

DENNEY

AEROCRAFT
COMPANY

December 27, 1988

SERVICE BULLETIN #2

SUBJECT: Fuel Valve/Fuel Line Modification

TO: Kitfox Owners with Serial Numbers 2 through 300

FROM: Denney Aircraft Company

Recently a Kitfox with pilot and passenger were flying at low altitude when the passenger inadvertently got his foot on the wing tank fuel line and pulled the line off of the "T" in the main fuel tank outlet line. Fuel started pouring into the cabin directly from the tank so the main fuel shut off valve was rendered useless. The engine was immediately shut off to prevent fire and set up to land on a nearby road. Due to a stiff tailwind, the aircraft was not able to be put down safely on the road. The aircraft overshot the road and went into a corn field where it flipped on its back and sustained some damage to the rudder, wings, cowling and prop.

Because of this incidence, we are issuing a mandatory change in the fuel line plumbing. We have developed a new system of routing the plumbing the fuel lines which utilize swaged and flared fittings to aluminum fuel lines. This system is adaptable to aircraft with no wing tanks, with main tank and one wing tank, with main tank and two wing tanks, and with two wing tanks and a header tank. The fuel shut-off valve will mount on a new bracket attached to the end of the starter shroud bringing it closer to the pilot. In addition, it incorporates an aluminum guard to shield the lines from foot interference. This new system will preclude any accidental disconnection of the fuel line.

Enclosed are the appropriate drawings for installing the different fuel tank systems.

The cost of the fuel valve modification for the different fuel tank systems are as follows:

If you have:

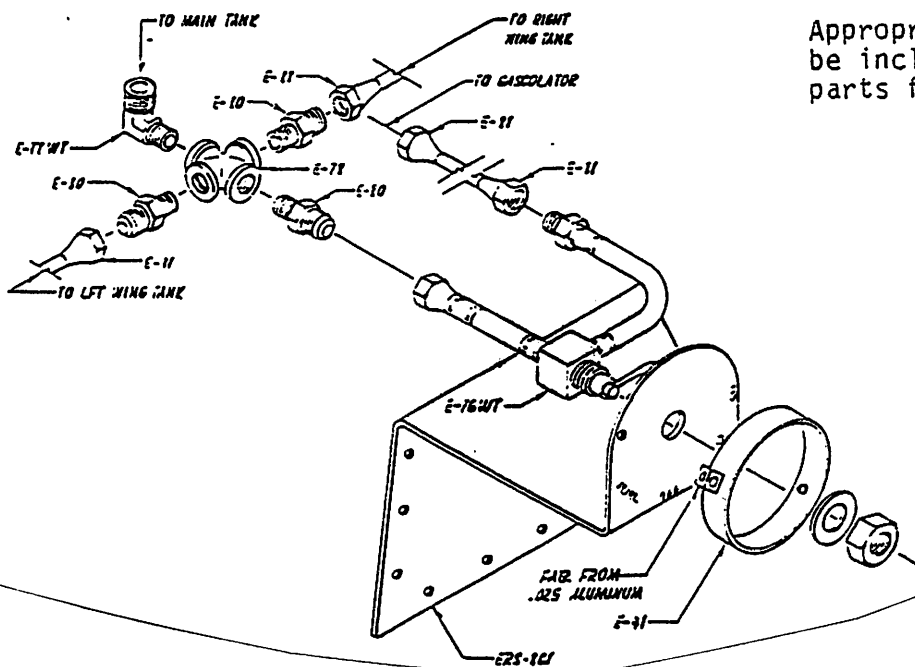
Main fuel tank only	\$33.45
Main fuel tank and 1 wing tank	\$49.75
Main Fuel tank and two wing tanks	\$53.75
Two wing tanks and header tank	\$33.45

If you send back the old E-27 Main fuel valve, we will give you a credit of \$6.00 if it is still unused.

We have also discovered a problem with the routing of the fuel lines on the wing tanks. When the airplane is on the ground with low fuel quantity the fuel has to flow up slightly over the front of the door opening. The fuel will not always gravity feed through this and must start siphoning in order to start the proper fuel flow. To avoid this we are recommending a change in the routing of the wing tank fuel line.

To re-route the fuel line, run the Neoprene fuel hose out of the wing tank aft to the diagonal brace behind the pilot or passenger's head. Connect the rudder hose to the aluminum fuel line with hose clamps. Run the aluminum tube starting about 4" down on the diagonal brace. Continue down to the rear seat bulkhead then routing the line down the seat half way and make a smooth curve back under to the left side just below the door opening. Extend the tube just under the door frame to approximately 6" in front of the front seat truss. Attach the WT-7 Fuel Valve Plate to the underside of the fuselage door frame tubing at this point. Connect aluminum tube to both sides of the valve with flare fittings. Continue the fuel line forward and up the diagonal fuselage tube running from the bottom corner of the door frame to the middle engine mount. Make the smooth curve with the fuel line to run the fuel line up against the horizontal tube on the firewall. Keep the fuel line up out of the way of feet much as possible. Secure the fuel line in place using plastic tie wraps or similar material to the fuselage tubing. Make sure the tie wraps do not interfere with the fabric covering or rudder cable. Continue the fuel line over the main fuel valve system and connect with the E-81 5/16" flare nut. If you have the Full Instrument Panel option, run the aluminum fuel line up to the header tank inlet and connect with the Neoprene hose and hose clamps as called for in the instructions.

Run the fuel line for the other wing tank (if utilized) in the same manner on the other side of the fuselage.



Appropriate drawing will be included with the new parts for your application.

If you need assistance in any way, please call customer service. Before returning any items to Denney Aerocraft Co. please obtain a Return Goods Authorization (RMA) number from customer service.