

SERVICE BULLETIN SR22-11-1-001
8/4/2020, Revision D

SR22 SUPERCHARGER
DRIVE NUT TORQUE

Background:

The supercharger drive has a single nut at the end of the pulley which has a specified torque during assembly. Over time the torque can lessen on the rotating assembly as it breaks in and accumulates hundreds of millions of cycles. This bulletin describes how to re-torque the assembly.

Compliance: Mandatory:

The torque check required by this service bulletin can be done anytime but at the very minimum it **MUST** be done after 30 minutes of engine run time, plus or minus 10 minutes, and again after one hour from the time of installation, again 5 hours from the initial installation, and again at 10 hours from the initial installation, and again at 50 hours from the initial installation, and there after every 50 hours. Failure to comply with this maintenance bulletin will void warranty. Contact FAT for assistance.

Materials: None

Estimated inspection time: .5 hours

Procedure:

1. Remove the upper cowl.
2. Place something like a step ladder under the propeller so it will not turn.
3. Place a 5/8" wrench on the nut in the center of the large pulley of the supercharger drive. It is not necessary to remove the belt.
4. With the wrench extended vertically from the nut, when standing on the left side of the plane, pull the wrench toward you to tighten the nut. The nut is left hand thread.
5. Torque to 38-42 ft lbs. Warning: do not over torque, the drive has an internal torque limit. **Recalculate the torque wrench if extensions are used.**
6. **DO NOT TORQUE THE 9/16 BOLT ON THE SUPERCHARGER PULLEY.**
7. Replace the upper cowling.

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8. Make an entry in the aircraft's permanent maintenance records.
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