

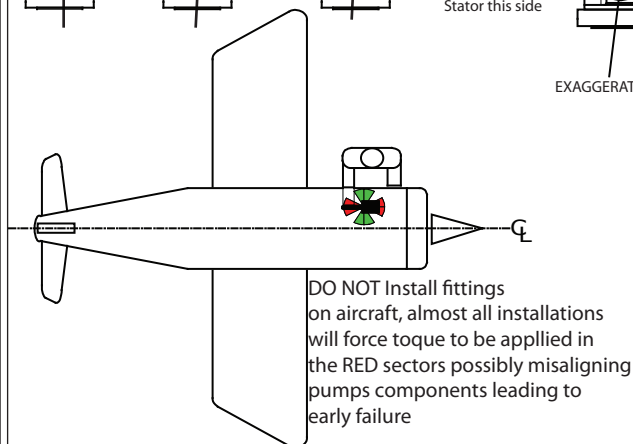
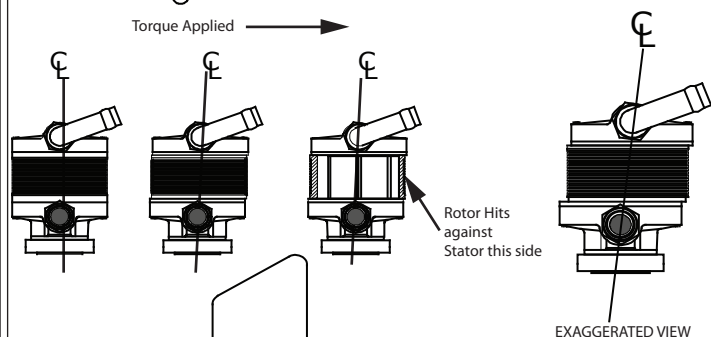
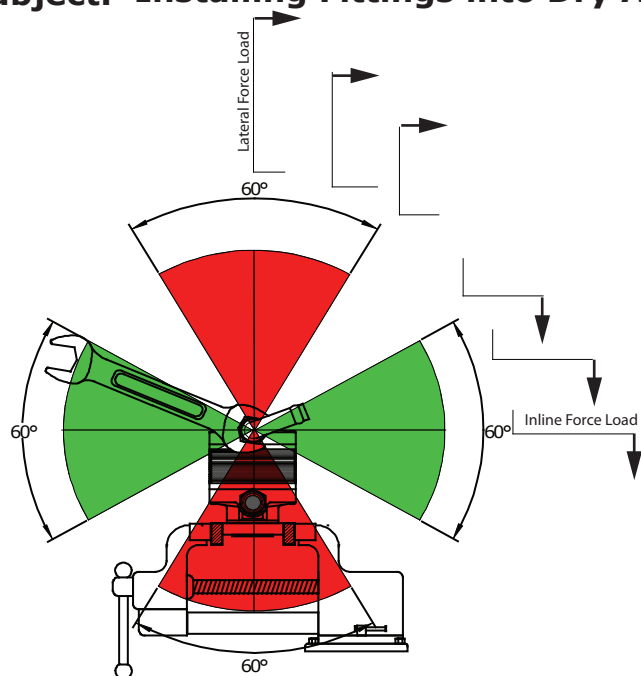
# TEMPEST<sup>TM</sup>

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## SERVICE INFORMATION

Service Information Number: **SI-002**

### Subject: Installing Fittings into Dry Air Pumps (All Models)



Misalignment caused by torquing fittings in the red sectors (shown at left) can cause the Rotor to be shifted towards the side the torque is applied from. This can cause the Rotor to rub against the side of the stator.

The normal clearance between the sides of the Rotor and the Lateral sides of the Stator is .0015".

The lateral misalignment can cause the Rotor, drive fingers, seal, internal drive spline, and shear coupling to be in a bind.

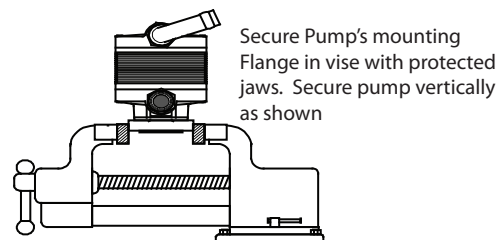
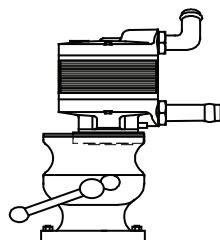
The more severe the bind, the shorter the life of the Dry Air Pump.

Severe overtorquing of the fittings in the red sections of arc can cause the Rotor to crack and / or chip against the side of the Stator.

All of these factors work towards causing premature Dry Air Pump failures which may seem to be without visible cause.

It is thereby recommended that every Dry Air Pump be installed in the following manner:

1. Before removing the OLD pump from the aircraft, NOTE the position of the fittings.
2. Remove the OLD pump from the aircraft.
3. Place a shop towel in a vise. Place the OLD pump vertically in a vise. Tighten Vise against the pump's flange.
4. Remove fittings from OLD pump. Inspect old fittings. If suitable for continued airworthiness re-use. Otherwise replace fittings.
5. Remove OLD pump from vise.
6. Place NEW pump vertically in shop towel protected vise and tighten vise against sides of pump's mounting flange.
7. Thread sealant or teflon tape is not needed on fittings. (DO NOT USE any Thread sealant or teflon tape on fittings or pump.)
8. Screw fittings into NEW pump hand-tight.
9. Using a wrench, tighten approximately one (1) turn more. Only applying torque to fitting in the GREEN sectors. (The green sectors place the majority of force along the pump's center line not like the RED sectors which apply force perpendicular to the pump's center-line).
10. Position the fittings as noted in step 1 above.
11. Remove the pump from vise and install on aircraft.



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