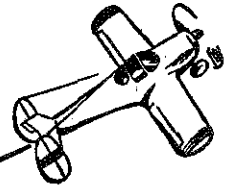


# Ercoupe BULLETIN

**SUBJECT: Fuel System—Overflow Line  
(Erco part No. 415-48162)**



This bulletin affects Ercoupes serial number 2623 to 2994 inclusive, with the exception of the Ercoupes on which the change was effected prior to delivery. The exceptions are listed as an appendix to this bulletin.

The change is being made because a report has reached us to the effect that the imperial brass compression sleeve No. 60F, located on the fuselage gas tank overflow line at the tank mounting flange, has necked the line causing it to fail. This sleeve has been changed to a rubber washer No. A594, Kohler Company or A-64-3, Hayes Industries, Inc. As the brass sleeve cannot be removed from the gas line once it has been compressed, a complete new line must be installed. The procedure for replacing the fuselage gas tank overflow line is as follows:

### **1. Drain Fuselage Gas Tank.**

- a. Turn fuselage gas tank valve to "off" position.
- b. Open left side engine cowling.
- c. Disconnect gas line at filter bowl (remove clamp from hose).
- d. Drain gas through hose into container by opening gas valve.

### **2. Provide Access and Remove Overflow Line.**

- a. Remove oil pressure gauge line after disconnecting the fitting from the pressure gauge on instrument panel and the bulkhead fitting on the firewall.
- b. Remove main gas line after disconnecting the fitting on the shut-off valve and the bulkhead fitting on the firewall.
- c. Remove tubing clamp from overflow line, located directly above the elbow on frame "B."

- d. Disconnect overflow line at elbow on frame "B" and at the forward opening of the mounting flange on bottom of fuselage gas tank.
- e. Remove the overflow line by moving the lower end of the assembly to the rear of the airplane as the upper end is being withdrawn from the tank through the fitting on the flange.

### **3. Install Overflow Line.**

- a. Insert the upper end of the assembly into the tank through the fitting on the mounting flange, reversing the order of removal.
- b. Assemble the union nut loosely on the lower end of the overflow line to the elbow located on frame "B." Use Parker Sealube No. 6 P.E. or equivalent material when assembling the threaded fitting. Do not tighten this fitting until the following operation is completed.
- c. Relocate the overflow line support clamp installation by measuring 3" down on frame "B" from the old location and drilling a No. 27 hole. Install location and secure the clamp. Tighten the nut on the overflow line at the elbow on frame "B," installed in the preceding operation.
- d. Assemble the union nut on the upper end of the overflow line assembly, being certain that there is a rubber washer within the nut. Use thread lubricant.
- e. Replace the main gas line and oil pressure line reversing the order of removal. Use thread lubricant on assembly and avoid excessive tightening which will damage flared ends on tubing assemblies.

f. Check fuel level in fuselage gas tank by adding fuel (tank valve closed) until the fuel flows through the overflow line to the left wing tank. At this time, the fuel level should be between 3/4" and 1" below the bottom of the fuselage tank filler neck when measured from the rearmost part. The level may be corrected by relocating the overflow line after loosening the union nut on the mounting flange and moving the line up or down as required to obtain the proper level. The overflow line should be reformed when establishing a new level to prevent the level changing later by slipping through the fitting. Reforming is necessary since the union nut and rubber washer will not satisfactorily retain the position of the

overflow line when strain in the assembly tends to move the line.

g. Connect gas line at filter bowl. If the bowl on the filter contains any air, it will be necessary to loosen the bowl retainer and bleed the air off with the fuselage gas tank valve in the "on" position.

Overflow line assemblies are being shipped, to each distributor, on a no-charge basis, in sufficient quantities to correct the affected Ercoupes immediately.

The cooperation of the distributor/dealer organization in effecting this change immediately is imperative. A failure of the subject part would probably result in an immediate forced landing.

**APPENDIX NO. 1**

**ERCOUPE SERVICE DEPARTMENT BULLETIN**

**Number 15**

List of Ercoupes between serial numbers 2623 and 2994 on which the subject change has been completed prior to delivery.

2649	2810	2884	2928
2686	2811	2885	2929
2690	2814	2887	2932
2693	2815	2888	2933
2706	2825	2889	2935
2707	2832	2891	2936
2709	2833	2893	2939
2710	2835	2895	2941
2745	2837	2897	2943
2749	2841	2899	2944
2750	2843	2900	2947
2754	2848	2901	2952
2759	2851	2903	2953
2770	2857	2905	2955
2774	2869	2907	2959
2783	2872	2908	2963
2797	2873	2912	2968
2801	2876	2913	2969
2802	2877	2915	2971
2803	2880	2920	2975
2805	2881	2921	2977
2806	2883	2924	2981
2845			
2863			