

SERVICE BULLETIN 1808-001
12-31-19, Revision A

**SUPERCHARGER INDUCTION TUBE CRACKS IN SUPERCHARGED CIRRUS SR22
AIRCRAFT**

Background:

The induction tube is the 4 ½ inch long aluminum or fiberglass duct that passes from the airbox over the oil cooler to the supercharger. In aircraft with higher vibration levels the aluminum duct can crack in the lower corners on the supercharger end. In a severe case this could allow metal to enter the supercharger. Either duct can chafe the airbox outlet flange.

Compliance: Mandatory, in the next 50 hours. Failure to comply with this maintenance bulletin may void warranty. Contact FAT for parts and assistance.

Materials: P/N S550019 silicone induction tube.

Estimated installation time: 1.0-1.5 hours

Procedure:

1. Remove the upper cowl.
2. Loosen the clamp that secures the airbox to the silicon elbow coupler on the co-pilots side of the engine.
3. Remove the clamp that secures the airbox to the D shaped end of the induction tube.
4. Remove/loosen any additional clamps securing the airbox to the engine and move the airbox away from the existing induction tube.
5. Remove the clamp that secures the induction tube to the supercharger.
6. Remove the supercharger belt.
7. Remove the supercharger belt tensioner (2 bolts).
8. Remove the supercharger and induction tube. Note: there are 3 washers on the supercharger mount bolts.
9. Thoroughly check the tube for any cracks, especially where the tube meets the supercharger at the bottom of the tube. If any cracks are noticed contact FAT for assistance.

10. Ensure that the silicone induction tube (P/N S550019) fits in the existing hole in the baffle. If not, use the silicon induction tube as a template to mark the baffle and enlarge the existing hole. Be sure to block off the D shaped hole in the airbox to prevent any debris from getting in.

ENLARGED BAFFLE HOLE



SILICONE INDUCTION TUBE



11. Install the silicone induction tube, supercharger, tensioner, belt, airbox, and clamps. When installing the airbox make sure it is at rest then clamp it in that position. Do not force the clamps to the airbox or the airbox to the clamps. This will help prevent cracks.
12. Make an entry in the aircraft's permanent maintenance records.

Contact FAT for technical assistance.

END