

JUNE 16, 2005

**TO ALL EXEC 162F OWNERS**

**MANDATORY COMPLIANCE BULLETIN M-24**

**THIS BULLETIN IS MANDATORY AND MUST BE COMPLIED WITH**

Subject: Fuel Tank Seals

History: Most Exec 162F aircraft have a fuel tank fitting that uses a rubber seal where it passes through the hole in the bottom of the tank. It has recently been found that, due to a supplier error, the material used to fabricate the seal may not be compatible with all fuels that can be used with the 162F Engine. If the seal material is not compatible, a fuel leak could occur.

Action: This bulletin requires inspection of any seal supplied as part of a complete helicopter kit since June 2004, or supplied as a replacement part since that date. The inspection consists of immersing the seal in fuel for 6 to 8 hours and observing for signs of swelling. If the seal swells, it must be replaced.

It is also important to make sure that the fitting is installed correctly. The hole in the tank should have no sharp edges. The fitting and seal should not be allowed to turn in the hole while the nut is being tightened. The nut should be tightened to the specified torque (7 to 10 ft. lbs.) and should be re-torqued 5 hours after installation or before fuel is added. See next page for illustrated instructions.

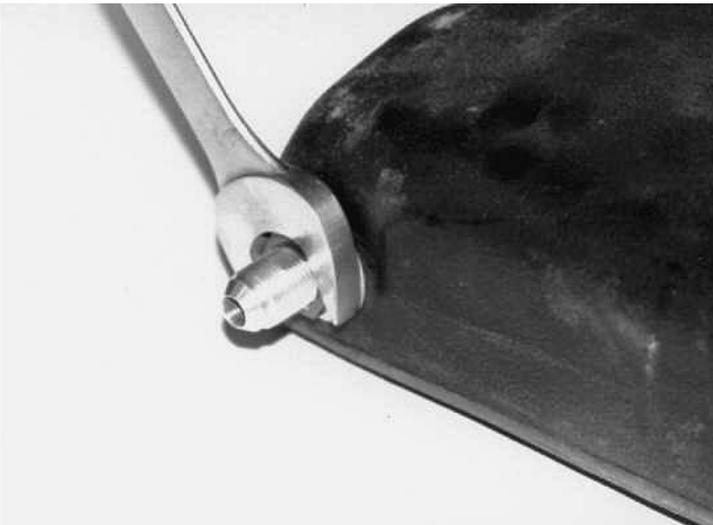
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**Photo #1**

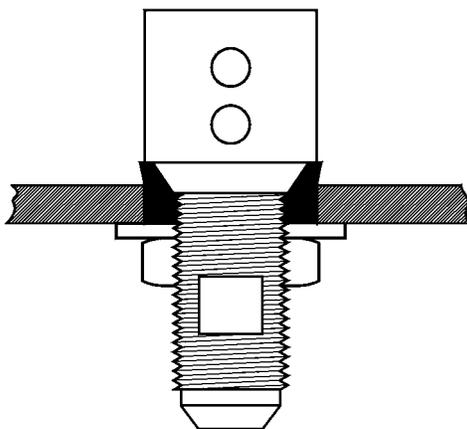
Deburr the inside and outside of the holes on the bottom of the tanks. Flush both tanks thoroughly with water to remove plastic chips and debris. Be sure the tanks are completely dry before connecting any hoses or fittings.

For each tank, assemble a fuel tank strainer fitting (refer to print E25-2001) and install it in the hole as shown.



**Photo #2**

Tighten the nut to 7-10 ft. lbs. Do not allow the rubber seal to turn inside the hole or it may damage the seal.



**Photo #3**

This shows the fitting after installation. When connecting the fuel lines, a wrench may be used on the flats in the threaded area to keep the assembly from turning. Be careful not to damage the threads. Always remember to apply a light film of oil to the threads when connecting aluminum fittings to prevent galling.

Note: Check tightness before adding fuel. Check again and re-tighten to 7-10 ft. lbs. if necessary after the first 5 hours of engine operation.