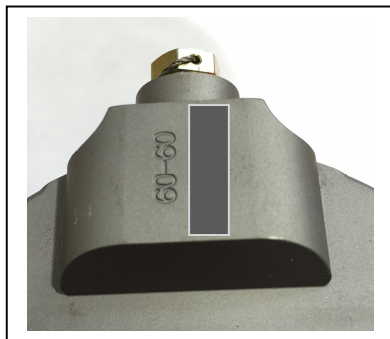
ISSUED: MAY 16, 2015

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Service Bulletins are advisory documents. They are NOT issued or approved by the FAA. Information contained in a Service Bulletin may or may not be incorporated entirely at the product owner's discretion.

1. APPLICABILITY

This Service Bulletin applies to all LVC-3-3A, LVC-3-3PA, LVC-5-4PA, LVC-5-5BPA, LVC-5-5PA, and all legacy aircraft carburetors manufactured by AVStar Fuel Systems, Inc. pre-dating August 2012 notated by date code on bottom of carburetor bowl near drain plug. See examples of date code below (part number covered for clarity). Service Bulletin in effect until overhaul or serviced per bulletin.



2. REASON FOR PUBLICATION

There have been isolated reports of stains appearing alongside the throttle body/bowl gasket. This may be accompanied by a reduction in the torque tightness of the throttle body to bowl retaining screws.

3. TIME OF COMPLIANCE

Within the next 50 hours of engine operation.

The process should be repeated at 100 hour intervals thereafter until serviced per bulletin or overhaul.

Upon inspection, if there is any evidence of staining, the following Instructions for Compliance should be followed immediately.

Any questions regarding Service Bulletin are to be directed to AVStar Fuel Systems, Inc. at www.avstardirect.com, or call (561) 575-1560



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4. INSTRUCTIONS FOR COMPLIANCE

1. Visually inspect the carburetor for evidence of stains along the parting line that separates the throttle body and bowl.
2. Check for evidence of looseness or movement between the throttle body and bowl.
3. Check the throttle body to bowl screws for torque tightness by attempting to move the screw or washer by hand.
4. If any of the checks in steps 1, 2 or 3 indicate an issue, remove the carburetor from the engine in accordance with the appropriate service manuals. The carburetor must then be sent to a qualified facility for analysis and repair.
5. After repair, re-install the carburetor onto the engine in accordance with all applicable service manuals.
6. Record compliance with this Service Bulletin in the aircraft Logbook.
7. After complying with these requirements, any evidence of further staining (or any other condition of concern), then contact AVStar Fuel Systems.