S E R V I C E B U L L E T I N

FUJI HEAVY INDUSTRIES

NO. FAS-013

DATE January 26, 1970

1.	SUBJECT :	Adjustment for balanced fuel flow from right and left fuel tanks.
2.	AIRCRAFT AFFECTED:	All FA-200 Serial No. 1 through 101 airplane.
3.	PRIORITY :	Essential.
4.	REASON :	In order to clarify the method of adjustment for balanced fuel flow from right and left tanks.
5.	DESCRIPTION :	Adjust the fuel tank vent tube so that the difference between the indications of left and right fuel quantity indicators should never exceed "1/2". Work procedure is mentioned in paragraph 13.
6.	ACCOMPLISHMENT :	Anytime when the difference between the indications of left and right fuel quantity indicators exceeds "1/4" or the difference between the levels of fuel in the left and right fuel tanks exceeds 2 inch.
7.	APPROVAL :	JCAB approval No. 317.
8.	PARTS REQUIRED :	Nothing.
9.	SPECIAL TOOLS :	Nothing.
10.	WEIGHT AND BALANCE:	No change.
11.	RECERENCE :	Nothing.
12.	MANPOWER :	Little.

13. WORK PROCEDURE : Bend forward the vent tube of the tank of which the fuel consumption is less than another tank, in order to obtain more dynamic pressure.

Tube bending angle should be within 0 - 60 degree for the Serial No. 1 - 55 airplanes, or within 0 - 30 degree for the Serial No. 56 and on airplanes. Never exceed these angles.

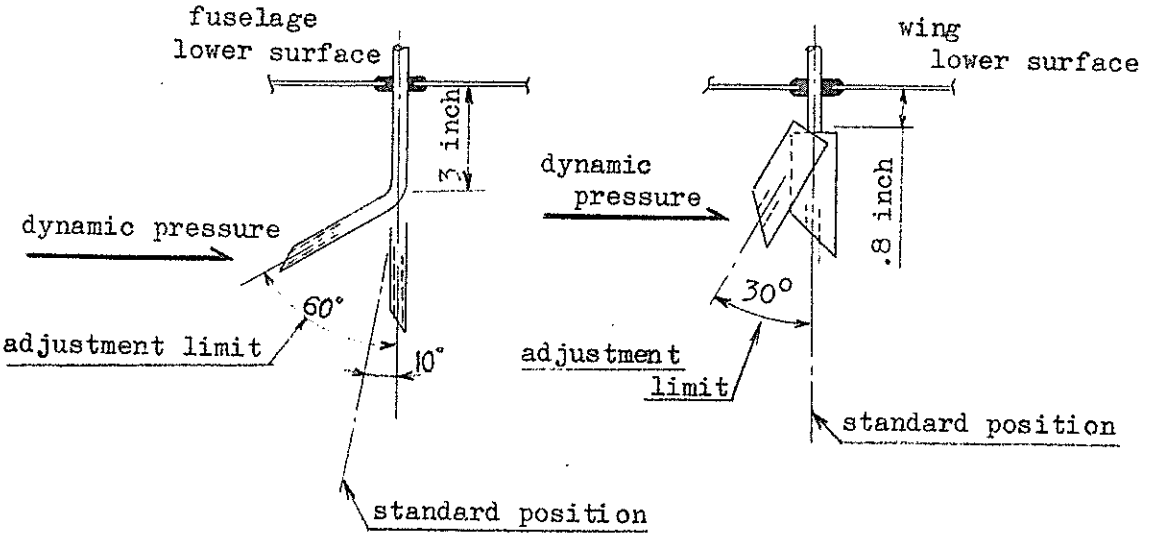
Note 1) The cut end of vent inlet should be directed forward.

2) Don't bend the vent tube of the tank of which the fuel consumption is more.

3) Never bend the sump tank vent.

13-1 Adjustment limit of air-vent tube.

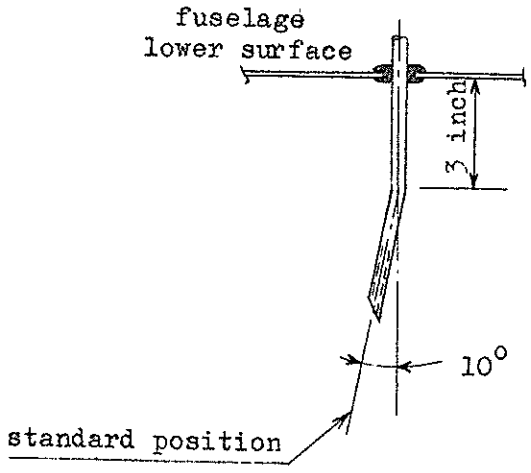
(1) Vent tube of wing fuel tank.



S/N 1 - 55 airplane

S/N 56 - 101 airplane

(2) Sump tank vent.



13-2 Conjecture of adjustment.

Unbalanced fuel consumption to be adjusted	Bending angle of vent tube	
	S/N 1 - 55	S/N 56 - 101
1/8	15°	7.5°